

SpeedHero - Capital Drift School

Here's the quick-sheet of what this class is about:

#1 You can't buy driving skills:

-Drifting is the great equalizer! Unlike other motorsports, drifting requires you to be good at driving to do well at drifting. The car won't fix a bad driver. Your driving skills have to be good before you can understand what changes will make the car better. It is a common mistake for beginners to build cars to correct their poor driving, resulting in an unbalanced car at their own time and expense.

#2 Attitude is the most valuable resource, and it's free!

-A 'bad' attitude isn't necessarily one that is rude or mean, but ill-fitting for the scenario. You can be a nice person, but if you decide to 'send it' when it should not be sent, then you've got a bad attitude. Crashing means you had the wrong attitude, but more importantly, having a bad time is the wrong attitude. A good attitude is being relaxed, enjoying the moment, and only taking safe risks.

-Drifting is an activity to make new and/or share with friends. The best way to be successful with drifting is to help others and contribute to the overall community. This lubricates resources for you and everyone else. If you're reading this now, ask me immediately how you can help out!

#3 All setup choices should be made from the perspective of the tires.

-Making changes to the setup of the car can be confusing. It can be difficult to tell what changes are an improvement or are a waste of time and money. To make this more clear, make these choices by understanding how it affects the tire. The tire is the only part of the car that touches the road. It delivers the power of the engine, the stopping force of the brakes and the steering inputs from the driver. How is the mod going to affect the tires?

#4 Don't hit Shit!

-Don't hit things. It's an important rule but people often forget it. The best way to do this when learning is to take small bites. If you're wanting to take bigger risks, ask some questions first!



~ASK ME WHY I'M AN IDIOT ^v^

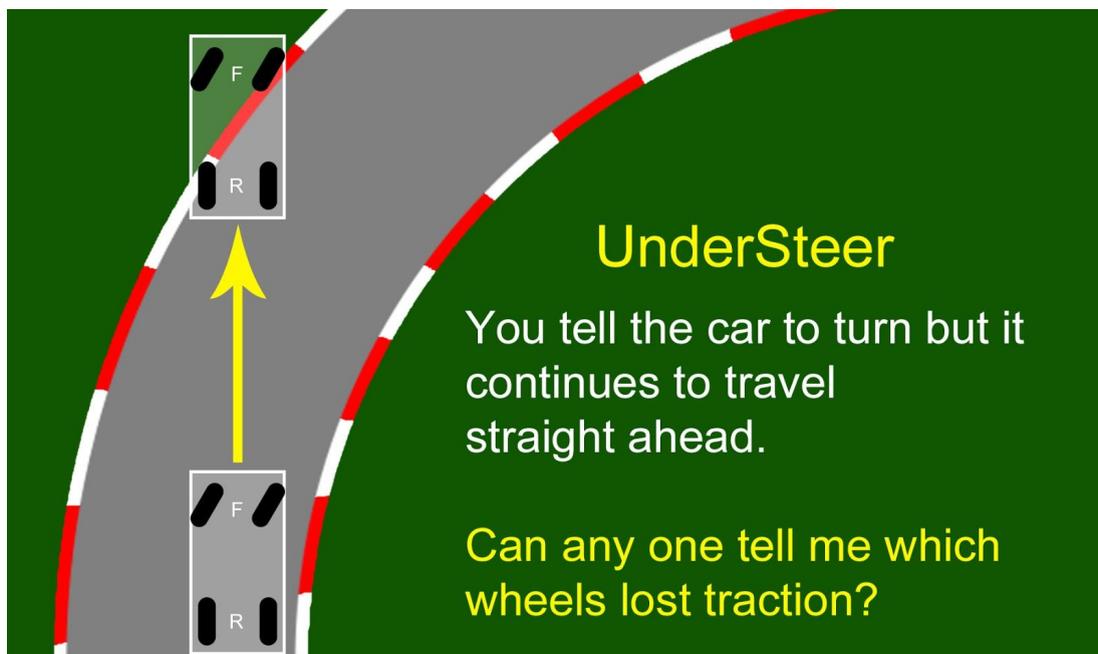
-What is drifting?

Drifting is a motoring activity where the participant purposely loses traction in a controlled manner around a corner. *Oversteer* is when the rear of a car loses traction, causing the vehicle to pitch at an angle facing toward inside of a corner.

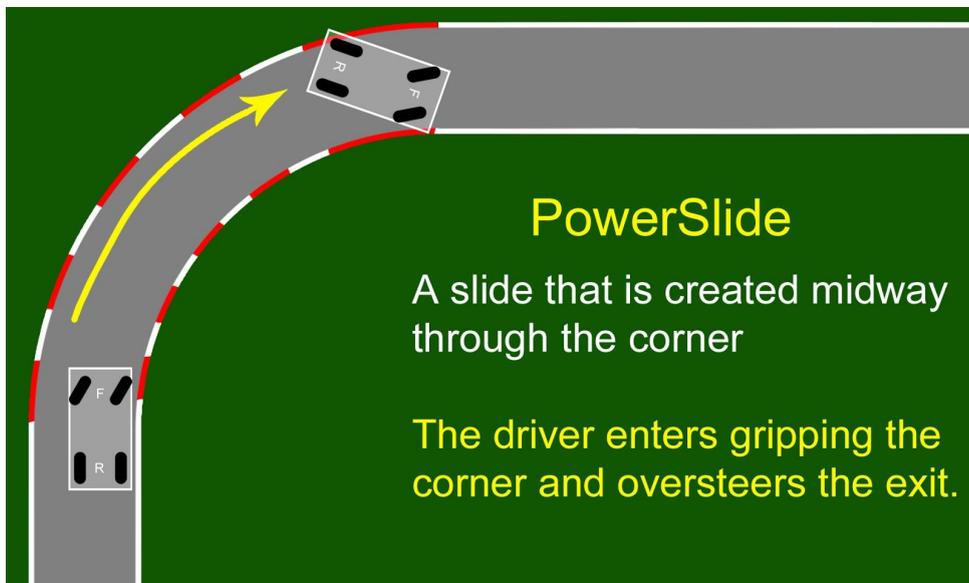
Oversteer is often the beginning of a complete spin out. Drifting is the control of this oversteer.



The opposite of oversteer is called *Understeer*. This is when the front tires lose traction.

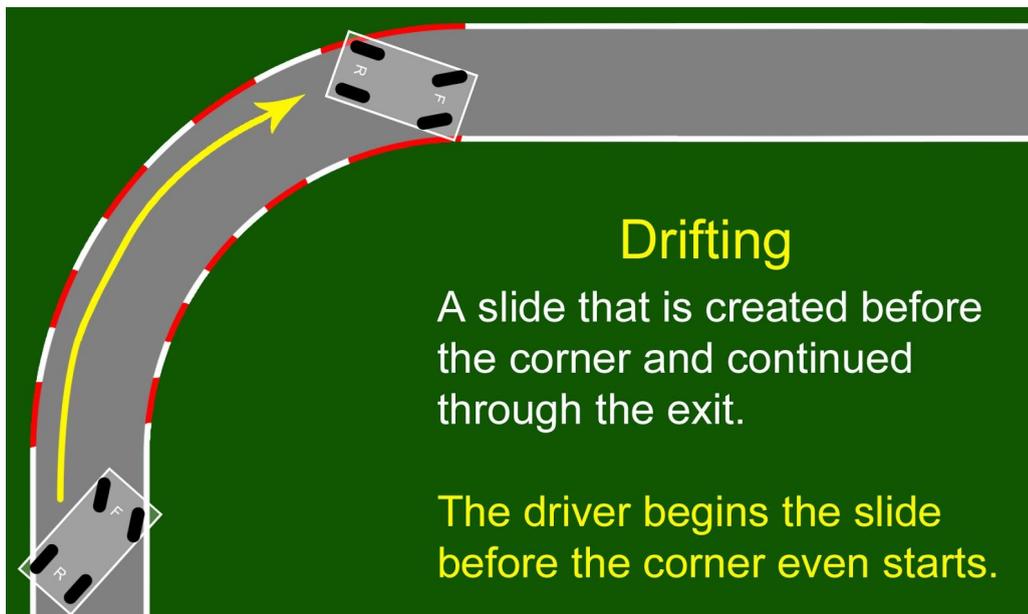


Power Sliding is entering a corner while retaining grip at the beginning. As the corner develops, you use the engines power or weight transfer to oversteer slide out of a corner.



The difference between a power slide and a drift is when the oversteer begins.

In a drift, the car has begun sliding before the corner begins, continuing through the complete corner. Powersliding, the oversteer is initiated part way through the corner and continued through the end of the corner.



The most difficult part of drifting is starting a slide and ending it. During the slide, there is less work to do; it is very relaxed.

Power sliding is the best way to start to learn to drift well. E-brake turns are a good way to learn controlled traction loss, but power slides let you ease into drifting much more gently. We'll try both at the drift school on track event!

Strangely, drifting is quite similar to bowling?!

You create the momentum of your projectile through a swing or throw, casting the projectile (bowling ball) into the lane with the correct momentum to reach the end with the correct arched path to hit your target.

A drift entry is this same concept. Much of the actual drift, once the car has begun oversteering, is patience. The main difference between the two activities is that a drift's path can be adjusted and corrected by the driver once set into motion. However, the primary throw and momentum create the majority of the car's slide.



-What is momentum?

Momentum is defined by physics. An object in motion tends to stay in motion. Thus if a car is 2600lbs, traveling at 80km/h, that's a whole DANG lot of momentum.

Meaning, it's going to be difficult to slow that down without an equal force, like a wall, pole or an angry parent who understands financial ruin at a young age.

[INSERT: diagram of grumpy mom]

Momentum is harnessed in drifting. It is a force of mass carrying energy as speed. Momentum is the force that carries a car through a drift from the start of the corner to the end. Managing momentum is the entire game of drifting. It's not about high power! It's about controlling momentum.

Controlling the Drift:

Directing momentum is done with two controls:

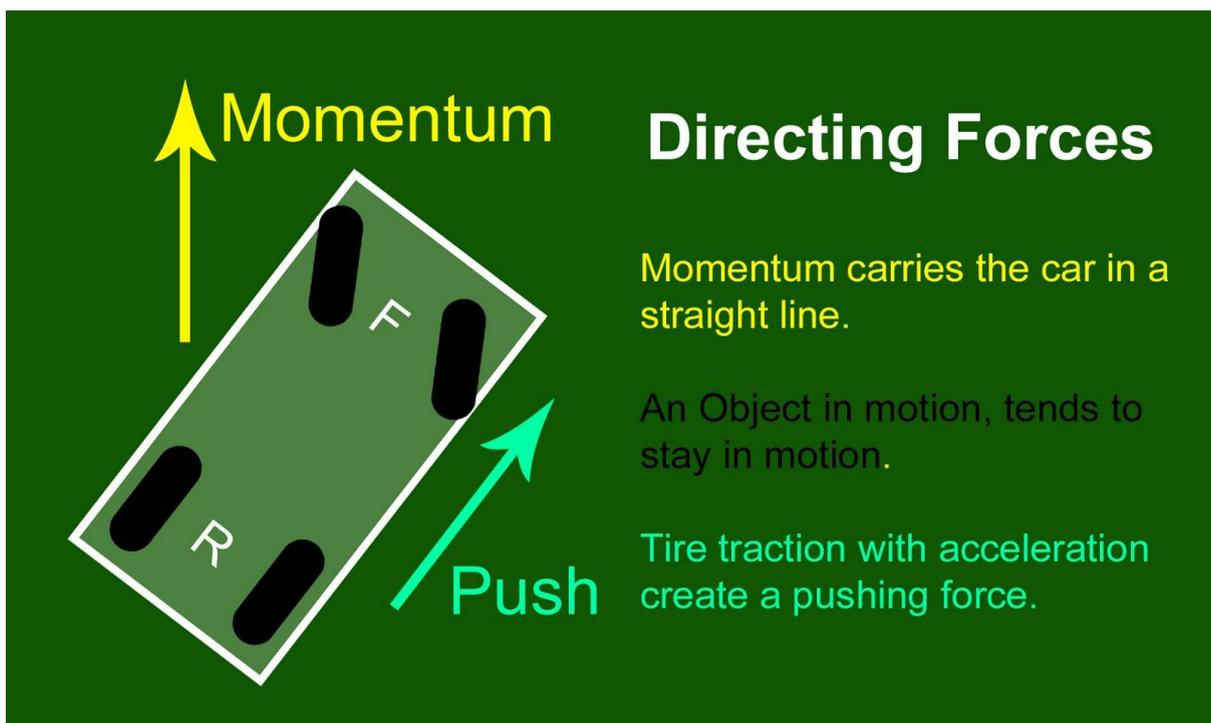
-The front wheels are pointed the direction the car needs to go. This directs the momentum's sideways acting force.

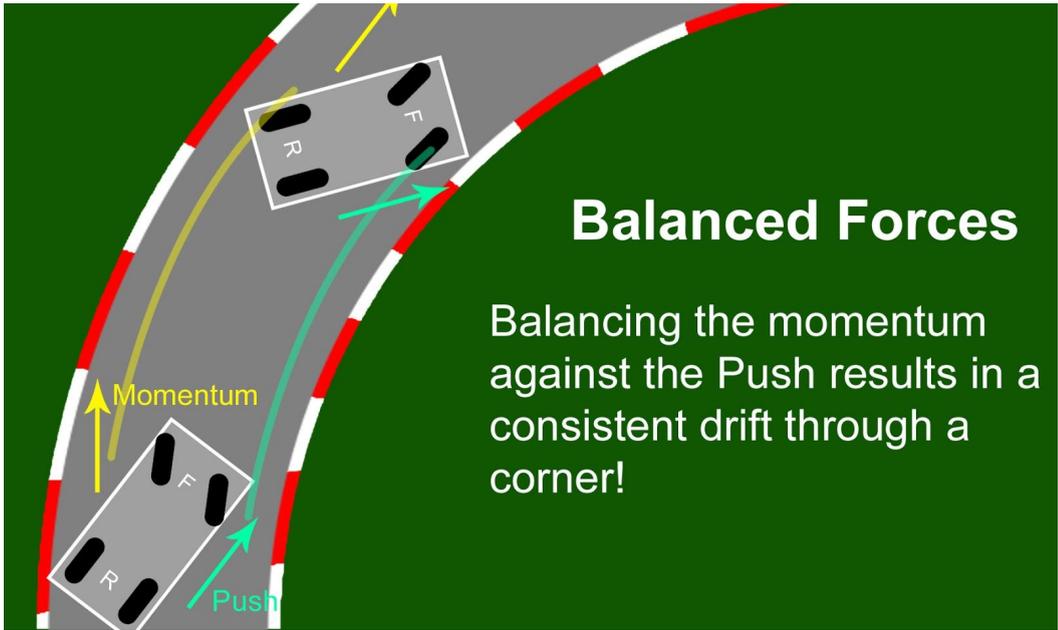
-The rear tires push the car around the corner. Controlling the momentum's forward moving force.

Think about momentum in a drift sense. A car driving forwards in a straight line has 100% of the car's momentum as a forwards acting force.

With the correct inputs (wiggling the car around like a fool), the momentum of the rear of the car can attempt to pass or rather go around the front of the car. Oversteer begins. This results in a spin out. What's interesting is although the back of the car is spinning around the front, the car as a whole is still traveling in a straight line.

With some counter steer, (pointing the front wheels towards the exit of the corner) the forwards moving force of momentum can be directed around the corner. However, the new sideways force created by the rear tires reducing traction can be controlled by the push of the rear tires. This is the throttle input managing grip. Too much or too little throttle input can cause the car to lose or gain too much rear grip. By balancing the counter steering and throttle input, the cars forwards push and sideways momentum is harnessed in a nice arched path through the corner.



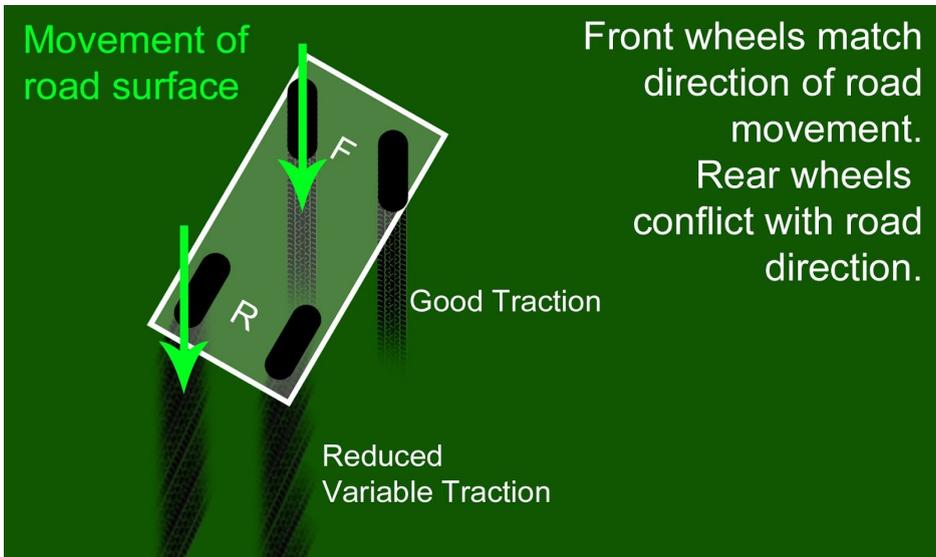


-What is grip?

To understand grip we need to know that a tire rolls only in one direction. The road surface it travels over can move in any direction. Grip is when the road and the tire are traveling in the same direction and at the same speed. Grip means the road movement and tire movement are matched.

When the road direction does not match the tire direction, we have traction loss.

Consistently creating and destroying traction is the most difficult part of drifting. It is a common misconception that when drifting, traction of the rear wheels is completely lost. This is not true, and results in spins and crashes. Rather, the rear tires vary the traction loss depending on throttle inputs and car setup. Some traction remains in order to create push during a drift!



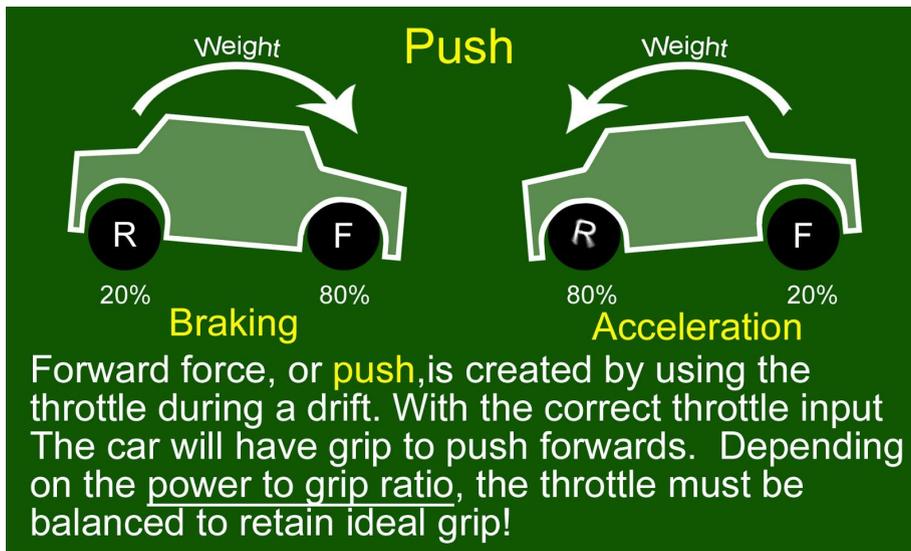
Simplified: The More weight on a tire the more grip.

-What is Push?

Push is the control of rear tire grip. Push is that feeling in your lower back when you press the gas pedal. It's pushing you from behind. Drag racing is an extreme example of push!

Using the throttle to cause the rear tires to spin, this traction pushes the car forwards, even though the momentum is trying to move the car sideways. Push is a driver control that chooses how much the car moves forward versus how much it tracks sideways during a drift. It is the control of the drifts path arch through a corner.

Push is quite tricky as it is extremely variable depending on car setup. The biggest factor is an important one when setting up a drift car. This is the crucial ratio of **Power to Grip.**



-How do I create GRIP? If you put only one finger on a desk, and move it, the finger slips on the surface. What do you do to make the finger grip better? Push more weight against the desk then try to move it. It grips the surface of the desk. Placing weight on a tire improves it's grip. Once you've run out of weight to place on the tire, you now have to add more tire, to get more grip.

Power to Grip ratio is similarly considered in Drag racing, but only one dimensionally. A drag racing car with lots of power and no grip will not have a very fast timed run, as it cannot deliver the power to the ground through the grip. The grip is easily overcome by the power and the tires spin in place creating heat and smoke, but not forwards momentum.

It is beneficial in drag racing to seek as much grip as possible. However in drifting, the power to grip ratio is two dimensional. Too little grip for the amount of power and the car has no push, therefore no forwards pushing force during a drift. The car will spin out easily.

The inverse is a problem too. With too little power and lots of grip, the car has too much forwards pushing force, and is unable to direct the momentum sideways. The tire cannot slide sideways so the car cannot drift.

Simplified: The throttle pushes the car around a corner through a drift.

A Power to Grip balance is important. A low powered car will be setup to have low grip. A high powered car will have high grip. This is not a black and white issue, but rather a degree of shades and variability. This statement is a good rough rule of thumb. How you create grip varies, but begins with your tire choice, tire pressure, and weight of the car.

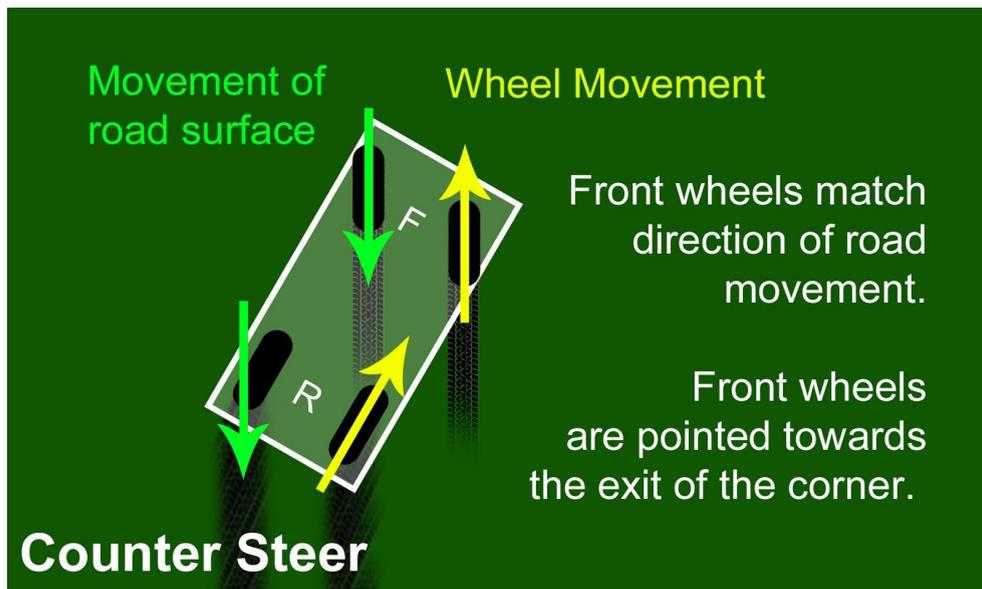
-What is counter steer?

Counter steering is ensuring the front wheels are pointed the direction you want the car to travel. **Front wheels must always point the direction the driver wishes the car to travel!** The direction the front wheels move match the direction the road is moving under the tire. This means the front wheels are spinning freely and retain traction completely.

If you do not counter steer, the car spins inwards toward the center of the corner. If you counter steer too much, the car grips up or directs momentum away from the corner resulting in an opposite spin!

Cars have what is called caster. Caster is the angle the strut rests at. Grocery carts too have caster. This is why the front wheels of a grocery cart follow the direction you push the cart. They match the direction the floor is moving under them. The front wheels of a car do the same thing naturally. Often people learning to drift hold the steering wheel too tightly, when in fact, they can release the wheel as the drift begins, allowing the front wheels to match the road on their own.

A high caster setting makes this easier. It's like when you're driving around town, and as you finish your turn, you allow the wheel to spin back to center on it's own. This is the exact same process; **let the wheels countersteer on their own.**

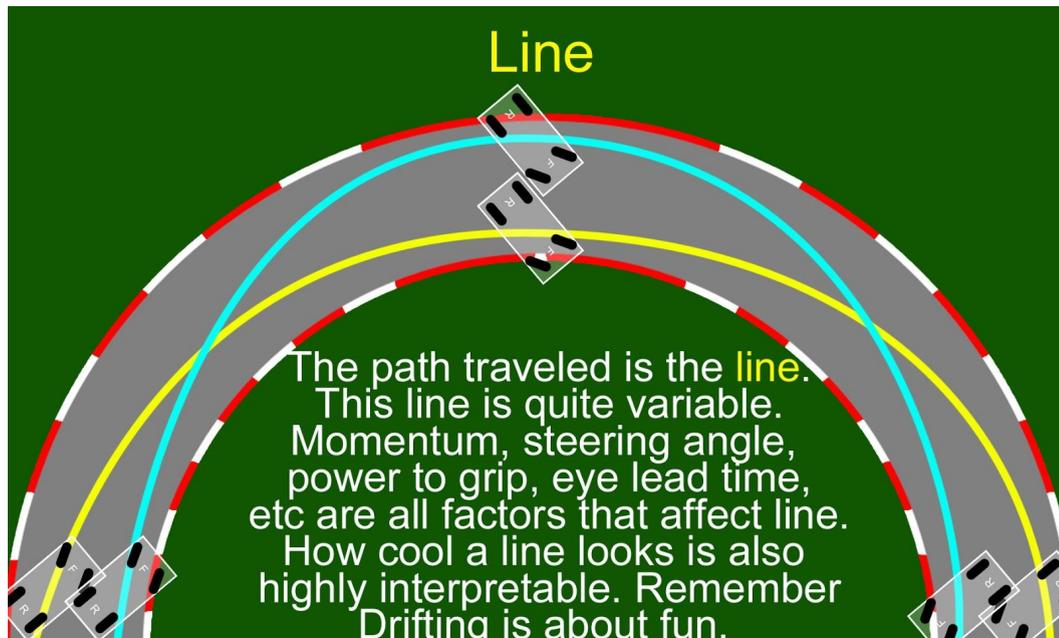


Simplified: The front tires need to point where you want to go!

-What is a line?

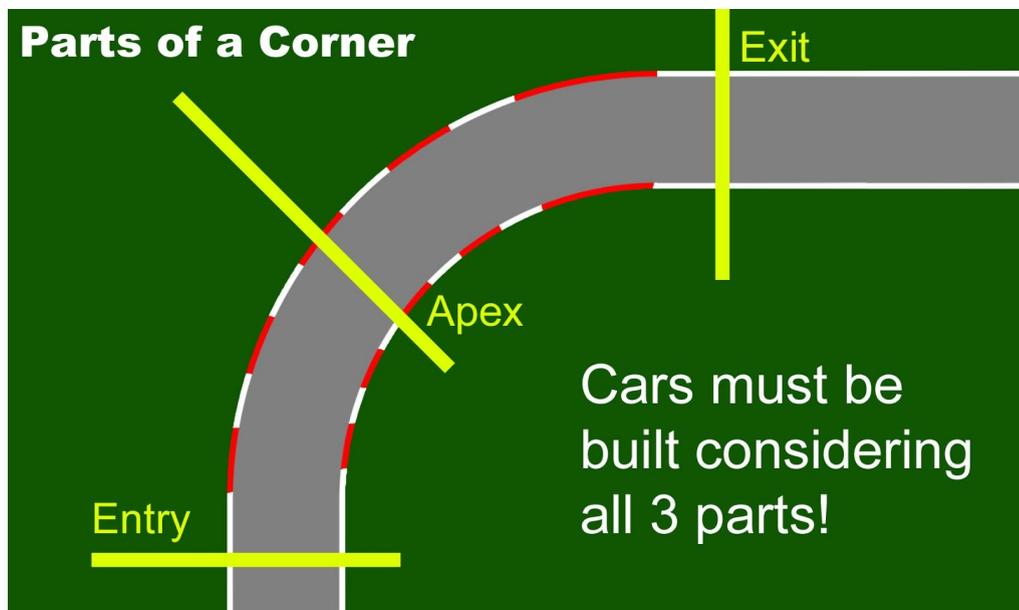
A line is the path a car travels on through a corner during a drift. This is the desired pathway the momentum of the car is guided through. This line is created by the initial momentum built up before the corner, then the control of this momentum using push and counter steering to guide the momentum through the exit of the corner.

Lines can be variable based on driving style, vehicle type and setup. Some look cool, some suck!



-The 3 parts of a corner

A corner has an entry, apex, and exit. It's a common mistake for new drifters to build their cars for only one part. Because causing traction loss is difficult, people modify their car to be more 'slippery' feeling. This allows the car to start sliding easier, but it doesn't consider the middle/apex of the corner or the exit. Slippery cars spin out easily, and often drift slowly.



Creating a Drift / Initiate Traction Loss.

Traction loss is defined as the road speed and wheel speed differing. This means that the road passing under the car is either moving slower than the wheel is turning, or faster than the wheel is turning. Both are traction loss.

There is multiple ways to cause tires to lose traction.

Simplified: The tire can go faster than the road (burnout) or slower than the road (handbrake skid). Both are traction loss.

-Handbrake.

The handbrake/Parking brake, can easily stop the rear wheels from rotating. This is a great way to learn traction loss. By locking the rear wheels, traction is lost by nearly 100%! This will cause the rear of the car to attempt to rotate around the front, since it has no grip to keep it behind the front of the car. Since the rear wheels have stopped rotating they are no longer offering forwards push. The car will naturally begin to slow, and because the rears have no traction and there is momentum present, the rear will try to rotate around the front. Causing a spin.

The handbrake must be in good working order for both rear wheels, not just one.

-Clutch Kick

This is another effective way to cause traction loss. Both the gas pedal and clutch pedal are pressed to the floor. This not only puts the car in neutral, but it revs the motor very high. The motor is now revving too much for the speed the car is traveling. By keeping the gas planted to the floor, and quickly letting go of the clutch pedal, the engines momentum is suddenly sent to the rear wheels and shocks them loose of their traction. Basically, you're telling the rear wheels to quite suddenly travel at a faster speed than they were currently.

Clutch kicks work best on cars with a well sorted power to grip ratio. Low power, low grip, high power, high grip.

-Feint/Scandinavian Flick

An *advanced way* to reduce traction is to remove weight from the rear wheels. Weight is directly related to traction. Driving at a corner with lots of momentum, then lightly braking while turning into the corner will cause a sudden weight transfer to the front wheels. The rear wheels will lose weight. With the momentum carried, and the sudden loss of weight on the rear tires, the back of the car will try to go around the front.

The Scandinavian flick is quite similar. A driver will drive with momentum towards the corner, lift off the gas, which similarly transfers weight to the front, then turn back in towards the corner. This upsets the traction of the car a lot, causing a pendulum effect for the rear of the car to again, try to rotate around the front. This is a tricky maneuver, but with practice feels very good.

What is important to a drift car?

-Good maintenance!!

Making sure your drift car functions correctly as a car is the absolute most important thing. It cannot leak oil, overheat, or fall apart. Although some cars look haggard or broken on the outside, those are often scars of long life and reliable usage. These badges of honor mark good maintenance and logical consideration for wear and repair. Long lasting drift cars often look broken, but function extremely well. Make sure everything important works as best as it can.

I cannot stress this one enough. Make your car not broken!

-Differential

A locked or LSD type differential is crucial to drifting. Advanced drivers can drift cars with open differentials, but often it's through extreme momentum control. Your cars ability to Push consistently relies heavily on a differential that spins both rear wheels at the same speed

Feeling comfortable in a drift is directly communicated with push to the driver through the throttle pedal. A car that has a differential that locks and unlocks at random will result in unpredictable wheel speed. Wheel speed is the sole controlling factor of push. If the push randomly changes than it is difficult to control the momentum through the desired line.

-Hand Brake

An amazing working hand brake is crucial to learning to drift. As you drift more and more you will learn to use it *less and less*. However, it is a consistent and reliable method to break rear wheel traction, making it an important learning tool. The hand brake must lock both rear wheels without extreme effort. This results in consistent choices of traction loss, but also aids in maintaining a drift, and rescuing a drift that may have begun to go wrong. It aids in differential lock up as well.

-Tires

Tires deliver every driver input to the ground. Turning, braking and accelerating. These are the devices that translate all the driver inputs into correct motion. The amount of grip should be balanced to the power. It is also suggested to **avoid** putting on grippy front tires and slippery rear tires. This is counter-productive to a good drift. Matching the front and rear tires grip levels results in good communication to the driver.

It's a good rule of thumb to bring 4 spare tires. 4 bolted to the car, and 4 spares. Thus 8 tires in total. You may or may not go through them, but it really sucks to bring too few and go home early. They don't have to be new, just round, and hold air.

-Seat

Although not as crucial as the above mods, it is an essential tool to getting good at drifting.

A fixed back racing bucket is a MASSIVE upgrade, even in a nearly stock car. (NOTE: reclining seats are 99% trash)

A driver communicates their inputs through the steering wheel, shifter, parking brake and pedals to the car. It communicates back to the driver through the seat, by acting forces of momentum on the driver. These forces either push from the side, or back depending on the amount of sideways momentum and push of the cars movement.

With a stock seat, the driver is not secured well in the vehicle and often bounces around. This blurs and slurs the communication the car is giving the driver, but also can hinder and affect the communication the of the drivers inputs to the car. Mounting the drivers body securely ensures good communication in both directions!

-Cooling

Keeping cool is more available laps, aka less damage to your car. On the short term you'll be able to stay out on the track longer with less cool down rests. In the long term the internal wear of the motor is far less, so you'll have a longer and more cost effective season.

-Knuckles

These are not essential at all to learning to drift. However, they are a tool that will open up many opportunities to drivers as they advance.

Modified steering knuckles allows the front wheels to turn at a greater angle than the factory every designed the car to do. This has a few benefits.

By turning the wheels more, the car is less likely to spin out and can travel sideways pitched at a greater angle than usual. Not only does this look cooler, but feels way more fun!

Additionally the increased steering angle is a safety device, the driver is able to rescue or save themselves from spinning out because they can get the front wheels closer to matching the direction of the road during a spin. A side benefit, depending on knuckle design, is that it can reduce the number of turns in the steering wheel. Most cars have 3.5 turns approximately, however, the more turns there are, the harder the driver has to work. The less turns the easier it is to maintain control of the front wheels. This is a rough rule to a point, not an absolute ipso facto.

How do I win at drifting?

You don't, you only have **fun**. There is no way to win other than to have more fun than everyone else.

The only rule to drifting: You can't repress others fun, you must encourage it.

Since drifting is not truly a sport, but a motoring activity, competitions are judged not on technical merits that are measurable. Angle, line and speed are all measurable, but even with an algorithm there's no way to calculate *impression*. What looks cool about a drift might be the cars speed, angle and line, but additionally their vehicles appearance, the drivers attitude and reputation, the displayed confidence. These characteristics are what keep drifting attainable to everyone. You are equal to your heroes, and drive right along side of them. With the right attitude you can become a hero yourself.

What is the best path to drifting success?

Seat time!! Drifting is actually surprisingly easy. The hard part is getting to do it.

Focusing your efforts on a reliable vehicle, means you can focus on driving it. **Seat time is the best way to improve your drifting skill**. Juggling chainsaws not an activity you can read instructions about and immediately know how to do, rather it's a skill that is learned through practice. Most people could learn to drift well in just an afternoon if they had a reliable car, and a safe, legal place to practice. Sadly those are two very difficult factors. We're doing our best to offer these at Capital Drift.

Simplified: Seat time is the best way to get good.

What to expect on our Drift School days:

We will start with the basics and move up as you make progress. This is to keep you safe and financially sound. You will earn Badges as you progress!



Starting with traction loss exercises, we'll learn the importance of the hand brake and momentum to begin with. Building momentum, breaking traction and redirecting it with a 180* hand brake turn. This shows a nice difference between momentum needed for the maneuvers.



Donuts will introduce push. Controlled donuts, using counter steer and throttle control.



Figure 8s to follow. Introducing transitioning, this will be a much more difficult and precise way to control and maintain momentum.



A single, but full corner drift will present the next challenge to students. This will require the most momentum so far and will introduce the importance of eye lead time. Focusing on your goal and pushing towards it.



To sum up the drift school night we will open up the Peanut and Kidney Bean tracks. This exercise will culminate all the skills learned in the day to link a whole miniature course together.

How to Prepare for a Drift Day

Things you'll need:

-A well maintained RWD car.

It is suggested that it has a locked or limited slip differential (LSD)

-Helmet

A recent snell rating is required (check the website of your drifting event to ensure yours is approved. Not all helmets are allowed for use.)

-4 spare tires

4 is a good number for most cars to have a good day. However, some cars will use more. It's your first event, so bring some, if you don't use them, that's okay, but cars like 350z or greater may use more than 4 spares. Some people use 8-10 during a drift day!

-A jack

Don't rely on others to use their jack. It's best to bring your own.

-Tools!

Bring a socket and wrench set that fits your vehicle, including some fluids like extra oil, gas, brake and power steering fluid. Electrical tape is important as well.

-Check the rules of your local drift club to know what other requirements they have specifically.

Not every club is the same, some have different rules than others as most clubs rent tracks and each track has different safety issues.

~~~~~TROUBLESHOOTING DRIFT GUIDE~~~~~

Why do I spin out all the time?

The front wheels need to point where the car is supposed to go to, and the rear wheels need to push the car around the corner.

A. One common mistake with spin outs is people often manually counter steer. Meaning, they try to turn the steering wheel with their hands, some people even use 'palming' style of steering. The reality is that you are not fast enough nor accurate enough to point the front wheels correctly. This results in the counter steer being delayed.

-To correct this, use the 'throw and let go' method. The moment the rear of the car begins to oversteer, promote counter steer by tossing the wheel towards the exit of the corner, and let it spin on its own. Like a grocery cart, the front wheels of the car naturally follow the road, so let them! Get your damn hands out of the way. Once they're pointing the correct way, then grab the wheel again and ride that drift towards the corner exit.

B. Another common mistake is people will put really grippy tires on the front of their car, and slippery ones on the back. This means the car loses traction very easily, but, when the throttle is applied to push the car through the rest of the corner, there is not traction to push the car, causing a spin out.

-To correct this, put equal tires on the front and back, and just change the tire pressures to promote a little more slip in the rear. This will make the car much more balanced and will build good drifting habits while learning.

C. A third cause of spin outs has to do with the throttle. The engine is directly connected to the rear tires, when a car starts and oversteer slide, it can be for two reasons. The rear tires are going faster than the road (like a burnout) or slower than the road (like a handbrake skid).

Too much throttle will cause the car to spin out, but so will too little throttle. By letting off the gas pedal you've told the engine to suddenly stop spinning. Because the engine is connected to the rear wheels, you've told the rear wheels to suddenly stop spinning too! It's the same as pulling a hand brake.

-The solution is to use the 25%-75% rule. While in a drift, try to use 25-75 percent of the throttle. This way the rear wheels keep spinning, but not too fast. This will maintain good push through the corner.

Why won't my car lose traction?

Grip is when the ground speed and direction match the tire speed and direction. To cause the car to slide, this correlation must be broken.

A. Being too soft on the hand brake, or clutch kick is a normal learning mistake made by drivers. To remove traction we need to surprise the tire, but by pulling the hand brake too softly, or slipping the clutch as we let it out, the tire keeps grip rather than being surprised.

-The solution is to be very rude to the hand brake. Pull it quickly, sharply, and hard, and hold for a second. Most people think they're hand brake will work for drifting because it works okay for parking. This is not true, make sure both cables pull, and that the parking brake mechanisms and pads/shoes are in good shape.

-When dumping the clutch, you cannot be gentle. This is true for a few reasons. Firstly slipping the clutch damages the clutch! It's actually nicer to the clutch to slip your foot off the side and let the pedal SNAP than it is to gently lift it. We need to surprise the tires! So push the clutch pedal down, rev the engine VERY high up, and snap the clutch pedal up while staying on the throttle. This will cause a rolling burnout, which is a type of traction loss. This name of this is a clutch kick.

B. Your car is not well balanced. Make sure your power to grip ratio is balanced. If you're running a very low power car (60hp -150hp) then you'll need to run slippery tires. If you're running a high power car (300hp-1000hp) then you'll need to run very grippy tires in the rear.

By running grippy tires on a low power car, it will be difficult to have the engine overcome the grip of the tire.

-The solution is to find tires appropriate to your engines power, this balances the power to grip ratio.

C. Check to see if your differential is locking. Some limited slip differentials (LSD) wear out over time. The older your car is, the more likely the LSD is worn out if it was equipped with one. Your welded / spooled / locked differential might be broken if only one wheel is spinning.

-To check this, do a burnout and see if both wheels spin consistently.

D. Turning harder won't make you drift more! It's natural to want to turn the steering wheel harder when the car is not sliding, but that's asking the car to do the wrong thing.

You're trying to get the back of the car to slide, not the front. By turning the front wheels harder, the front wheels lose more traction. If the front wheels have none of the traction, then the rear has all of the traction. The car will not slide in this state.

The solution is to grip the corner, lock the steering wheel position that will take you to the exit of the corner. Now, use the throttle to cause the car to drift. Using too much throttle will cause the rear of the car to slide out, and promote Oversteer instead of understeer. The beginnings of a drift.

Why did the car crash?

-I was drifting and the car snapped the other way

While counter steering through a corner, your wheels are pointed towards the exit. A common mistake when learn to drift is called 'snap lift'. What this means is the driver wants to finish the drift at the exit of the corner. So they suddenly lift off the gas. This causes the rear tires to suddenly grip the road and because the front wheels are still counter steered the car snaps to the direction the front wheels are pointed.

-A solution to this is to ease off the gas gently and be patient with the corner exit. Straighten the front wheels up as you let off the gas and your exits will be much more graceful and safe.

-I was drifting and the car washed out

A. One cause of this is suddenly lifting off the throttle. This tells the engine to stop rotating, it feels like someone pulled your handbrake without you knowing. The car suddenly spins and the car washes out.

-The solution is to stay a little bit on the gas. Apply the 25%-75% throttle rule. Keeping at least 25% throttle through the corner will keep the car pushing to the exit.

B. Too much momentum for the grip. If you've got a tire with very little grip and your entry speed into a corner is very fast, then the momentum that you carry is difficult to translate into forwards push. The tires don't have enough grip to push the car towards the corner exit, and the momentum carries to the outside of the corner, into the grass, wall or guard rail.

-The solution, take smaller bites when learning to enter corners. Work your way up to big entries.

C. Your front tires weren't pointed to the exit. The counter steer has to point to the exit of the corner. A delay in your counter steer is more critical a mistake the faster the speed of your drift.

-To fix this, remember the 'Throw and Let go' method. Toss the wheel and grab it again once the front wheels are pointed to the exit of the corner.

-I was drifting and I Spun in to the center of the corner.

Throttle control and momentum are the two things that carry you through the corner.

This is a combination of too much throttle and not enough momentum. Additionally the front wheels need to be pointed to the exit and not to the center of the corner.

-I gripped up and understeered into something!

This is a really common mistake I see whether it's drifting or any other motorsport. It almost always stems from bad eye work, as driving of all types is purely visual. The vehicle goes where you're looking, even in video games. It's one of the hardest problems to solve.

The front wheels do 80% of a vehicle's braking and 100% of the steering. When a driver panics about something they don't want to hit, the natural reaction is to slam the brake pedal and turn the steering wheel. These actions seal the fate of the crash.

Slamming the brake pedal and snapping the steering wheel both act as surprises to the front tires. If the front tires lose traction, the car loses 80% of its braking function and 100% of its steering. This causes the car to slide nose first in a straight line.

-Correcting this is a complex problem. Mostly it's about looking where you want to go. If you stare at something that scares you, the correct path around that object is not immediately obvious to the brain in that moment. Training your eyes to look around an object, to the space available, allows your brain an obvious path to point the vehicle.

-It is extremely important to separate braking and turning. Doing the separately allows the front tires to use the grip efficiently for one or the other. Asking the front tires to turn and brake at the same time over works them and they lose grip. Brake in a straight line, release the brake to do turning. This is true for most motoring applications.

-I hit something and I didn't want to

It's common to stare at things that scare you, look where you WANT to go. If you stare at

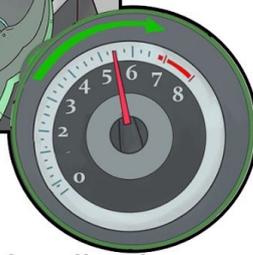
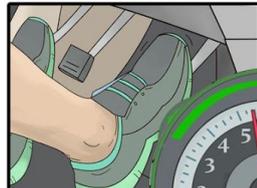
something that scares you, your vehicle will go towards it. You tell the car where to go, by where you look.

Initiation Types

Initiating a Drift -Hand Brake

How To:

1/5 ★★☆☆☆



- 1•Press & hold clutch.
- 2•Press & hold throttle.
- 3•Violently Pull & Hold Handbrake.
- 4•Rev engine high.
- 5•Release Handbrake & Clutch quickly. **!Traction Break Point!**
- 6•Maintain throttle.

Pros

- Easy to do
- Extends Drifts

Cons

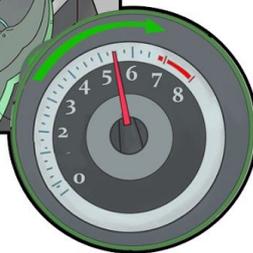
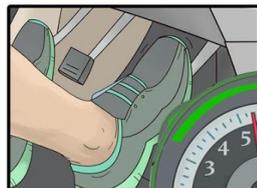
- Slows cars momentum
- Requires working Parkbrake
- Surprising/unsmooth
- Lots to co-ordinate



Initiating a Drift -Clutch Kick

How To:

2/5 ★★☆☆☆



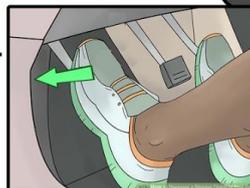
- 1•Press & hold clutch.
- 2•Press & hold throttle.
- 3•Wait for engine to rev.
- 4•Suddenly release clutch. **!Traction Break Point!**
- 5•Maintain throttle.

Pros

- Increases car speed
- Easy to do
- Doesn't require balanced car

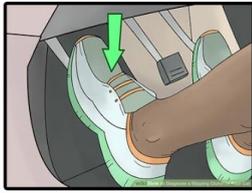
Cons

- Sudden traction loss
- Can damage the car
- Surprising/unsmooth



Initiating a Drift -Shift Lock

How To: 3/5 ★★☆☆☆



- 1•Press & Hold Clutch.
- 2•Shift down a gear.
- 3•Suddenly release the clutch

- !Traction Break Point!**
- 4•Return to the throttle.
 - 5•Maintain throttle.

Pros

- Easy to do
- No parking brake needed
- Maintains momentum

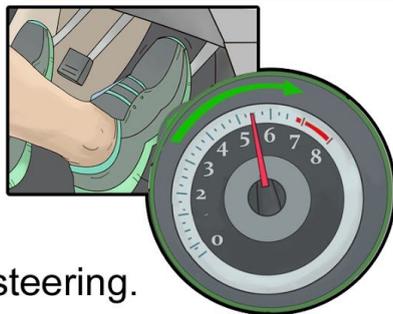
Cons

- Requires manual car
- Can damage the drivetrain
- Surprising/Unsmooth



Initiating a Drift -Power Over

How To: 4/5 ★★★★★



- 1•Grip Corner.
- 2•Set and lock steering.
- 3•Gently increase throttle.

- !Traction Break Point!**
- 4•Counter steer.
 - 5•Maintain throttle.

Pros

- Gentle initiation
- Gentle on the cars drivetrain
- Easy to Control
- Maintains momentum

Cons

- Subtle, takes skill
- Requires balanced car
- Not always a true drift



Initiating a Drift - Brake/Weight Transfer

How To:

5/5 ★★★★★



Pros

- Gentle initiation
- Gentle on the cars drivetrain
- Very Stylish!!!
- Maintains momentum

Cons

- Difficult, takes skill
- Requires balanced car
- Risky, Momentum Needed

1• Tap brake lightly.

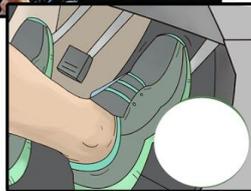
2• Turn into corner.

!Traction Break Point!

3• Gently increase throttle.

4• Counter steer.

5• Maintain throttle.



Tire & Road
Tires Faster
& Slower