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PERFORMANCE REPORT

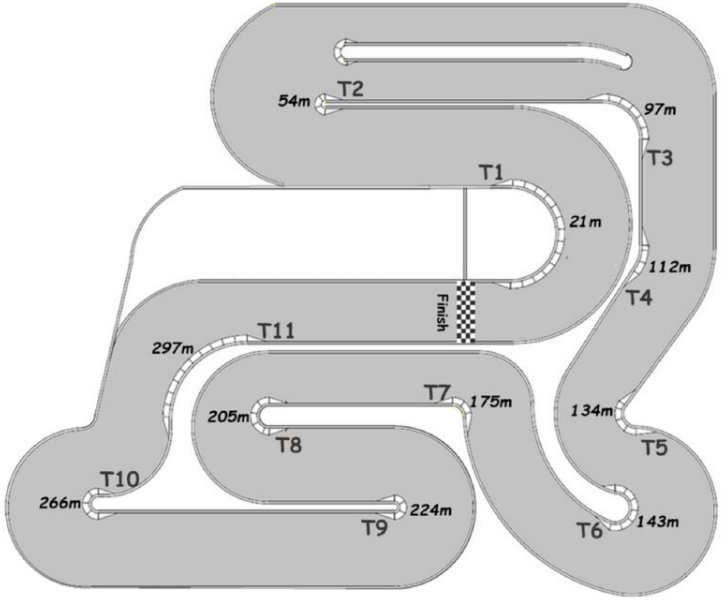
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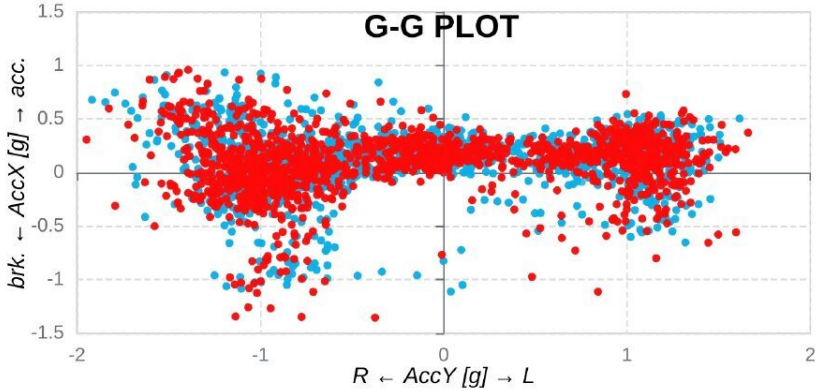
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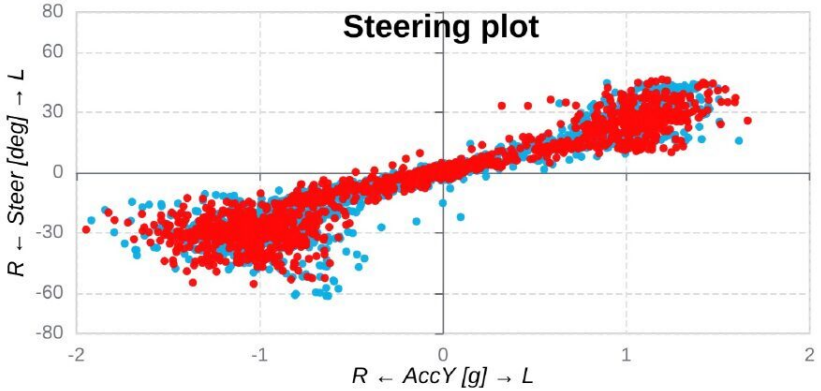
kartdatapro.com/data-point

Alias	Date	Time	Kart N.	Lap	L.Time [s]
Lap A DEMO	2026-05-16	21:33	14	16	0'27.808
Lap B DEMO	2026-05-16	21:35	14	22	0'27.291

Basic Statistics			
	Speed [kph]		Gas [%]
Lap	Max	Avg	Avg
Lap A	61.2	44.2	93.0
Lap B	61.8	45.2	93.5





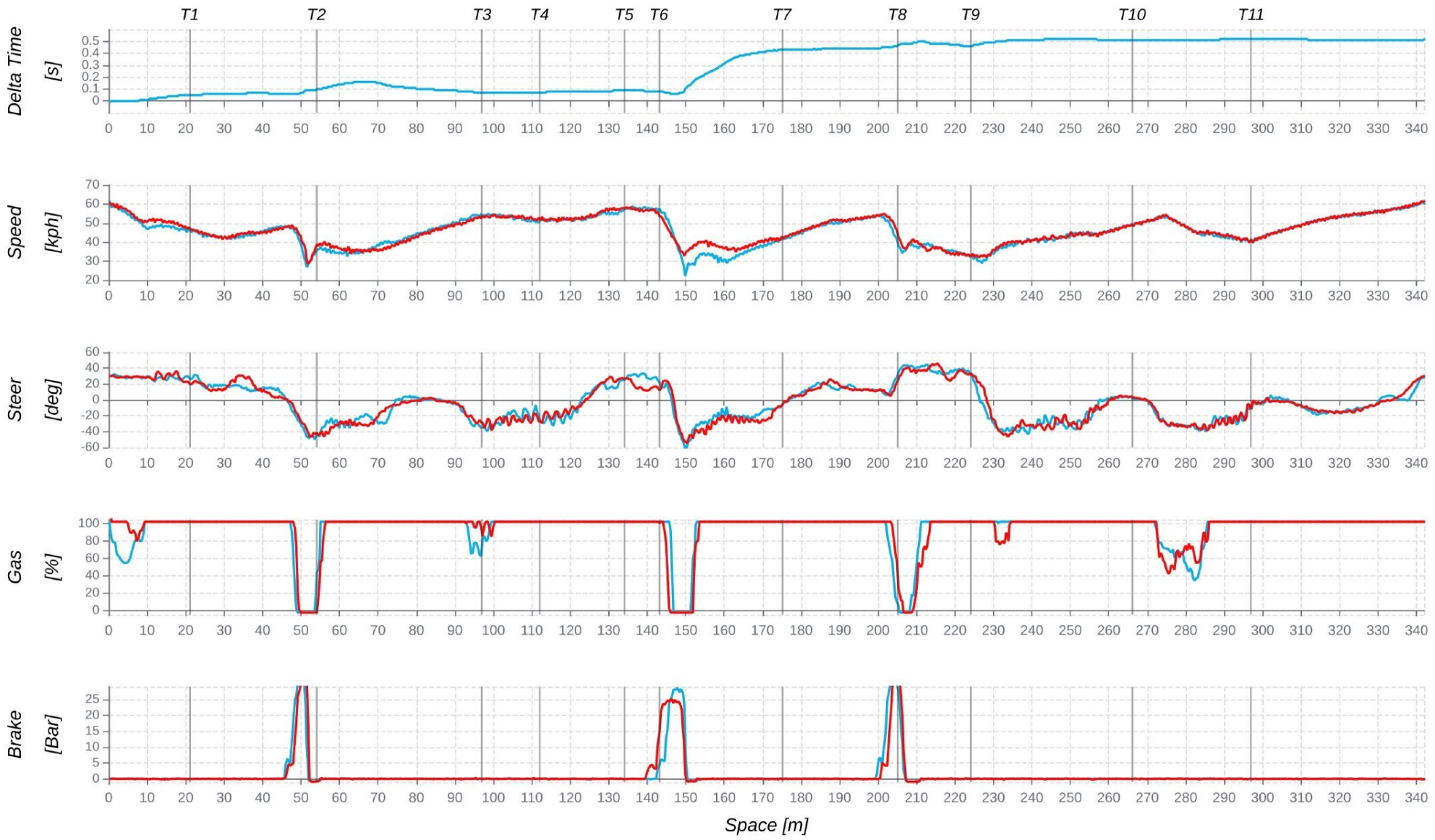


KDP

LAP A - 0'27.808

LAP B - 0'27.291

HOW TO READ THIS REPORT



RACE ENGINEER ADVICE (BY AI)

RATE THIS REPORT

SUMMARY

You ran 27.808 seconds against 27.291, a 0.517-second gap. The biggest loss is T6 to T7 (0.339 seconds), followed by the run to T1 (0.057) and T1 to T2 (0.050). You gain time from T2 to T3 and from T11 to the line. You are already under the 28.000-second fast-lap benchmark, so focus on those specific losses rather than changing the whole lap.

WHERE YOU LOSE TIME

T6 to T7: Your T6 exit begins faster, but you brake again just after the apex and lose most of the gap before T7. Your minimum falls to 26.6 kph at about 151 m; the reference reaches 34.4 kph there. The sharper brake peak and greater steering peak suggest you are asking for more slowing and turning in this section. You get back on the throttle slightly earlier, but that cannot recover the speed already lost. Your speed at T7 is 41.5 kph versus 42.5 kph.

Start to T1: You lose time on the approach to T1, even though both laps begin at the same speed. Your throttle drops early on the run in, while the reference stays more committed; your minimum before the apex is 45.1 kph versus 46.9 kph. Neither lap makes a meaningful brake application here, so the early throttle reduction is the clearest difference to address.

T1 to T2: You lose another 0.050 seconds into T2. You start braking around 47.3 m, slightly before the reference at 48.1 m, and reach a lower minimum: 29.4 versus 31.5 kph. You get back on the throttle near the apex, but leave T2 at 35.2 kph versus 37.3 kph. The earlier braking looks likely to be costing exit speed. You do gain time on the following T2-to-T3 stretch, so keep that acceleration while improving the corner itself.

RECOMMENDATIONS

Prioritise the T6-to-T7 section: after the T6 apex at 143 m, try a more measured brake application and aim to avoid the deep speed dip around 151 m. Keep the throttle return decisive once you have finished braking.

On the approach to T1 at 21 m, hold your throttle more consistently instead of easing it early; compare your minimum speed before the apex.

At T2, test moving your braking choice closer to the reference point at 48.1 m, but judge it by a stronger exit at 54 m—not by braking later alone.