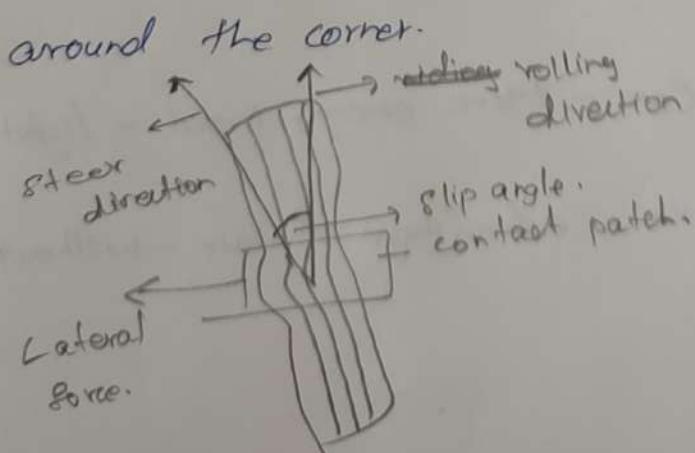


- Whenever there is a ~~less~~ load transfer the grip level reduces.
 - Making the inputs (turning, acceleration, ~~breaking~~ braking) smooth than sharp transfers less weight maintaining high grip levels all the time.
- Tyre Slip Angle.
- Contact patch: Tyre material part and road briefly stick together creating grip.
 - Slip happens around corner when the tyre moving straight turns with the steer.

When this happen during run, the next piece of contact patch comes down slightly offset from the ~~current~~ current. This creates the lateral force that pulls the car



- During the steering the angle of direction the tyre was rolling in is changed with the steer to a new angle - this difference is "Slip Angle".
- When driving straight and turn the lateral force created is called "Cornering force."

More cornering force - Faster turn. - Less slow down.
- More slip angle - more cornering force, however this stays limited till the traction brakes and loose grip. This happens during fast cornerings.
- Cornering for slip angle increases with vertical / downward load.
 - Increasing Vertical load comes down to 2 versions.
 - Heavy race car
 - Better Aerodynamics.

Heavy Race Car - More energy input - (light cars) - quick.

Aerodynamics - advantage of air - without added weight.