FAST NOT FAMOUS

FREE HANDBOOK

FASTER NEXT SESSION

46 karting tips from my most watched Shorts

BRAKING | CORNERING AND THE RACING LINE | THROTTLE, SLIDES AND UNDERSTEER | OVERTAKING | DEFENDING AND RACECRAFT | RENTAL KART KNOW-HOW | MINDSET

BY **KYAN** · FAST NOT FAMOUS

BEFORE YOU START

PICK ONE. GO FASTER.

I'm Kyan from Fast Not Famous, and I coach rental kart drivers. These are the tips from my most watched Shorts, all in one place, so you don't have to scroll back through them to find the one you need.

Every tip is something I've said on camera, tightened up a bit. Under each one there's a QR code that takes you to the original Short, so you can see it on the track.

Don't try to do all of these at once. Pick one thing, take it to your next session, and on each lap ask how you can do it just a little bit better. Those tiny improvements add up really quickly.

HOW TO USE THIS

1. Read a chapter before your next session.
2. Pick one tip. Just one.
3. Every lap, ask how you can do it a little bit better.
4. Scan the QR code to see it on the track.

Kyan
FAST NOT FAMOUS

INSIDE

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CHAPTER 1 · TIPS 1 TO 7

BRAKING

01

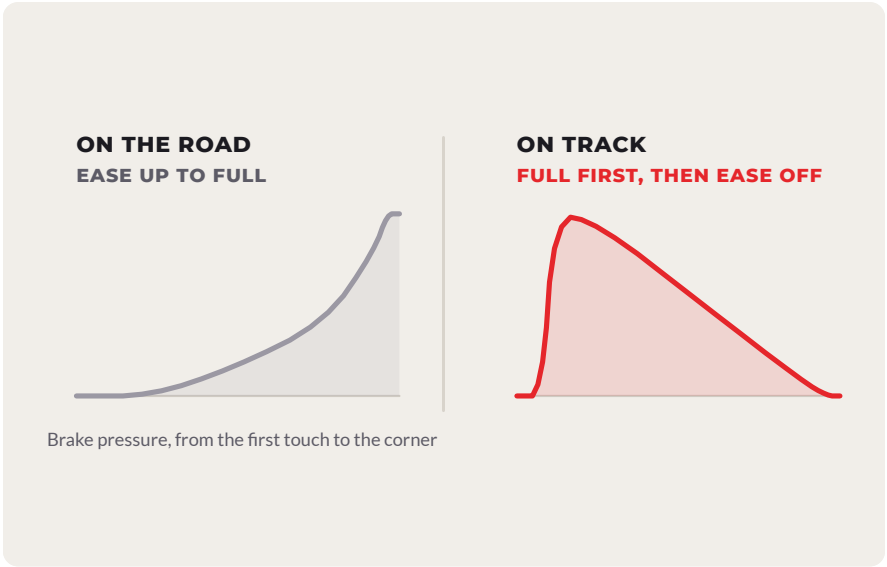
Most lap time is won or lost before you even turn the wheel. Here's how to slow down faster and get the kart turning.

01 Hit the brakes hard, then ease off

This is the biggest trap beginners fall into. On public roads you probably start at 0% brake pressure and ease up to 100% to stop, and in racing this is completely wrong. Start at 100% brake pressure to slow down quickly while your tyres have lots of potential energy, then as you slow down, ease off the brakes until you're at 0% so you don't lock up the rear tyres. This also helps you induce rotation, and then you can get back onto the throttle and power out of the corner.

WATCH THE SHORT

youtube.com/shorts/qfzCjdk9Waw



Brake pressure, from the first touch to the corner

TRY THIS NEXT SESSION

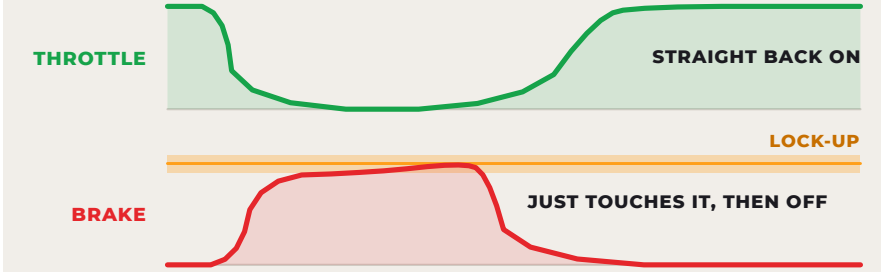
Pick one braking zone, hit full pressure straight away, then ease off all the way to zero as the kart slows.

02 Learn to threshold brake

Threshold braking is the fastest way to slow down a rental kart, and if you don't threshold brake you're probably a slow driver. The braking threshold is the brake pressure it takes to lock up the wheels. Press the brakes just hard enough to reach it, and once you feel the rear start to lock up and rotate, get straight off the brakes and back onto the throttle to power out with slip angle. That micro lock-up induces rotation and lets you carry more momentum.

WATCH THE SHORT

youtube.com/shorts/CNsIT2EI28k



TRY THIS NEXT SESSION

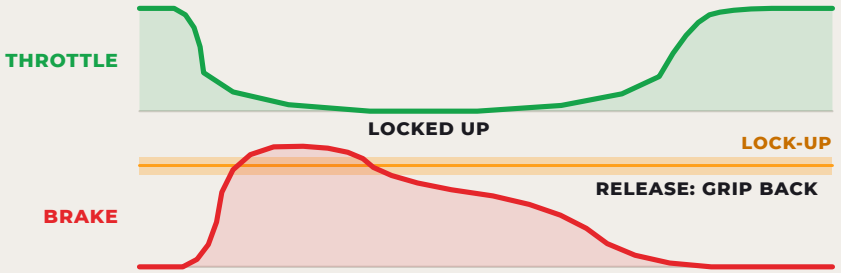
Brake a little harder into one corner each lap until you just feel the rear start to lock, then get off the brake straight away.

03 Locked up? Let go of the brake

A lock-up is when the tyres stop rotating because the brake pressure is too high, and that can mean you miss the corner or overheat your tyres. To stop lock-ups, brake just below the lock-up threshold. If you notice a lock-up by the sound, or by the feel of the kart sliding, release the brake so you can get your traction back.

WATCH THE SHORT

youtube.com/shorts/kHGDJPznso8



TRY THIS NEXT SESSION

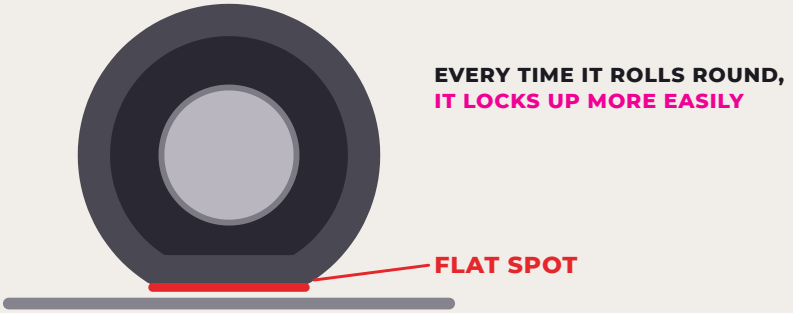
Listen for the tyres under brakes. If you hear a lock-up, ease off instead of pressing harder.

04 Why one lock-up keeps costing you

When you lock up, the wheel stops rotating and slides across the track, which grinds part of the tyre off and creates a flat spot. Next time you hit the brakes it's much easier to lock up again, because as the tyre rotates onto that flat part, the friction is much higher. So one lock-up can turn into lock-ups lap after lap, and that's really bad for your lap time over a whole race. It's also really easy to miss the corner when you lock up, because you're not slowing down as quickly as you normally would.

WATCH THE SHORT

youtube.com/shorts/UcTCxjhYEoM

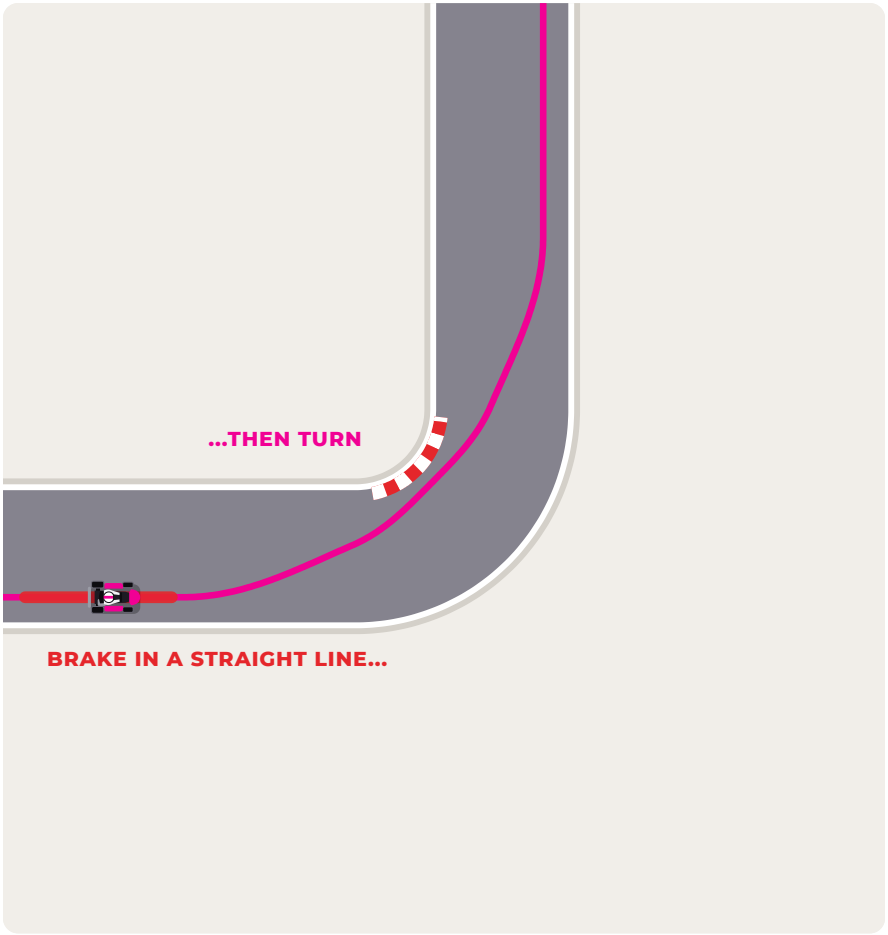


05 Brake in a straight line, then turn

The biggest mistake I see beginners make is pressing the brake and turning at the same time. It might feel right, but the tyres only have so much grip, and when you brake, turn or accelerate, part of that grip is used up. Brake and turn together and the grip has to be split between the two, so it's much easier to lock up, and that ruins your lap time.

WATCH THE SHORT

youtube.com/shorts/A2jr6gpd-50



TRY THIS NEXT SESSION

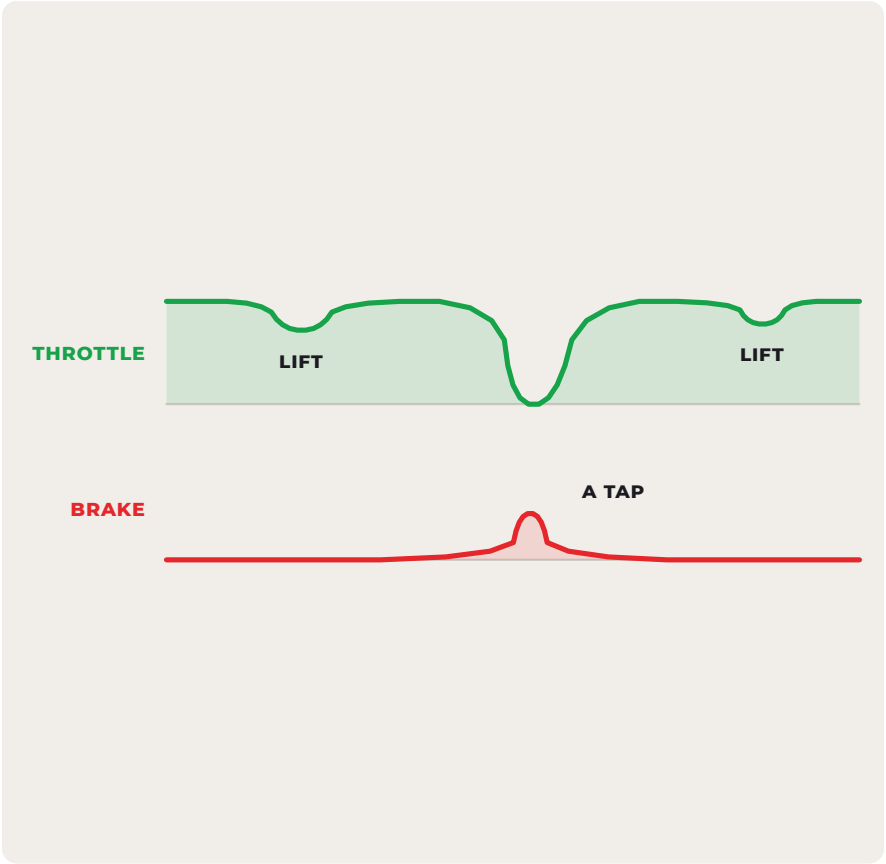
Practise finishing your braking in a straight line first, then turning into the corner.

06 You probably brake too much

Most beginners don't realise that you barely ever use the brakes on rental tracks. As a general rule of thumb, if you're not braking, you should be 100% on the throttle. On my lap of one track I only pressed the brakes four times. In plenty of corners I'm just lifting slightly to induce rotation and scrubbing off the rest of the speed with the slide, or using a tiny dab of the brakes to get the kart turning and then going straight back to full throttle.

WATCH THE SHORT

youtube.com/shorts/IGkH45n2a2E



TRY THIS NEXT SESSION

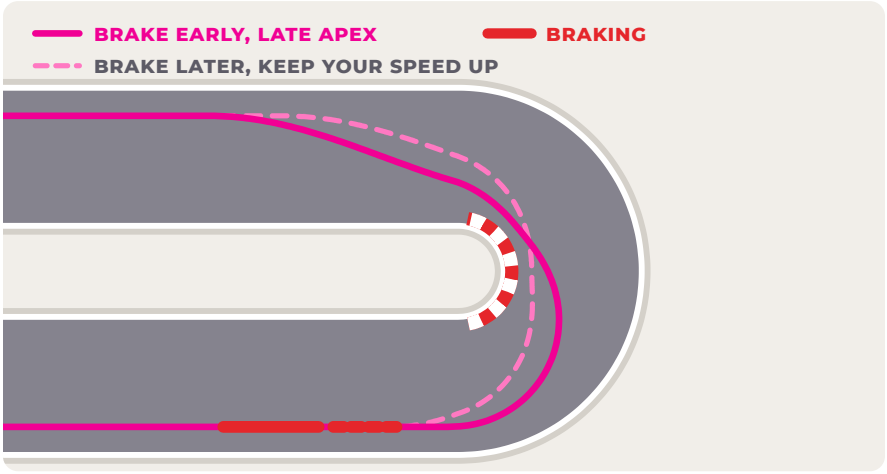
Count how many times you touch the brakes in one lap, then find the corners that only need a lift or a tap.

07 Big corners: two ways to brake

Finding the braking point for a big corner can be really tricky, and there are two strategies. The first is to brake early and take a late apex, focusing on rotation so you can get back on the throttle early and cleanly, which is good for maximising your exit speed onto a straight. The second is to brake a little later and follow something closer to the geometric racing line, focusing on keeping your minimum speed and your engine revs as high as possible.

WATCH THE SHORT

youtube.com/shorts/zFExFa3iCMQ



TRY THIS NEXT SESSION

Try both in the same big corner and compare your lap times.

> **If you're not braking, you should be 100% on the throttle.**
>
> KYAN

02 CORNERING AND THE RACING LINE

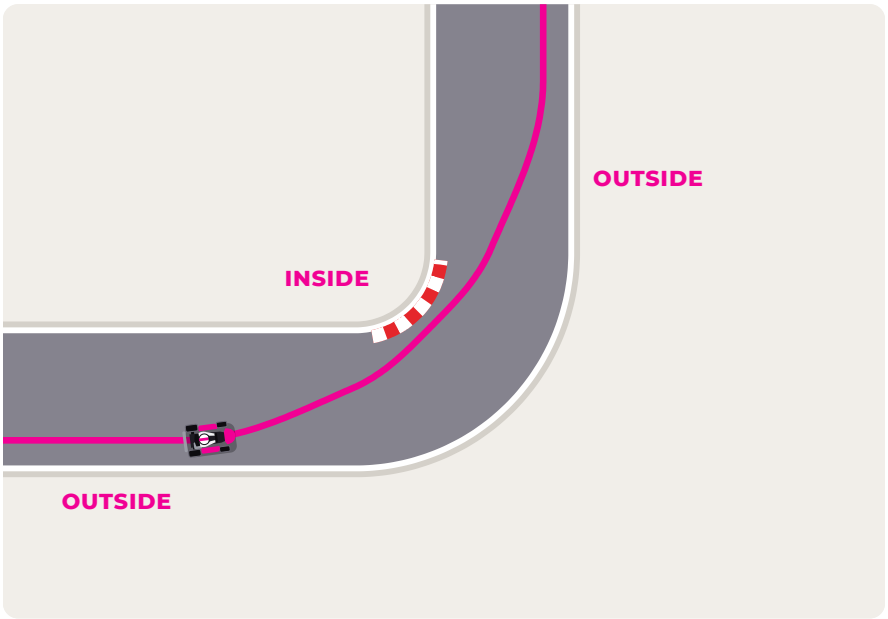
Outside, inside, outside is where it starts, not where it ends. When to use the textbook line and when to break it.

08 Find the line on your first lap

The racing line isn't random. The whole point is to carry more speed by making the turn as smooth and open as possible, which is why you hear outside, inside, outside: start on the outside, move to the inside for the apex, then exit back to the outside. That makes the corner radius larger, and a larger radius means less turning and a higher speed. Then think about where the track goes next. If the turn leads onto a straight, maximise the exit, for example by turning in later so the exit is straighter and you can accelerate sooner.

WATCH THE SHORT

youtube.com/shorts/5TsrJ_lYyK8

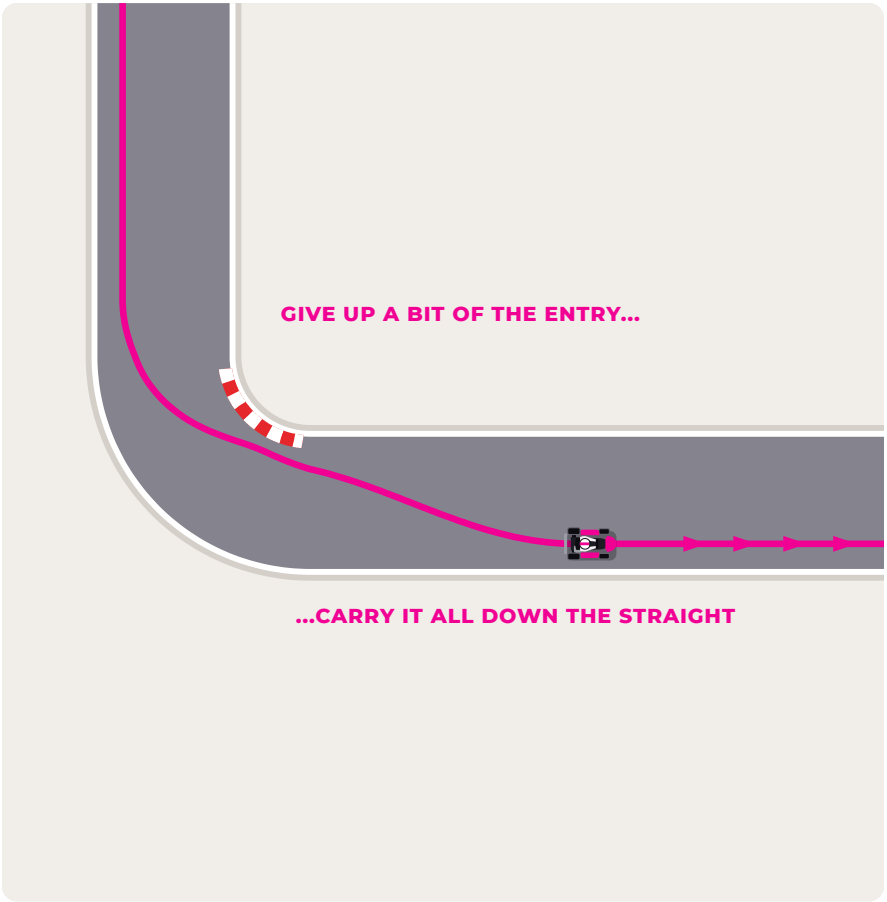


09 Win the exit, not the entry

Speed doesn't come from diving into the entries with heaps of speed. Your lap times will drop when you prioritise the exit and maximise your exit speed out of the corner. That means sacrificing a bit of the corner entry so you can propel yourself out with an amazing exit.

WATCH THE SHORT

youtube.com/shorts/BnDfuEze5KY



TRY THIS NEXT SESSION

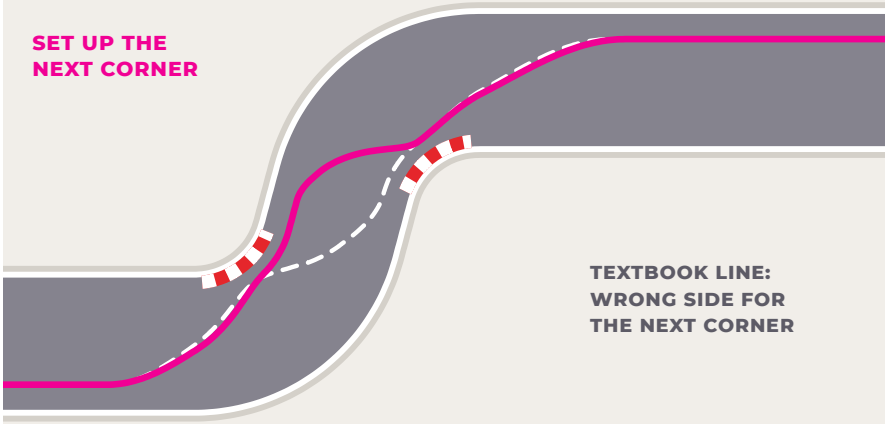
Find the corner before the longest straight and focus only on your exit speed there.

10 Don’t follow the textbook line blindly

The geometric racing line is the golden child of go-karting, but blindly following it has consequences. It prioritises a perfect radius arc instead of the fastest way onto the next straight, so you lose time on the exit. It ignores track context, because corners don’t exist in isolation, and the textbook line into one corner can ruin your entry into the next. And it makes you predictable and easy to overtake, because everyone knows where you’ll go. Race smart, not just geometrically.

WATCH THE SHORT

youtube.com/shorts/LEInAzNPh2Q

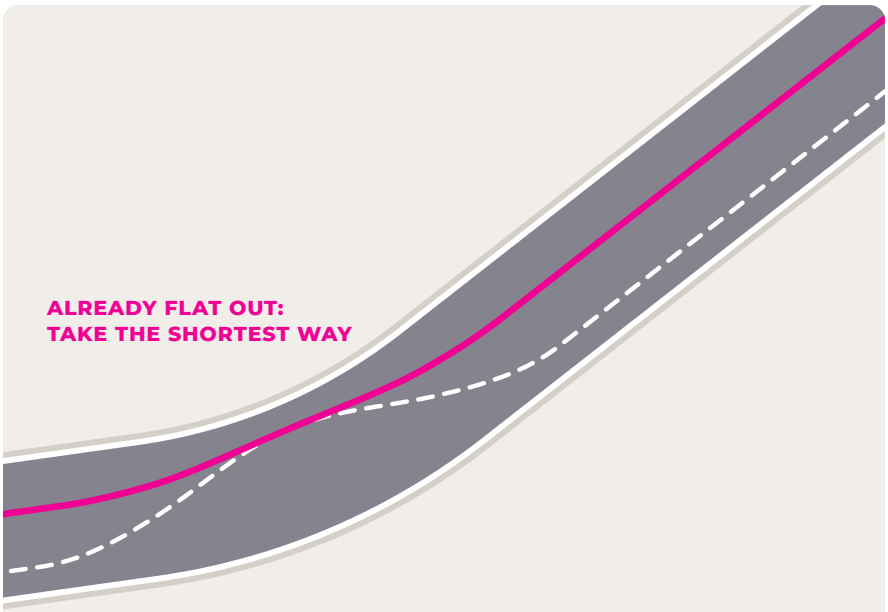


11 Don’t use track width you don’t need

Most people think that if there’s more track width, they should use it. That’s what the racing line is, right? But if a corner is already flat out, using more track width just means you’re driving a longer distance at the same speed, and that actually makes your lap times slower.

WATCH THE SHORT

youtube.com/shorts/u7taemSxsl8



TRY THIS NEXT SESSION

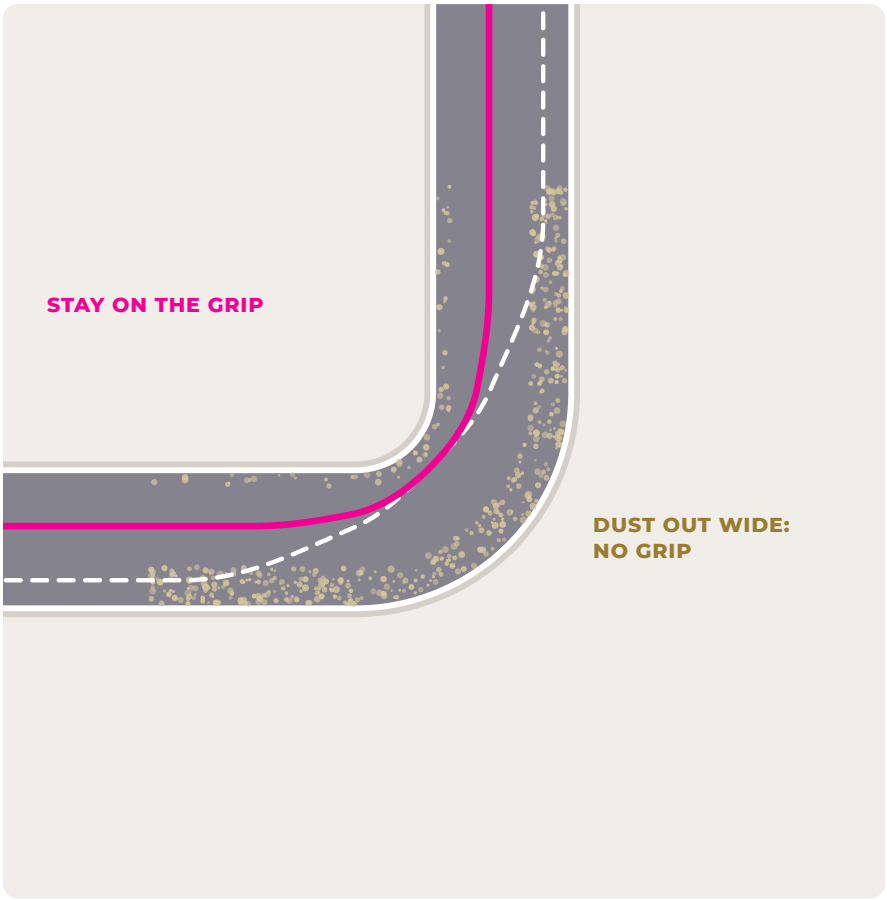
In every flat-out corner, ask yourself if you need the extra width or if you’re just following the line blindly.

12 Drive where the grip is

The geometric line goes outside, inside, outside because it gives you the widest arc, which means you turn less and can go faster. But on one really dusty track, it wasn't faster. There was a lot more dust on the outside edges, so going wide to set up the line put dust on the tyres and made the kart understeer heaps. Staying right on the inside, where there was less dust and more grip, let me carry more speed.

WATCH THE SHORT

youtube.com/shorts/t7o1U81CAAI



TRY THIS NEXT SESSION

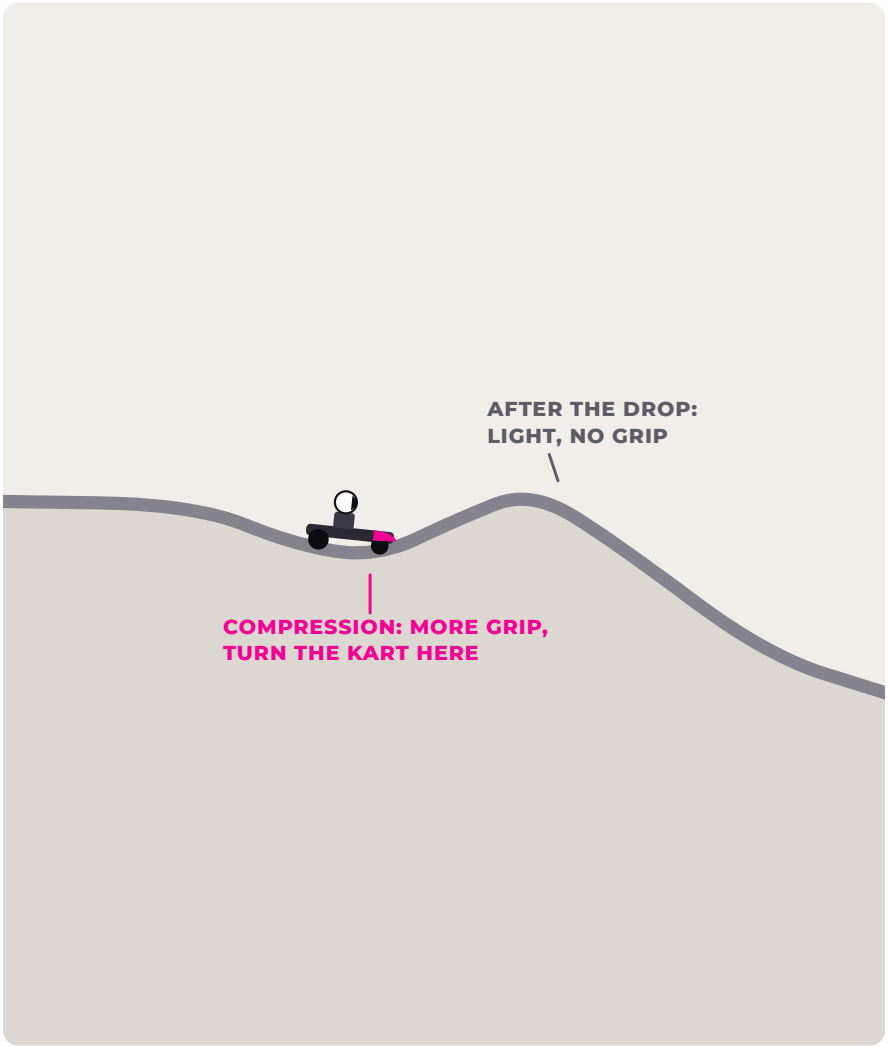
If the edges of the track are dusty, try a tighter line that stays on the grip.

13 Turn in the compression

Driving over a crest makes you lose grip, and driving through a compression makes you gain grip. On a corner with a dip right before a big downhill, if you try to turn after the drop you'll have no grip and end up in the wall. Instead, use the compression to your advantage: do a lot of your turning there, before the apex, so you don't have to turn as much after it.

WATCH THE SHORT

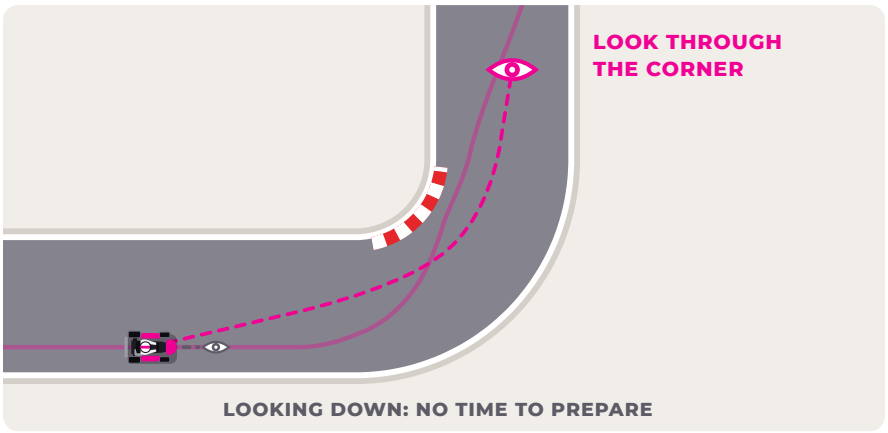
youtube.com/shorts/9eK_Svc3930



14 Stop looking down

Looking down in a go-kart feels instinctive, but it's one of the worst habits you can develop. You're only reacting to what's directly in front of you, so you have no time to prepare and your inputs fall apart. Good inputs come from good preparation before the corner, not during it, and if you're not looking through the corner you'll have sloppy lines and inconsistent laps.

WATCH THE SHORT
youtube.com/shorts/2wnqC3M0qsA



LOOKING DOWN: NO TIME TO PREPARE

TRY THIS NEXT SESSION
Look further ahead, through the corner, and you'll drive smoother and faster.

15 Smooth, short and fast out

When I set the fastest time of the month at Phillip Island Go Karts, I was using very little steering angle, gently turning in to keep as much speed as possible. Those karts are speed limited, so on a lot of corners you can just hug the inside. The key takeaways are to be smooth, conserve distance, and carry as much exit speed as possible.

WATCH THE SHORT
youtube.com/shorts/IdleZn1vgxc

16 Fast driving looks boring

Most people think a fast lap looks wild, with the kart sliding and hands going everywhere, but that's actually how a slow lap looks. Racing the lap record holder at a tiny two-level electric track, I was backing the kart into the corners and sliding a lot, and the slide was killing my exit speed. They braked early, let the kart settle and waited to get back on the power, and the kart barely slid. If your footage shows heaps of steering corrections, slammed brakes and sliding all over the place, you're probably washing off heaps of speed.

WATCH THE SHORT

youtube.com/shorts/D152jQyhwpA

TRY THIS NEXT SESSION

Film a session and watch it back. Your footage should look super boring.

> **Exit speed wins races, not mid corner speed.**
>
> KYAN

03 THROTTLE, SLIDES AND UNDERSTEER

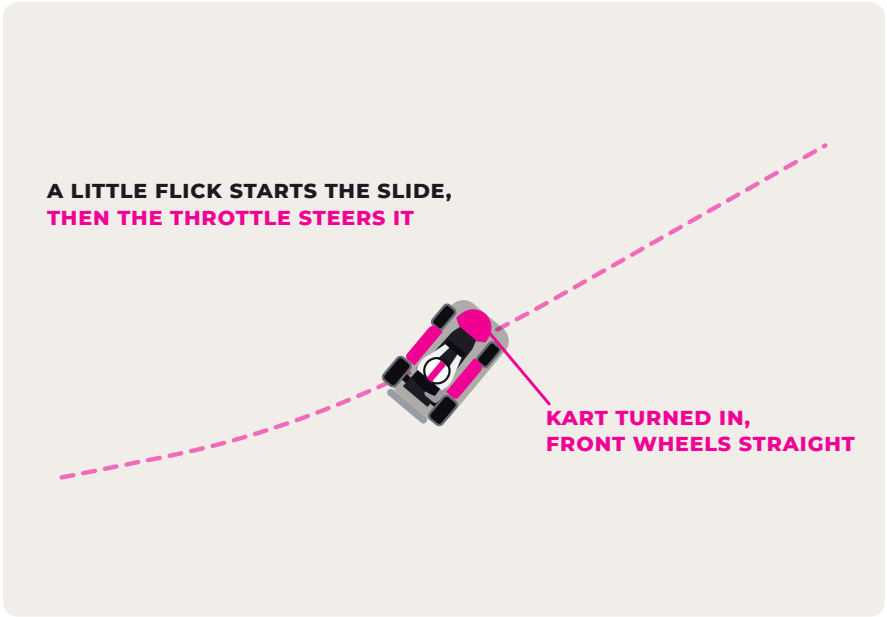
How to steer with your pedals, when a slide helps and when it hurts, and what understeer is really telling you.

17 Steer with the pedals

Steering without turning the wheel is actually faster. It's called neutral steer: instead of rotating the kart with the wheel, you rotate it with the pedals. Use a little flick of the steering wheel to start a slide, then bring the steering straight back to neutral and manage the slide with the throttle. That lets you start accelerating before the apex, and it uses the full grip of the front and rear tyres instead of just the fronts. It's a fine balance, though: if you have to counter-steer much more than 15 degrees, you're sliding too much.

WATCH THE SHORT

youtube.com/shorts/frVbL4yoEY0

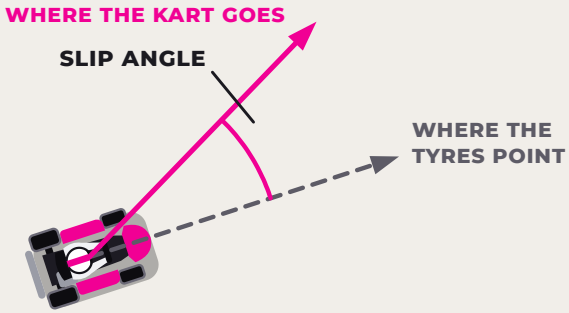


18 Slip angle is physics, not a technique

Slip angle is the difference between the direction your tyres are pointing and the direction the kart is travelling. If your tyres point 90 degrees to the left and the kart is going straight forwards, that's a slip angle of 90 degrees. Neutral steer just uses slip angle to get more grip and drive faster, and the basic idea is to have all four tyres at the same optimal slip angle, so you carry as much speed as possible through the corner.

WATCH THE SHORT

youtube.com/shorts/_wfdFhRQyss



19 Squeeze the throttle, don't slam it

If you're understeering on corner exit, it's probably not your line, it's your throttle. Smash the throttle and the weight moves to the rear, the front unloads, and boom, understeer, which pushes you wide. If you're already at the grip limit, flooring it also just keeps the rear wheels spinning longer, which kills your exit speed. And slamming the throttle makes your inputs jerky, and in karting, smooth driving is fast driving.

WATCH THE SHORT

youtube.com/shorts/KjZle3mT4Sk



TRY THIS NEXT SESSION

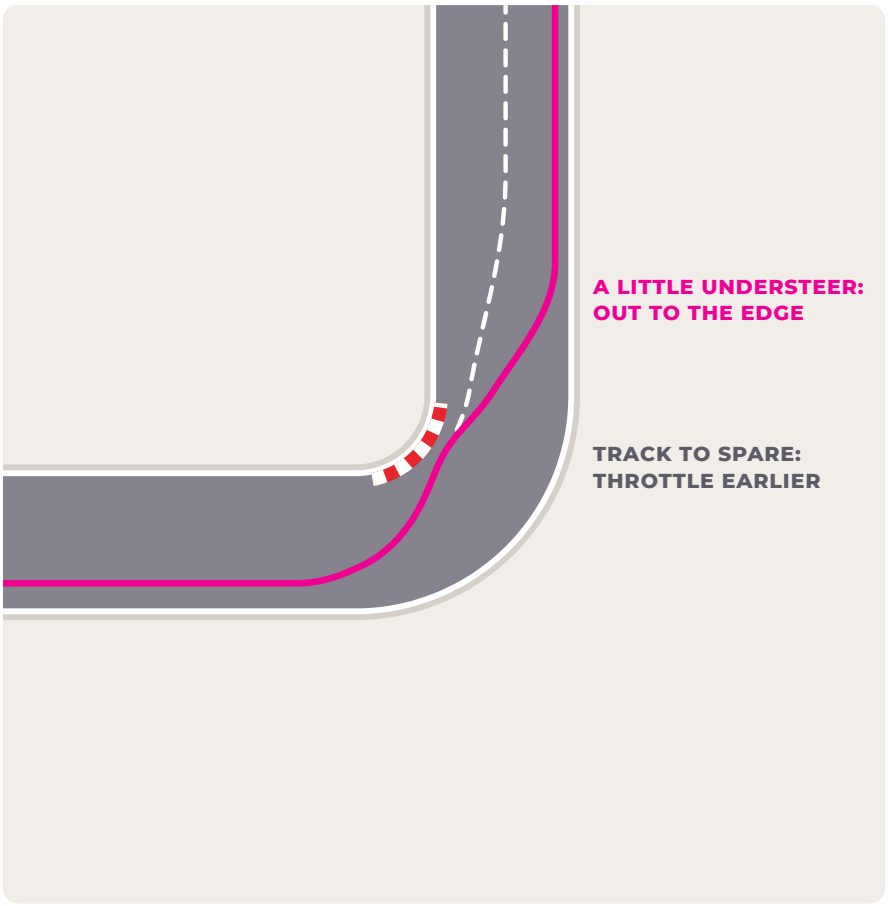
On the corner where you run wide the most, gently squeeze the throttle on, or set the corner up so the exit is straighter.

20 A little understeer on exit is a good sign

Understeer is the plague of go-karting, but if you never feel it, you're probably a slow driver. Understeer means the front tyres don't have enough grip, so if you never feel it, you're probably driving well below the grip limit. On corner exit, if you get on the throttle early enough, you should be pushed out to the very outside of the exit and feel a little bit of understeer.

WATCH THE SHORT

youtube.com/shorts/5epaAJ_Gf9g



TRY THIS NEXT SESSION

If you finish the exit with track to spare, get on the throttle earlier until you reach the grip limit.

21 When the surface changes, change your driving

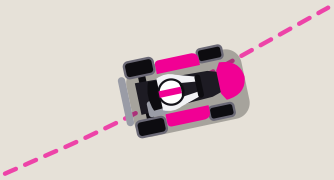
People underestimate this all the time. On low traction you want a tiny bit of a slide, and on high traction you want to be gripped up the whole time. On a grippy surface, sliding creates so much more friction that it slows you down. On a slippery one, the little bit of rotation from the slide helps you turn the kart and overcome the lack of grip. So when the track goes from slippery to grippy, change how you drive or you'll be slow.

WATCH THE SHORT

youtube.com/shorts/-pm-pBLZkhQ

SLIPPERY

A TINY BIT OF SLIDE



GRIPPY

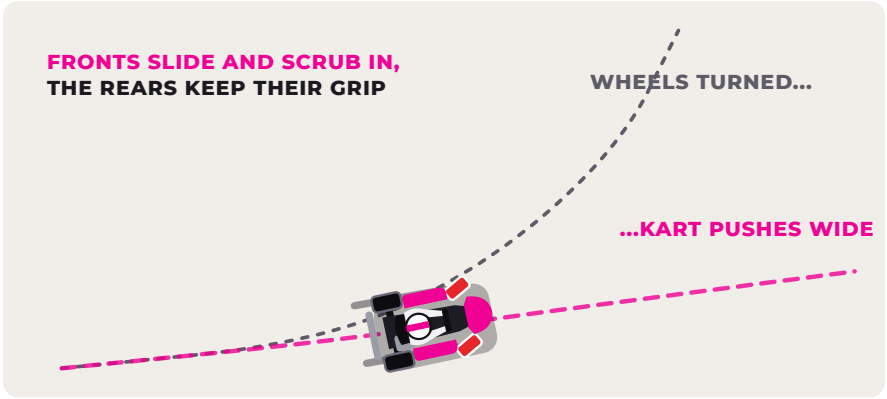
GRIPPED UP THE WHOLE TIME



22 On a slippery track, try driving in understeer

At Powerplay Northmead in Sydney, a super low grip track with super torquey electric karts, I was nowhere until one of their staff, who races in the Australian Rally Championship, told me to drive it wrong on purpose. Every time the rear slides, the wheels spin and polish the tyres, which destroys your grip, so you slide more and polish them more. His fix was to drive the whole lap in understeer, forcing the front into a slide in every corner. The fronts scrub in and get more grip, the rears keep theirs, and I was way faster.

WATCH THE SHORT
youtube.com/shorts/r8Z5_y3DOQM



23 No front grip? Sideways can win

Being sideways is normally a terrible idea, because if you're sideways you're usually losing time. But I won a lap time shootout on a track with zero front grip, where everyone was understeering wide. Into a double apex corner I flicked the kart fully sideways before the first apex and held full throttle the whole way through. The slide scrubbed off speed while the throttle dragged me towards the second apex, which set up a super straight exit onto the straight.

WATCH THE SHORT
youtube.com/shorts/H1FA6J0jiGU

24 Go drift karting

If you want to set lap records, check out a drift karting place. You're sideways all the time, which is so good for practising neutral steer, car control and steering the kart with the pedals. Keep the wheel relatively straight and you can control how much rotation you get with just the throttle and the brake. The best drivers in the world, at the limit of grip, aren't steering with the steering wheel. They're using the throttle to control their trajectory.

WATCH THE SHORT

youtube.com/shorts/A7-4mLvssHQ

> **If you never feel understeer, you're probably a slow driver.**
>
> KYAN

OVERTAKING

04

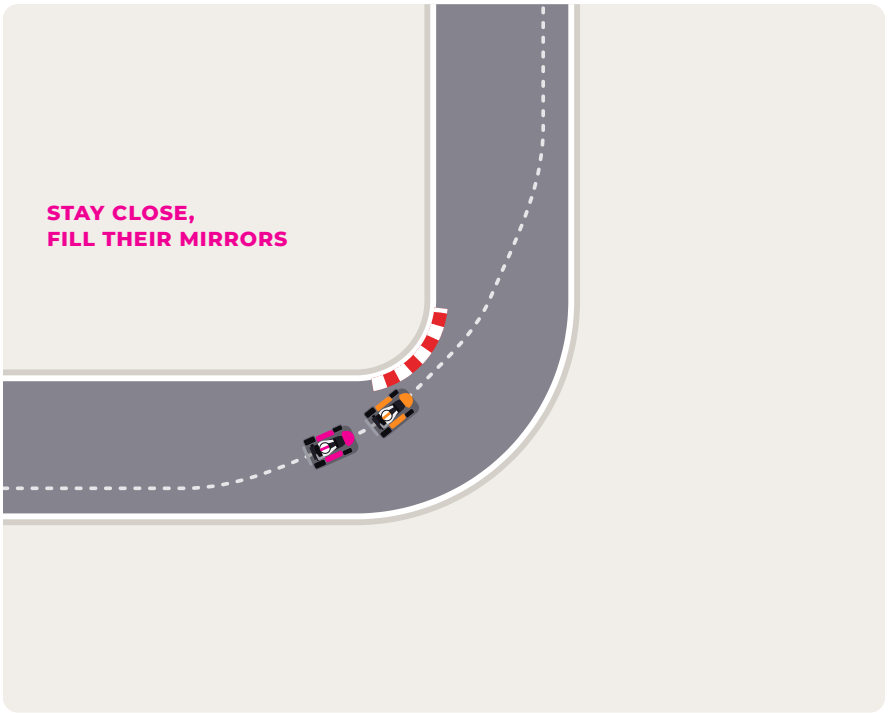
Getting past someone who knows what they're doing is a mental game. Here's how to win it without being reckless.

25 Break them before you pass them

If you've been chasing someone for 10 laps and still can't pass, this is why. Overtaking experienced drivers is a mental game, not a physical one, and trying to dive-bomb someone who knows what they're doing never works. Stay close, fill their mirrors, and make them feel like the pass is coming at any second. The longer you pressure them, the more likely they are to defend badly, brake too late or run wide, and once they make a mistake, you strike. Overtaking isn't about being reckless, it's about being relentless.

WATCH THE SHORT

youtube.com/shorts/DSQqxQtItVo



26 When they don't crack under pressure

If they're defending well, keep it a mental game: stay in their mirrors, make them uncomfortable and make them aware of you, which takes away their focus. You can also fake a dummy. Show your nose up the inside so they think you're going for it, then back out again, which gives them another thing to focus on instead of their driving. And focus on your exit speed, not your entry speed, because you probably won't be able to lunge for it, and you're better off getting a better exit and overtaking that way.

WATCH THE SHORT

youtube.com/shorts/B1NIXfpGaEs

SHOW YOUR NOSE UP THE INSIDE...



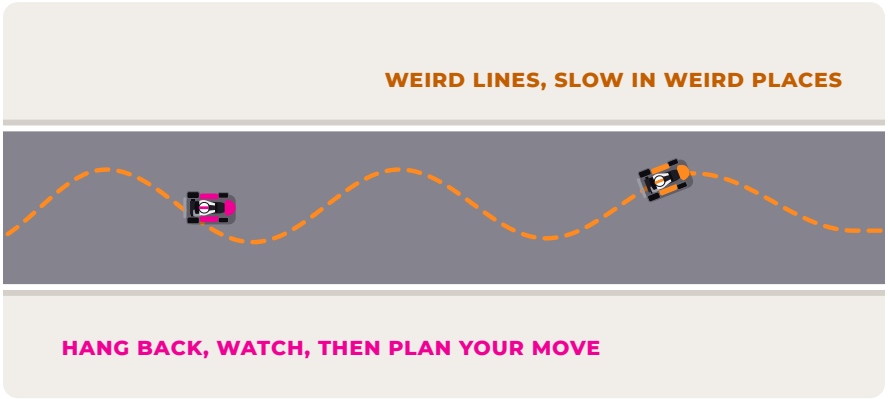
...THEN BACK OUT AGAIN

27 Slow drivers are harder to pass

Fast drivers usually drive in basically the same way. They're predictable, they stick to the racing line and they make the same mistakes. Slow drivers can be all over the place: weaving, on weird lines, slow or fast in weird places. So in public sessions, don't commit too early, because they might close the door at the last second and cause a crash. Hang back a little, watch what they're doing, plan ahead, and make your move when they inevitably make a mistake.

WATCH THE SHORT

youtube.com/shorts/vnzES1K334I



28 Sometimes it's faster not to overtake

As soon as you start battling with the kart in front, you both lose time, because going side by side puts you offline. The pack ahead pulls away and the karts behind catch up. Battling out of position is also much more likely to end in contact that takes you both out of the race. So if you can't cleanly get past, don't go for a reckless dive bomb. Tuck in behind, work together to close the gap to the leading pack, then go for the move when it really counts.

WATCH THE SHORT

youtube.com/shorts/tVaIJZUQaP4

29 Bumping that's not on

Bumping someone in a braking zone or during a corner is not acceptable, and you should get a penalty for it. It pushes them wide through the corner or changes their speed, and that hands you a free overtake. If your bump pushes them or changes their speed in any way, that's not on.

WATCH THE SHORT

youtube.com/shorts/TQAH5n8IEh8

Quick but stuck behind slower karts? My Three-Move Overtake method shows you how to actually get past, without needing to be faster.

win.fnfdd.com/overtake →

> **Overtaking isn't about being reckless, it's about being relentless.**

KYAN

CHAPTER 5 · TIPS 30 TO 34

05 DEFENDING AND RACECRAFT

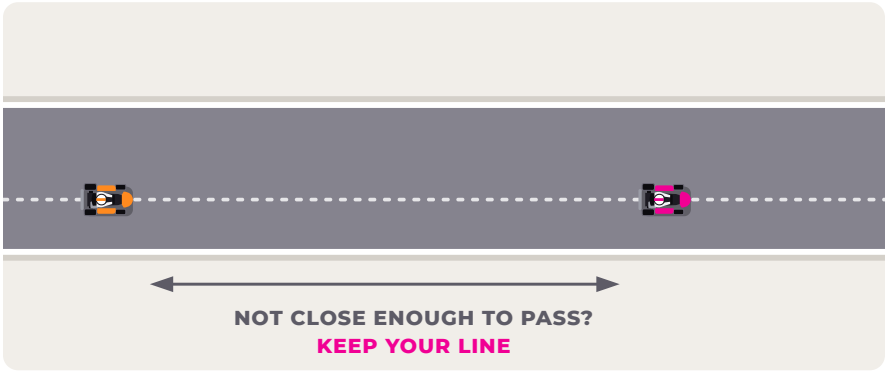
Races are won by the drivers who make the fewest mistakes, not the ones who fight the hardest.

30 Only defend when you need to

Most drivers crack under pressure when someone's right behind them, but defending well is all about your mindset. Overdefending slows you down, and it makes it easier for your opponent to put pressure on you. So ask yourself, is the kart behind really close enough to overtake? If not, don't ruin your line by defending.

WATCH THE SHORT

youtube.com/shorts/_g2xz5snvzE



31 Stop looking back every straight

Yes, check once or twice into the key overtaking corners. But if you're turning your head every straight, you're not focusing forwards, you'll interrupt your vision and you'll drive slower. Trust your senses, tune in to your spatial awareness, and hold your line.

WATCH THE SHORT

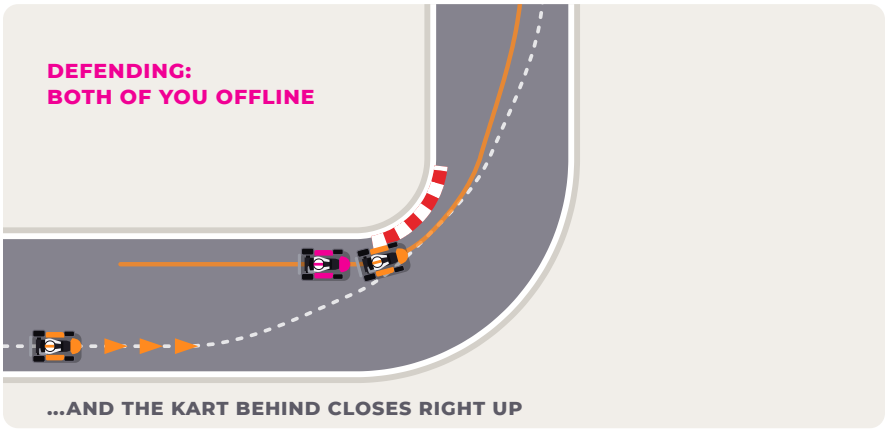
youtube.com/shorts/_g2xz5snvzE

32 Defending slows you both down

Defending can be really fun, but most of the time it's just slowing you both down. I was stuck behind a mate who was defending really well, taking the inside on entry and parking it on the apex, so there was no way past unless he made a mistake. Meanwhile the kart in third closed a gap of over five seconds in a matter of laps, not because he was faster, but because all that defending took us offline. Sometimes it's better to work together and build a big gap before you start fighting each other.

WATCH THE SHORT

youtube.com/shorts/ELgVz5oIlcc



33 Consistency beats raw speed

Being fast matters, but in a race a single mistake can cost you 10 times more than the three tenths you might gain from a perfect lap. That's why consistency beats raw speed. What makes you unbeatable in races isn't chasing one magic lap. It's being able to deliver a solid lap, lap after lap after lap.

WATCH THE SHORT

youtube.com/shorts/JPS5IQI-7SA

TRY THIS NEXT SESSION

Instead of chasing one fast lap, see how many of your laps you can get within two tenths of each other.

34 Respect the blue flag

The blue flag is famous for two things: hurting feelings and being completely ignored. You've probably been stuck behind a backmarker who pretends they can't see colour. If you've got faster drivers behind you, do everyone a favour and move over. Respect the flag and you'll gain respect from everyone else too.

WATCH THE SHORT

youtube.com/shorts/mYPXAYvgpDs

> **Smart drivers know when to strike.**
>
> KYAN

06 RENTAL KART KNOW-HOW

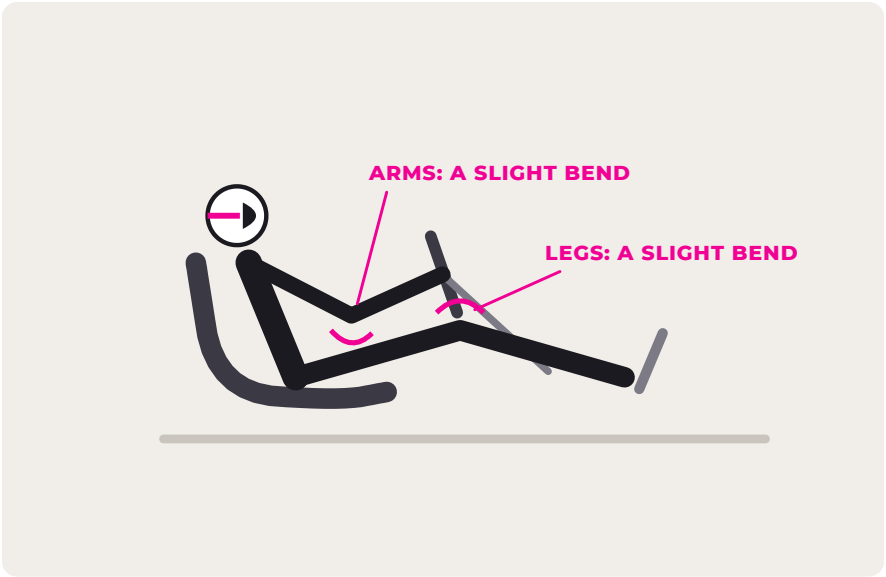
The small things that make a big difference in a hire kart, from your seat to your gloves to a bad kart.

35 Fix your seat in 20 seconds

Most drivers ignore their seat position, but a bad one puts your weight in the wrong place, makes the kart harder to rotate and can cause more understeer or oversteer. If your body's in the wrong spot, you'll be fighting the kart the whole time. Adjust the seat so your arms and legs have a nice slight bend in them. That puts you in the perfect position for weight transfer and stops your arms getting tired in long races.

WATCH THE SHORT

youtube.com/shorts/unlR351BUOk



TRY THIS NEXT SESSION

Before you head out, check for that slight bend in your arms and your legs.

36 Got a slow kart? Adapt

Some karts pull left under braking, others understeer or oversteer or have no power, and yes, it's frustrating. But the fastest drivers don't waste time complaining about the kart, they focus on adapting. If your kart understeers, brake a little earlier and turn in a touch later. If it oversteers, be smooth with the throttle and avoid sudden steering. The driver who adapts the fastest will drive the fastest.



WATCH THE SHORT

youtube.com/shorts/As5my6VduIs

37 Carrying extra weight? Be smoother

Being heavier costs you lap time in three ways. You accelerate slower, because you need more force to get the same acceleration, which makes good exits harder. You have more grip, but also more momentum pulling you out of the corner, which can lower your maximum corner speed. And slowing down takes longer. So if you're heavier, you need to be smoother and more precise than everybody else.



WATCH THE SHORT

youtube.com/shorts/R8qnKqh1rf0

38 Get grippy gloves

In karting, gloves are all about cutting down vibration and blisters and giving you as much grip on the steering wheel as possible, because the harder you have to grip the wheel, the slower you'll be. Fireproof car racing gloves have a smooth, leathery palm that made the wheel really slippery and actually made me slower. Karting gloves with a nice sticky grip let me hold the wheel easily and gently, and that definitely made me faster.



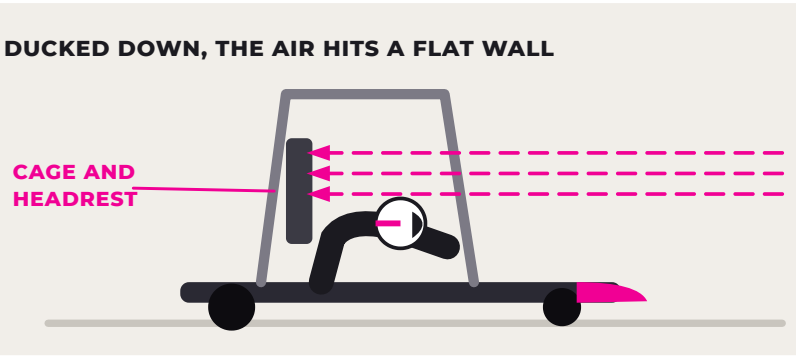
WATCH THE SHORT

youtube.com/shorts/mjKC9ifPwVs

39 Human DRS can slow you down

Ducking your head is supposed to save you lap time, but it might actually make you slower. Unlike UK rental karts, Australian karts legally have to have big roll cages, usually with a headrest. So when you duck behind the wheel, instead of the air flowing around a nice aerodynamic egg, it hits a flat wall, which can create a lot of drag and cost you lap time.

WATCH THE SHORT
youtube.com/shorts/tuuAUKKCh6A



40 Spun? Stand on the brakes

In a rental kart you can usually just hit the throttle and keep going after a spin, because rental karts have a centrifugal clutch that disconnects the engine when the revs drop too low. A formula car with a hand-operated clutch is different, and if it rolls backwards after a spin you can blow up the starter motor. So the second I spin, I slam on the brakes as hard as possible to lock the wheels and stop them rolling. It's also just a good principle to keep you as safe as possible whenever you spin.

WATCH THE SHORT
youtube.com/shorts/PBTKornIUzs

41 A sim is real practice

Sim racing is amazing for practising racecraft, memorising tracks and refining your fundamentals like vision, racing lines and braking points. What it can't fully replicate is the g-forces, the subtle grip changes you feel through the seat, and the real fear you face in real life, which can totally change your driving. But I took a mate who pretty much only sim races go-karting, and they were only one tenth off my lap time. So if you've only got a sim, don't worry, you can still become incredibly fast.

WATCH THE SHORT

youtube.com/shorts/fUUylVySoBs

42 The basics are the same in a race car

A rental kart has about 9 horsepower and tops out at about 60 km/h. The formula car I drive has 200 horsepower, huge wings and gets up to 230 km/h. But the fundamentals are exactly the same: where you look, how you brake, how you control the car. It's just way more critical, because if you get it wrong in a go-kart you lose a lap, and if you get it wrong in that car you might put a $100,000 race car into the fence.

WATCH THE SHORT

youtube.com/shorts/XozZr4qc-6c

> **The driver that adapts the fastest will drive the fastest.**
>
> KYAN

CHAPTER 7 · TIPS 43 TO 46

MINDSET

07

Your head is part of the kart. How to stay calm, stop overthinking and keep improving every lap.

43 Chase execution, not lap time

The fastest drivers don't chase their lap time, they chase execution. If you're thinking "I need to shave two tenths off my lap time", you're going to overdrive, brake late, start sliding and make mistakes. Instead, zoom in on hitting every apex, nailing every braking point and being consistent lap after lap. When you focus on execution, the lap time will take care of itself.

WATCH THE SHORT

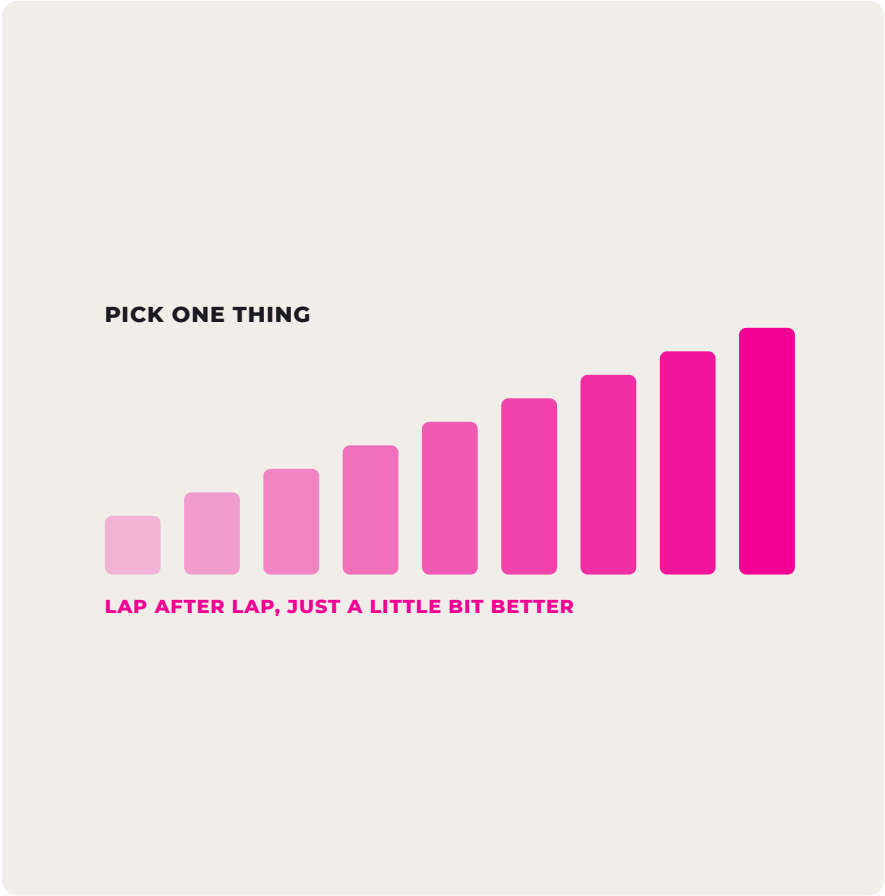
youtube.com/shorts/LnGDUu1xBQM

44 Get 1% better every lap

Most drivers just drive lap after lap with no intention, and that's why they plateau. Pick one thing to improve, like braking slightly later or hitting your vision points more clearly, and on each lap ask how you can do it just a little bit better. Not 50% better, not perfect, just a 1% improvement. Over time those tiny improvements compound, and before you know it you'll be consistent, confident and fast.

WATCH THE SHORT

youtube.com/shorts/IHgiVqmzqKc



TRY THIS NEXT SESSION

Choose your one thing before you head out, so every single lap has a purpose.

45 Reset in 10 seconds when the pressure's on

With someone right behind you trying to overtake, your brain goes into survival mode. You tense up, your grip on the wheel gets super tight and your shoulders lock, which kills your feel of the kart and makes you overdrive like crazy. To reset, take two deep breaths. Then tense every muscle in your body as hard as you can and release, to flush out the tension. Finally, loosen your grip, because a light fingertip grip helps you feel what the kart is doing and stops you overdriving.

WATCH THE SHORT

youtube.com/shorts/uPVN2GTcj3g



1 BREATHE
two deep breaths



2 TENSE
then let it all go



3 LOOSEN
a light fingertip grip

46 Stop overthinking it

Zoning out has obvious downsides: you're more likely to miss apexes, stuff up laps and forget where everyone else is on the track. But if you lightly daydream during a race, you might actually go faster, because you stop overthinking and your muscle memory takes over. Your subconscious brain is way quicker to react than your conscious mind. The trick is to stay engaged, but loose enough that your muscle memory does the main driving.

WATCH THE SHORT

youtube.com/shorts/1ViG2MVItrU

THAT'S A WRAP

NOW GO USE IT.

If even one of these makes your next session faster, this handbook has done its job. Keep the ones that work for you, come back for the rest, and remember that in karting, smooth driving is fast driving.

Have fun out there, and I'll see you on the track.

FREE: KART HUB

Want to know which tips are actually working? Log every lap time and PB for free in Kart Hub, so you can see your times drop session after session.

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