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MegaLap Analytics: Data & Simulation Platform for Motorsports

Par

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Dedications

I wish to dedicate this work to my beloved parents,
Fathi and Akila,
for their unconditional love, constant support, wise guidance,
and the countless sacrifices they've made to help me reach this point.
Throughout my journey, they have surrounded me with care and warmth.

I would also like to express my deep gratitude to my dear friends,
for the memories, adventures, moments of success and failure,
and the shared joys and sorrows that shaped this experience.

Acknowledgement

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Contents

List of Figures

List of Tables

Acronyms & Abbreviations

- **API** – Application Programming Interface
- **AR** – Augmented Reality
- **CSV** – Comma-Separated Values
- **CLI** – Command-Line Interface
- **EDA** – Exploratory Data Analysis
- **F1** – Formula 1
- **GUI** – Graphical User Interface
- **HDBSCAN** – Hierarchical Density-Based Spatial Clustering of Applications with Noise
- **JSON** – JavaScript Object Notation
- **KPI** – Key Performance Indicator
- **LSTM** – Long Short-Term Memory
- **ML** – Machine Learning
- **MQTT** – Message Queuing Telemetry Transport
- **MVC** – Model–View–Controller
- **REST** – Representational State Transfer
- **SCRUM** – An Agile process framework for managing complex work
- **UI** – User Interface
- **UUID** – Universally Unique Identifier

General Introduction

In modern high-performance motorsport, teams are increasingly relying on extensive telemetry data collected in real-time data from multiple in-car sensors. This data includes variables such as speed, throttle input, brake pressure, suspension behavior, and tire temperatures. Even though the volume and precision of these measurements are growing, it's still a demanding task to extract meaningful engineering insights that can influence performance and race outcomes.

In this report, we detail the development of **MegaLap Analytics**, an advanced telemetry analytics platform tailored for motorsport applications. The structure of the document is as follows:

- **Chapter 1: Context & State-of-the-Art**
  Introduces motorsport engineering, reviews existing telemetry solutions, highlights their limitations, and explains the added value of MegaLap Analytics.
- **Chapter 2: Specifications & System Architecture**
  Presents the functional and non-functional requirements, overall technical architecture, and primary technological choices made.
- **Chapter 3: Sprint 1 — Data Acquisition & Preprocessing**
  Details the processes of data retrieval, preprocessing, and initial challenges encountered with telemetry data management.
- **Chapter 4: Sprint 2 — Feature Engineering & Preliminary Analysis**
  Describes extraction of key performance indicators, creation of a consolidated dataset, and preliminary exploratory analysis.
- **Chapter 5: Sprint 3 — Physics Simulation (MATLAB/Simulink)**
  Examines the vehicle's physical modeling approaches, the implementation of "what-if" scenarios, and integration considerations between MATLAB/Simulink and Python.
- **Chapter 6: Sprint 4 — Machine Learning Modeling**
  Introduces predictive machine learning models for performance analysis, driver clustering, and anomaly detection.

- **Chapter 7: Sprint 5 — Interactive Dashboard Development**
  Discusses designing an intuitive and interactive user interface to dynamically visualize and analyze telemetry data.
- **Chapter 8: Results & Evaluation**
  Critically evaluates module performance, machine learning accuracy, encountered limitations, and overall project outcomes.
- **Chapter 9: Conclusion & Future Work**
  Summarizes the achievements, reflects on lessons learned, and outlines promising directions for future improvements of MegaLap Analytics.

In essence, MegaLap Analytics offers motorsport teams a decision-support system modeled after the workflows used in elite racing organizations. Teams are able to respond quickly and intelligently to evolving track conditions by adopting this holistic approach, which ultimately enhances their competitive edge.

Chapter 1

Context and State of the Art

Introduction

This chapter provides an overview of the context and state-of-the-art relevant to our project. Initially, we situate our work within the broader domain of motorsport engineering, with particular emphasis on Formula 1, to clearly highlight the challenges and objectives motivating our research. Subsequently, we introduce the key concepts of telemetry in motorsport, detailing its definition, importance, and practical applications. We then conduct a comprehensive review of existing solutions, including prominent platforms such as FastF1, ATLAS, and various open-source dashboards. Following this, we discuss the limitations inherent to these existing tools, which underscores the necessity for our proposed solution. Finally, we outline the vision behind MegaLap Analytics, clarifying its unique contributions and the added value it offers within motorsport performance analysis.

1.1 Motorsport Engineering Formula 1 Context

Motorsports engineering is the ultimate expression of automotive technology, boasting breakthroughs in aerodynamics, materials science, vehicle dynamics, and powertrain optimization. Within this environment, Formula 1 is the most technologically advanced and prestigious, with a high rate of technological innovation, high-level competition, and strict regulatory requirements. The continuous investment of significant amounts in research and development by Formula 1 teams results in incremental performance gains, creating the optimal setting for the integration and utilization of high-level telemetry analysis. In this

discussion, we identify the basic principles and technological contexts driving Formula 1, and by extension, motorsports engineering, in order to gain perspective on the need and value of data-driven methodologies, as presented by MegaLap Analytics.

1.2 Telemetry in Motorsport: Definitions and Applications

Motorsport telemetry is the structured collection, transmission, and analysis of real-time data from sensors integrated into racing vehicles. The sensors measure a variety of performance metrics, including engine readings, tire pressure, temperature, braking, suspension travel, speed, throttle position, and braking. Motorsport engineers derive comprehensive knowledge of vehicle behavior, driver performance, and interaction of several subsystems during the race by utilizing telemetry. Telemetry data is crucial for event-based analysis as well as for making decisions in real time during an event, such as pit-stop tactics and dynamic vehicle adjustments, performance comparison, and vehicle setup and driving technique improvement on an ongoing basis. This section explores the fundamental meanings, tenets, and practical uses of telemetry in professional racing, emphasizing its crucial role in maximizing performance.

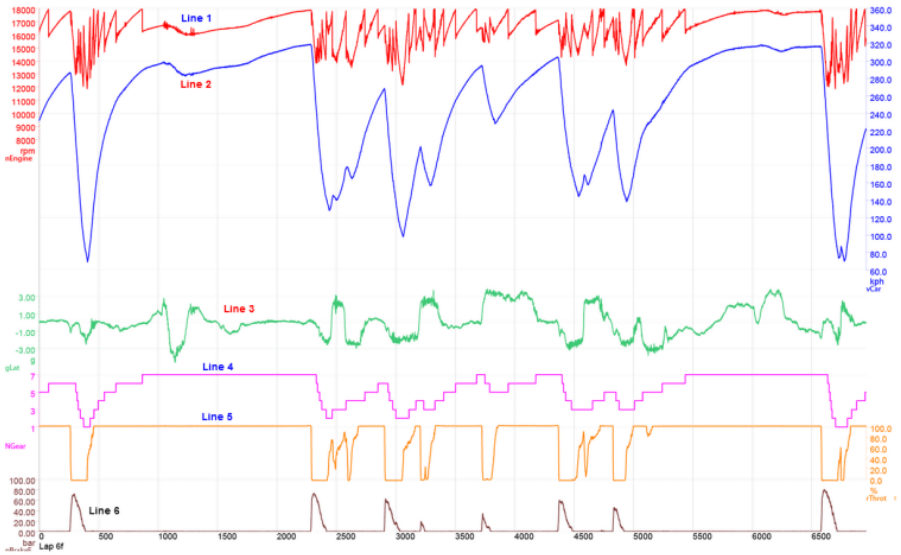


Figure 1.1: Telemetry of a F1 car which contains speed, gear and other channels [1]

1.3 Review of Existing Solutions

The review of existing solutions is a crucial step in understanding the current technological landscape and accurately defining the objectives of our project. This phase allows us to identify both the strengths and weaknesses of current tools and methodologies, in order to better address the specific needs of the motorsport engineering domain. It entails evaluating the state of the existing solutions, dissecting their essential features, and then emphasizing any shortcomings or holes that call for the creation of a better strategy. Among the most prominent existing platforms, we identify the following solutions:

◊ **ATLAS (McLaren Applied)**

McLaren Applied's ATLAS is elite telemetry software used by top Formula 1 teams. It streams millisecond-accurate data, offers configurable multi-channel overlays, and links directly to the pit wall, allowing engineers to monitor every sensor in real time. Yet ATLAS has notable drawbacks: it is fully proprietary and priced far beyond smaller teams or researchers; its complex interface demands extensive training; and its closed architecture blocks integration with open-source data-science pipelines or custom ML models. Moreover, while excellent for live monitoring, ATLAS supports only basic, manual "what-if" comparisons and lacks built-in physics-based simulation—capabilities now essential for predictive setup and advanced performance modelling.

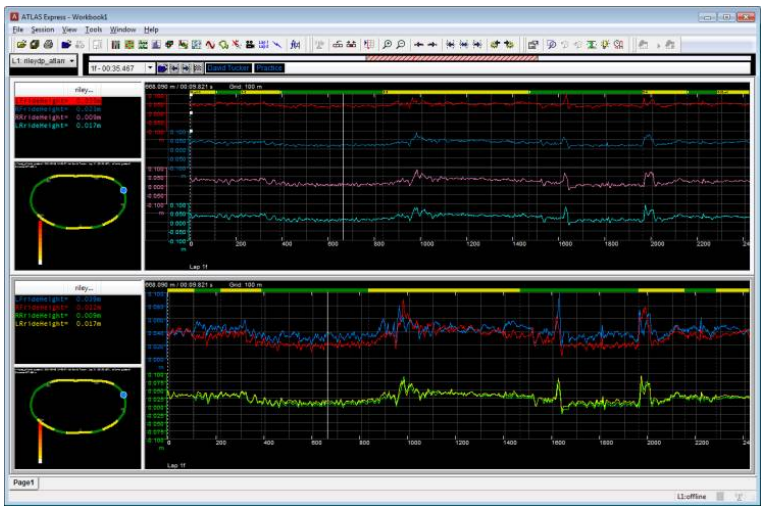


Figure 1.2: Atlas [2]

◊ **Pi Toolbox (by Cosworth)**

Cosworth's Pi Toolbox is a professional telemetry and data-logging platform used in

Formula 1, IndyCar, and other high-tier series. It delivers precise engine and chassis data, supports complex math channels, and offers sophisticated lap-comparison views that help engineers fine-tune power-unit maps and vehicle dynamics. However, Pi Toolbox is tightly bound to Cosworth hardware and licences, making deployment expensive and inflexible for teams using mixed sensor ecosystems. Its interface, though powerful, is dated and lacks the interactive dashboards expected in modern data-science tools. Exporting data to external analytics environments often requires proprietary converters, complicating machine-learning workflows. Additionally, Pi Toolbox focuses on retrospective analysis; it provides only limited scenario simulation and offers no integrated predictive models, obliging teams to rely on separate applications for forward-looking setup optimisation.

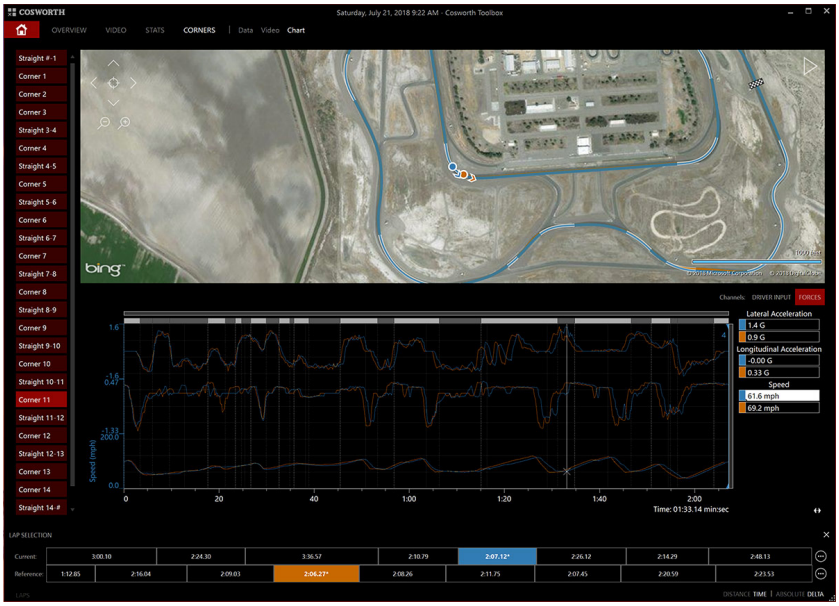


Figure 1.3: Pi Toolbox [3]

1.4 Proposed Solution - MegaLap Analytics Advantage

Our review of existing platforms reveals multiple gaps and limitations—high cost, closed architectures, lack of integrated simulation, and minimal support for advanced data-science workflows. MegaLap Analytics addresses these shortcomings, offering a seamless, data-driven solution that elevates every stage of race engineering. With its intuitive dashboard

and deep analytical features, the platform is designed to meet current market needs and transform day-to-day performance analysis by:

- **Centralising telemetry acquisition** : ingesting real *and* simulated data from FastF1, MoTeC, Cosworth, and generic CSV or JSON logs in a single, uniform pipeline.
- **Providing physics-based "what-if" simulations** : MATLAB/Simulink modules let engineers assess the impact of aero trim, fuel load, and tyre choice within seconds.
- **Delivering machine-learning insights** : lap-time regression, driver-style clustering, and anomaly detection run automatically on cleaned data, surfacing actionable KPIs.
- **Offering an interactive, web-based dashboard** : Side-by-side driver comparisons, sector delta visualisations, and live strategy tweaks can be performed without specialist software using the Streamlit interface.
- **Supporting open data-science workflows** : Python APIs and export functions allow teams to extend analyses in Jupyter, R, or cloud notebooks without proprietary lock-in.
- **Lowering the cost of entry** : advanced telemetry analytics can be made accessible to smaller teams, universities, and independent researchers by the use of an open-source core with modular add-ons.

1.5 Methodology

System-development methodologies provide structured frameworks for organising project activities and delivering functional systems efficiently. Among the most widely adopted approaches are Agile, the V-Model, and Waterfall (Cascade). The appropriate choice depends on factors such as the complexity, flexibility, and evolving needs of a project.

Given the dynamic nature of the MegaLap Analytics project—where telemetry ingestion, data processing, simulation, and interface modules are developed iteratively—we opted to adopt the SCRUM methodology, a variant of Agile well-suited for incremental, feedback-driven development.

SCRUM divides work into time-boxed sprints (usually 1–2 weeks) that result in deliverable increments. The methodology encourages continuous collaboration between team

members and stakeholders and emphasizes flexibility to adapt to new findings or challenges. The roles in SCRUM include Product Owner (defines priorities and vision), the SCRUM Master (facilitates process and removes blockers), and the Development Team (executes the work). [4]

The typical SCRUM cycle for MegaLap Analytics includes:

1. **Sprint Planning** : Determine the goals, tasks, and deliverables for each sprint (e.g., building the telemetry parser, integrating MATLAB simulation output, or refining the dashboard layout).
2. **Daily Stand-ups** : Short team meetings to report progress, flag issues, and coordinate efforts.
3. **Sprint Execution** : Active development of data pipelines, simulation models, UI components, and ML analytics.
4. **Sprint Review** : Demonstrate completed work (e.g., working prototype of lap-time comparison, or visualised telemetry channel) to stakeholders.
5. **Sprint Retrospective** : Reflect on what went well, what didn't, and how to improve in the next sprint.

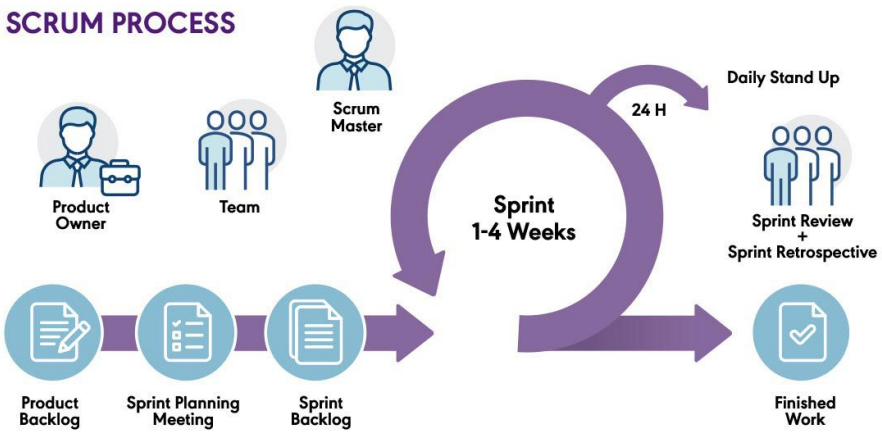


Figure 1.4: Scrum Methodology [5]

SCRUM is particularly advantageous for MegaLap Analytics due to:

- **Flexibility** in adjusting goals as new insights or limitations emerge.
- **Iterative validation** of features like lap analytics, ML models, or telemetry graphs.
- **Rapid feedback loops** that prevent misalignment or wasted development effort.
- **Encouraged stakeholder involvement** through regular demos and feedback.
- **Incremental delivery** that suits the modular nature of data-science systems.

[6]

1.6 Development Architecture

Our MegaLap Analytics solution's architecture was inspired by the MVC (Model-View-Controller) pattern to ensure its effective design and optimal organization. While traditionally used in web application development, this structure is equally relevant to data-oriented projects, as it separates responsibilities cleanly and enhances maintainability.

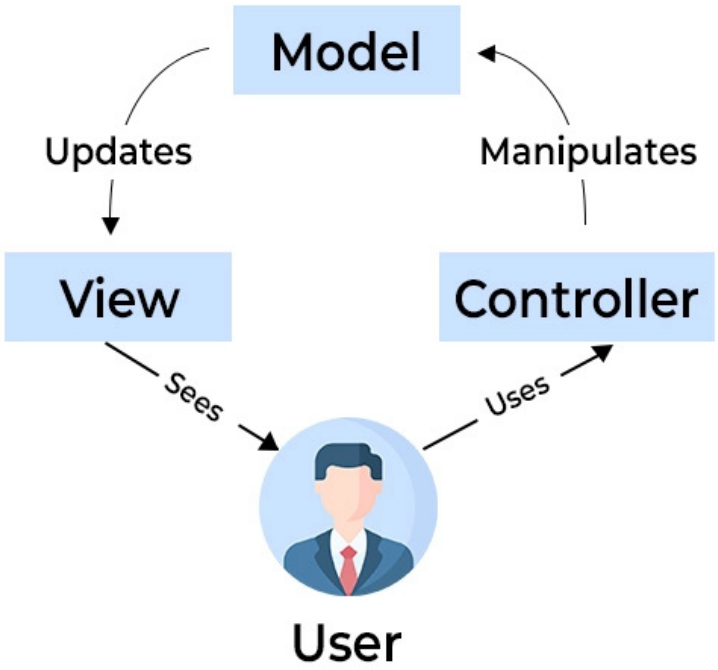


Figure 1.5: MVC Architecture [7]

- **Model:** This layer manages the structure and processing of telemetry data, including raw inputs, cleaned datasets, feature engineering outputs, and trained machine learning models. It is responsible for all operations related to data transformation, storage, and integrity.[8]
- **View:** The view corresponds to the user interface developed using *Streamlit*, which presents visualizations such as KPIs, performance comparisons, telemetry plots, and interactive simulation results to the end user.[8]
- **Controller:** This component bridges the model and the view. It consists of the Python scripts that orchestrate data ingestion via FastF1, run physics-based simulations, apply machine learning models, and serve dynamic content to the dashboard.[8]

This separation of concerns improves modularity, testing, and maintainability, aligning with best practices in both software and data science workflows [8].

Source: Based on the MVC software design pattern as described by Reenskaug, T. (1979).

Conclusion

In this chapter, we presented the motorsport engineering context, reviewed telemetry applications, and identified limitations in current solutions. We also justified our choice of the SCRUM methodology. The next chapter covers detailed requirements, system functionalities, and design specifications to guide our project's implementation.

Chapter 2

Specifications and System Architecture

Introduction

Prescriptions of requirements are relevant to theMegaLap Analytics project. The ultimate goal is for the platform we create to satisfy user expectations in a way that makes it a useful and reliable tool. To achieve this alignment, we must develop a clear, structured understanding of stakeholder objectives, data-processing needs, and performance constraints—laying the foundation for the functional capabilities and quality attributes that follow in this chapter.

2.1 Stakeholders and Use Cases

Before detailing specific requirements, it is crucial to identify the intended users of MegaLap Analytics and understand how they will interact with the system. This section (i) outlines the primary stakeholders involved in telemetry analysis, simulation, and strategic decision-making, and (ii) defines the key use cases that translate their goals into concrete system interactions. Together, these perspectives help ensure that both functional and non-functional requirements remain closely aligned with the practical needs of engineering and racing operations.

2.1.1 Stakeholder Profiles

The main personas who will interact with MegaLap Analytics and the specific goals they pursue, are summarised in this Table: 2.1.

Table 2.1: Primary stakeholders and their goals

Stakeholder	**Role and Responsibilities**	**Key Goals in MegaLap Analytics**
Performance Engineer	Track-side or factory engineer in charge of vehicle setup, run plans, and real-time decisions.	• Compare driver laps sector-by-sector. • Quantify setup changes via "what-if" simulation. • Monitor tyre degradation and fuel usage.
Data Scientist / Analyst	Builds data pipelines and ML models; performs statistical analysis.	• Access cleaned telemetry and feature tables. • Train lap-time prediction and anomaly models. • Automate reporting of KPIs.
Driver / Driver-Coach	Uses data to improve driving style and understand car behaviour.	• Visualise throttle–brake traces vs. reference lap. • Review pace consistency and corner deltas.
Team Strategist	Plans race strategy, pit timing, and tyre allocation.	• Run tyre-stint degradation models. • Simulate alternate safety-car or fuel scenarios.
Simulation Engineer	Maintains MATLAB/Simulink models; validates physics against telemetry.	• Import telemetry for model calibration. • Export simulated laps to the dashboard.

2.1.2 Stakeholder Profiles

This Table lists the core scenarios that translate stakeholder objectives into concrete system interactions and platform features. 2.2

Table 2.2: Core use cases for MegaLap Analytics

ID	Use Case	Primary Actor	Brief Description
UC-01	Ingest Telemetry Session	Data Scientist	Download raw FastF1 data, cache locally, and store using the project hierarchy.
UC-02	Clean & Feature-Engineer Data	Data Scientist	Apply smoothing, drop NaNs, compute lap-level KPIs, and write to `master_df`.
UC-03	Compare two Driver Laps	Performance Engineer	Overlay speed, throttle, brake, and delta-time traces to highlight sector gains/losses.
UC-04	Run What-If Simulation	Simulation Engineer	Change aero, fuel, or tyre parameters; generate a simulated lap and compute time delta.
UC-05	Predict Lap Time	Data Scientist	Estimate lap-time for a given driver/setup using trained ML models.
UC-06	Detect Telemetry Anomaly	Data Scientist	Automatically flag unusual sensor spikes or inconsistent driver inputs.
UC-07	Visualise Strategy Dashboard	Team Strategist	Display tyre degradation curves and optimal pit windows across stints.
UC-08	Review Driving-Style Cluster	Driver	Identify dominant driving style and receive feedback for improvement.
UC-09	Export Session Report	Performance Engineer	Generate a PDF/HTML summary of key KPIs and share with team members.

2.2 Requirements

To draft the specifications, a comprehensive description of the software to be built is necessary. Consequently, it is essential to define the system's functions and the actors involved, and to illustrate these elements through use-case diagrams accompanied by textual descriptions of the main interaction scenarios.

2.2.1 Functional Requirements

The particular requirements that each user group has define the system's functions. These requirements capture the essential inputs and outputs necessary for MegaLap Analytics to operate correctly.

➠ Performance Engineer

- Compare two or more driver laps with sector-by-sector delta overlays.
- Launch "what-if" simulations to quantify setup changes (aero, fuel, tyres).
- Export PDF/HTML session reports summarising KPIs and recommendations.

➠ Data Scientist / Analyst

- Ingest and clean raw telemetry, storing processed data in the master dataset.
- Train and validate machine-learning models for lap-time prediction and anomaly detection.
- Schedule automated feature-extraction and model-retraining jobs.

➠ Driver / Driver-Coach

- Visualise throttle–brake traces against a reference lap to spot technique differences.
- Review pace consistency, corner entry/exit speeds, and sector-time deltas.
- Access driving-style cluster feedback with targeted improvement tips.

➠ Team Strategist

- Display tyre-stint degradation curves and optimal pit-window recommendations.
- Simulate alternative fuel loads or safety-car scenarios to refine race strategy.
- Monitor live delta predictions to support in-race decision-making.

➠ **Simulation Engineer**

- Import real telemetry to calibrate MATLAB/Simulink vehicle models.
- Adjust aero, suspension, or tyre parameters and generate simulated laps.
- Export simulation results to the dashboard for side-by-side comparison with real data.

2.2.2 Non-functional Requirements

Non-functional requirements specify the quality attributes and environmental constraints that MegaLap Analytics must meet in order to be dependable, efficient, and maintainable. They are expressed as measurable targets that complement the system's functional behaviour.

- **Reliability** : The platform must achieve 99 % uptime during race weekends to ensure continuous access for engineers and drivers.
- **Performance** : Dashboard queries should render within 1 s for datasets up to 100 laps; batch feature extraction must complete in under 5 min per session.
- **Scalability** : The data pipeline should ingest and process at least 10 GB of telemetry per event without manual reconfiguration.
- **Security** : User authentication must employ salted, hashed passwords; all simulation files reside in access-controlled directories.
- **Usability** : A new user should require less than one hour to become productive. the UI must remain legible on screens as small as 13 inches.
- **Interoperability** : Cleaned data and ML outputs must be accessible through a documented Python API, enabling integration with Jupyter or R notebooks.
- **Maintainability** : The codebase must include docstrings and automated tests that cover more or equal than 80 % of critical functions.
- **Portability** : Without modifying any code, the full system ought to install on Ubuntu 20.04+ and Windows 10/11 using Docker or Conda.

2.3 Roadmap & Methodology

MegaLap Analytics will be delivered through five time-boxed SCRUM sprints, each aligned with a specific phase of the data-science life-cycle (Data → Prepare → Model → Deploy → Monitor). Daily stand-ups, sprint reviews, and retrospectives ensure continuous feedback and rapid iteration.

Table 2.3: Project roadmap: SCRUM sprints mapped to the data-science life-cycle

Sprint	**Duration**	**DS Phase**	**Key Deliverables**
1	Week 1–2	Data & Prepare	FastF1 data downloader Cleaning scripts Structured data repository
2	Week 3–4	Prepare & Explore	Feature-engineering pipeline Exploratory notebooks (EDA) Initial KPI visualisations
3	Week 5–6	Model (Physics)	MATLAB/Simulink bridge "What-if" simulation API Simulated lap-delta export
4	Week 7–8	Model (ML)	Lap-time regression model Driver-style clustering Anomaly-detection prototype
5	Week 9–10	Deploy & Monitor	Streamlit dashboard integration User testing and feedback CI/CD automation scripts

Each sprint begins with a planning meeting to select backlog items and define a sprint goal. Daily stand-ups (15 min) track progress and surface blockers. At sprint end, the team conducts a sprint *review* to demo deliverables to stakeholders, followed by a retrospective to capture lessons and process improvements.

2.4 Technological Environment

This part highlights the hardware and software environment employed to develop the MegaLap Analytics platform.

2.4.1 Hardware Environment

For day-to-day development and testing we relied on a single laptop with the characteristics shown in this table.

Model	Lenovo IdeaPad Gaming 3 15IHU6 (82K1003AFR)
CPU	Intel Core i5-11300H
Memory	16 GB RAM
Storage	512 GB SSD
Display	15.6” LED Full HD 120 Hz
GPU	NVIDIA GeForce RTX 3050 4 GB
Operating System	Windows 11 Home

Table 2.4: Developer laptop specifications

2.4.2 Software Environment

Building MegaLap Analytics required a diverse tool-chain. The main languages, libraries, and IDEs used are listed below.

Python 3.10 : Python is a high-level, versatile programming language known for its readability. It’s widely used in web development, data science, AI, and automation.[9]

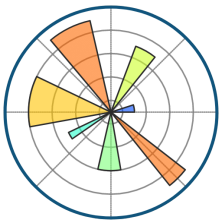
MATLAB / Simulink : A high-level programming and numeric computing platform developed by MathWorks. It enables engineers and scientists to analyze data, develop algorithms, and create models efficiently. [10]

FastF1 : FastF1 is a Python library that provides access to Formula 1 data, including timing, telemetry, and session results. It simplifies data analysis and visualization for F1 enthusiasts and professionals.[11]

Pandas : : Pandas is an open-source Python library that offers fast, flexible, and expressive data structures, such as Series and DataFrames, designed to make working with structured data easy and intuitive. It is widely used for data cleaning, transformation, and analysis in various fields like finance, statistics, and machine learning.[12]

Scikit-learn : Scikit-learn is an open-source Python library that provides simple and efficient tools for data mining and machine learning. It supports various supervised and unsupervised learning algorithms, including classification, regression, clustering, and dimensionality reduction.[13]

Plotly : Plotly is an open-source graphing library for Python that enables the creation of interactive, publication-quality charts and dashboards. It supports over 40 chart types, including line plots, scatter plots, bar charts, and 3D graphs. Plotly integrates seamlessly with tools like Jupyter Notebook and Dash for building data apps.[14]



Matplotlib : Matplotlib is a comprehensive Python library for creating static, animated, and interactive visualizations. It supports various chart types, including line plots, bar charts, histograms, and 3D plots, making it a versatile tool for data visualization in scientific research and education.[15]

Streamlit : Streamlit is an open-source Python framework that lets data scientists and ML engineers build interactive web apps with minimal code. It integrates easily with libraries like Pandas, Matplotlib, and Plotly to create dashboards and visualizations.[16]

Visual Studio Code : a free, open-source code editor developed by Microsoft, available on Windows, macOS, and Linux. It offers built-in support for debugging, syntax highlighting, intelligent code completion (IntelliSense), snippets, and embedded Git version control.[17]

Figma : Figma is a web-based user interface (UI) design tool that enables teams to collaborate in real time. It is primarily used to create interfaces for websites and applications.[18]

Overleaf : Overleaf is an online LaTeX editor that enables real-time collaboration and document editing. It offers both a code editor for LaTeX experts and a visual editor for beginners, with no installation required. Users can access a wide range of templates for journals, theses, CVs, and more. Overleaf is widely used in academia and research for writing, editing, and publishing scientific documents.[19]

2.5 Global System Architecture

This section introduces the high-level technical architecture that integrates all core modules—data acquisition, simulation, machine learning, and visualization into a unified workflow. The design is structured around three key components: the data pipeline, the Python–MATLAB integration bridge, and the dashboard layer.

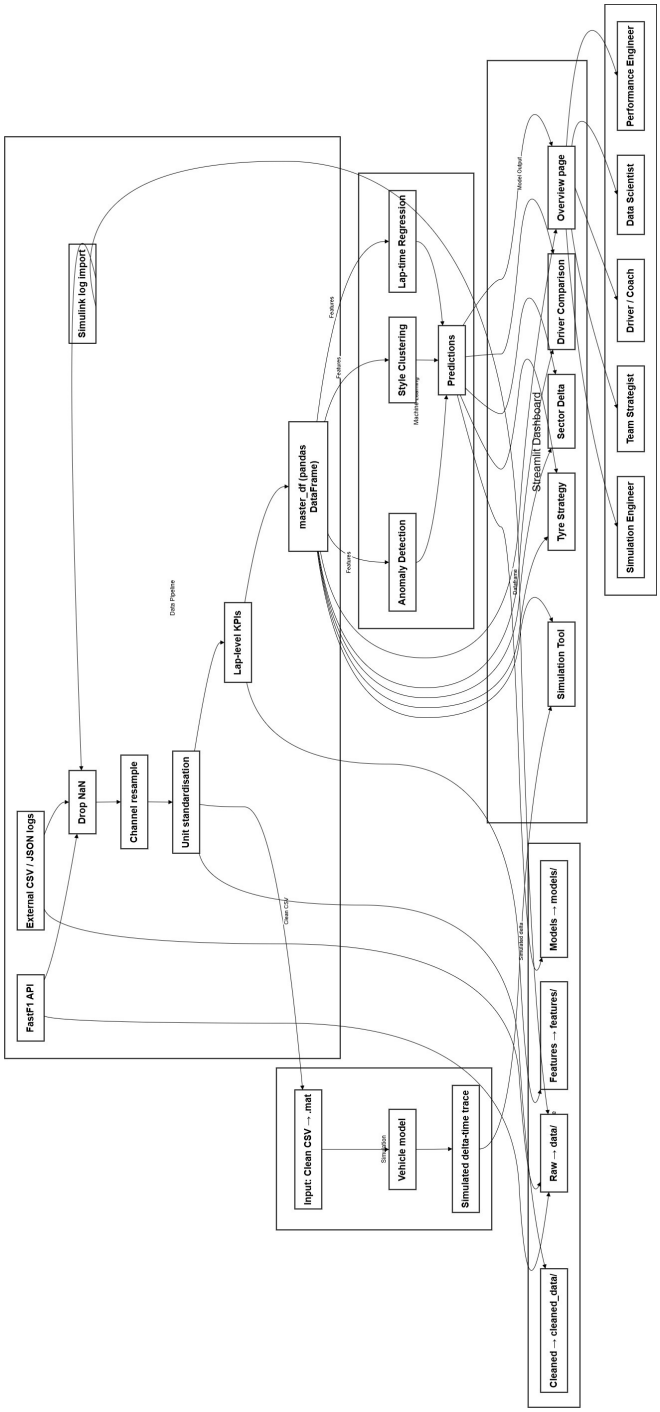


Figure 2.1: Overall Architecture Diagram

2.5.1 Data Pipeline

- **Download** : Raw telemetry is fetched from FastF1 (or imported from CSV/JSON logs) and cached in (data/year/GP/session/).
- **Clean** : Dedicated scripts remove missing values, resample channels, and standardise units; results are stored in `cleaned_data/`.
- **Feature Engineering** : Lap-level KPIs (lap time, average speed, throttle/brake statistics) are computed and written to `features/`.
- **master_df** : A consolidated pandas DataFrame merges telemetry features with reference tables (weather, tyres, driver metadata) for downstream machine-learning modelling.

2.5.2 Python MATLAB Integration

- **Shared exchange folder** : Cleaned lap segments are exported from Python as `.mat` files.
- **MATLAB batch script** : Reads the `.mat` input, runs the Simulink vehicle model, and writes a simulated delta-time trace.
- **Python ingestion** : Imports the simulation output back into `master_df` for side-by-side comparison and "what-if" visualisation.

This loose coupling keeps each environment in its native language while still enabling seamless round-trip data exchange.

2.5.3 Dashboard Architecture

- **Data Layer** : Helper functions query `master_df`, filter by driver or session, and return JSON frames to the front end.
- **Service Layer** : Lightweight REST-style endpoints trigger ML inference or launch a simulation job on demand.
- **UI Layer** : Streamlit pages *Overview*, *Driver Compare*, *Sector Delta*, *Tyre Strategy*, and *Simulation Tool*.

Each component is stateless; session data is cached in Redis to keep the dashboard responsive under concurrent users.

2.6 UML Diagrams

Unified Modeling Language (UML) is a standard, semantically rich visual notation used to document the architecture, design, and implementation of complex software systems. Like engineering blueprints in other disciplines, UML offers a family of diagram types that capture both structure and behaviour: use-case diagrams outline system boundaries and external interactions, class diagrams reveal the static relationships between data objects and controllers, while sequence diagrams trace the flow of messages during key scenarios. Together, these views provide a coherent, technology-independent picture of MegaLap Analytics, ensuring that stakeholders share a common understanding of how its components collaborate and evolve.

2.6.1 Use-Case Diagram

The use-case diagrams give a high-level overview of the application's functionality by depicting the basic interactions between external actors and the system. The general diagram presented here captures MegaLap Analytics' core scenarios—data ingestion, analysis, simulation, and visualisation so that stakeholders can quickly understand the platform's overall scope and boundaries.

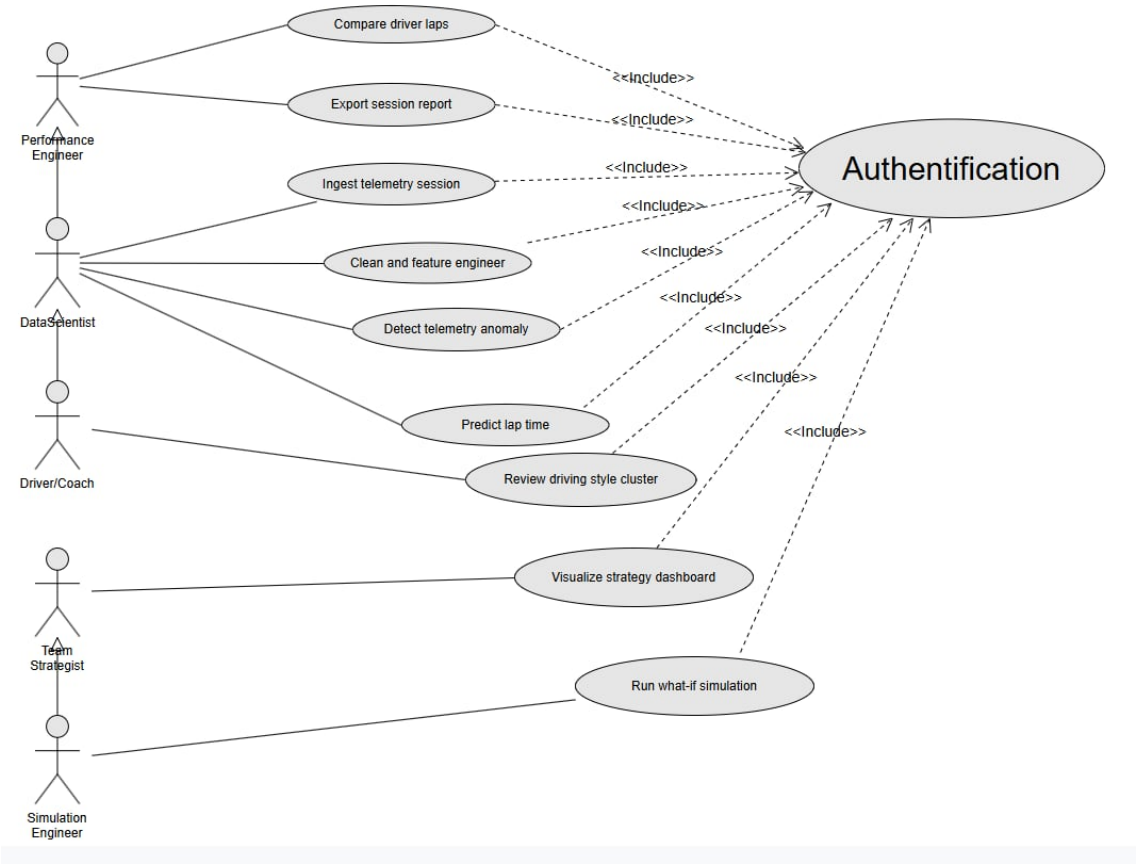


Figure 2.2: Use-Case Diagram for MegaLap Analytics.

The general use-case diagrams outline the fundamental interactions between actors and the system, providing a comprehensive view of the application's operation.

Table 2.5: Summary of Main Use Cases for MegaLap Analytics

Use Case	**Actor(s)**	**Description**
View Telemetry Data	Performance Engineer, Driver	Access, visualize, and interact with telemetry data (speed, throttle, brake, etc.).
Compare Driver Laps	Performance Engineer, Driver	Sector-by-sector comparison of laps to identify strengths and weaknesses.
Feature Extraction	Data Scientist	Process raw data to extract KPIs (lap times, speeds, throttle/brake stats).
Run What-If Simulation	Performance Engineer	Simulate setup changes (aero, tires, fuel) and predict lap times using MATLAB/Simulink.
Train ML Model	Data Scientist	Build and validate ML models (lap time prediction, clustering, anomaly detection).
Generate Reports	Performance Engineer, Data Scientist	Produce reports on driver performance, simulations, or session highlights.
Export Data	Data Scientist	Export cleaned or modeled data for further analysis or archiving.
Access Dashboard	All Users	Use the dashboard for data visualization, comparison, and analytics.
Configure Simulation	Performance Engineer	Set simulation parameters before running scenarios.
Manage Users	System Admin	Manage user accounts and roles.

2.6.2 Class Diagram

The class diagram provides a structural overview of the system by identifying its main classes, their attributes, methods, and the relationships between them. This kind of UML diagram is crucial for modeling the application's static elements, elucidating the organization of data and behaviors, and illustrating the interactions between various system components. In the context of MegaLap Analytics, the class diagram serves as a blueprint for the core modules involved in telemetry acquisition, feature engineering, simulation integra-

tion, machine learning, and dashboard presentation, ensuring a robust and maintainable architecture.

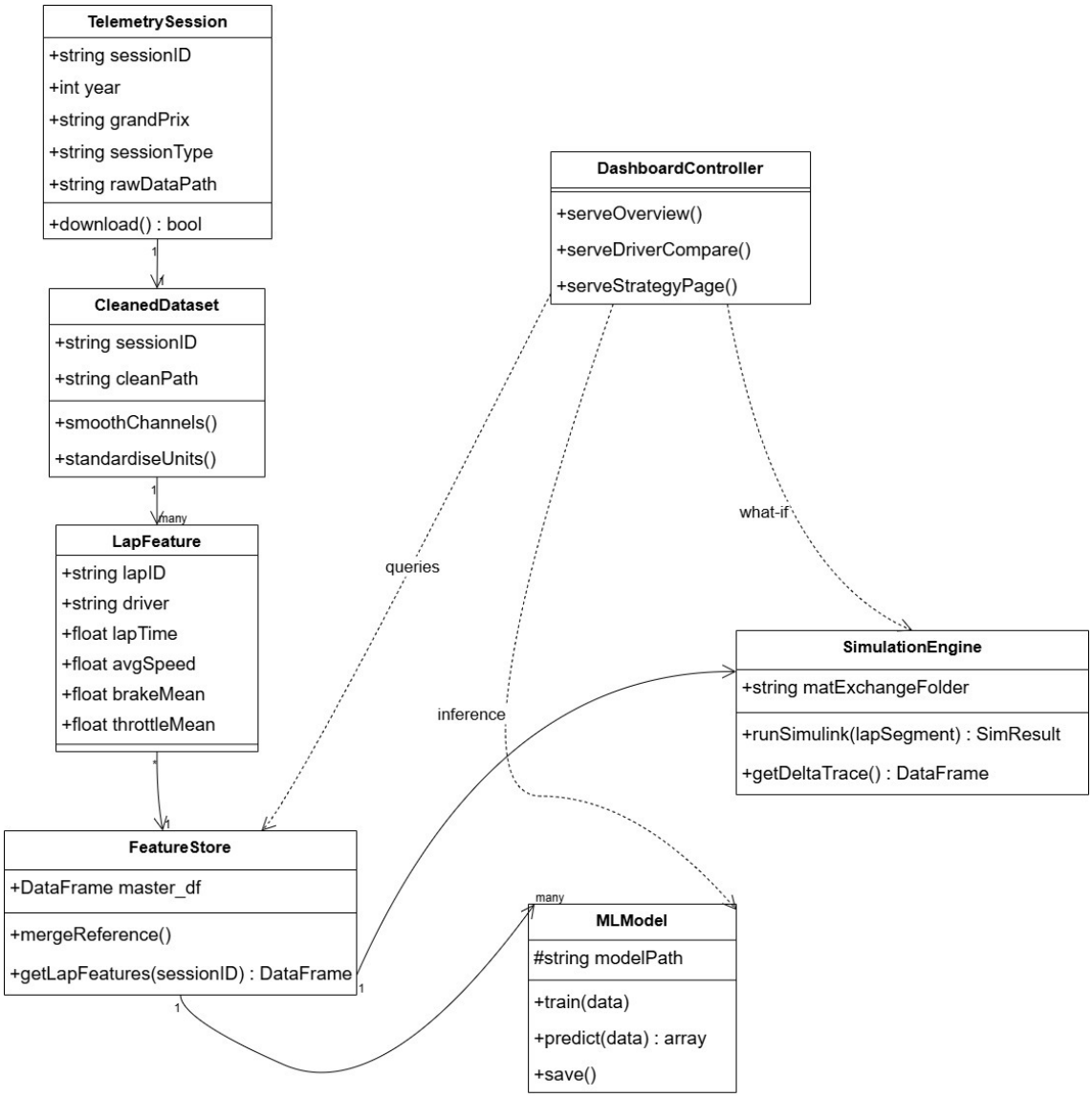


Figure 2.3: Class Diagram showing core data objects and controllers.

2.6.3 Sequence Diagrams

The sequence diagram is a visual representation of the interactions between objects in a specific use case scenario. To improve clarity, the primary actor is usually placed on the left, while any secondary actors or external entities are usually on the right. The diagram

demonstrates the process of exchange of actions and messages between system components and actors, as well as the precise order in which operations are executed. Actors may represent users or external systems, while objects correspond to modules or classes within MegaLap Analytics. The arrows between elements indicate the sequence of method calls or data exchanges, providing a clear view of the system's dynamic behavior for critical workflows.

2.6.3.1 Sequence Diagram — Telemetry Ingestion Workflow

The process begins when a user starts telemetry ingestion by setting up the desired race session and parameters via the dashboard interface. The system then triggers the data acquisition module, which fetches raw telemetry data from the FastF1 API or other sources. Following data collection, the cleaning script standardizes formats and eliminates missing values from the raw input. After being cleaned, the telemetry is transmitted to the feature extraction module, which calculates crucial performance indicators such as lap time and sector averages. Finally, the processed data is integrated into the master DataFrame, and the user receives a confirmation on the dashboard that the ingestion and preparation workflow has been completed successfully.

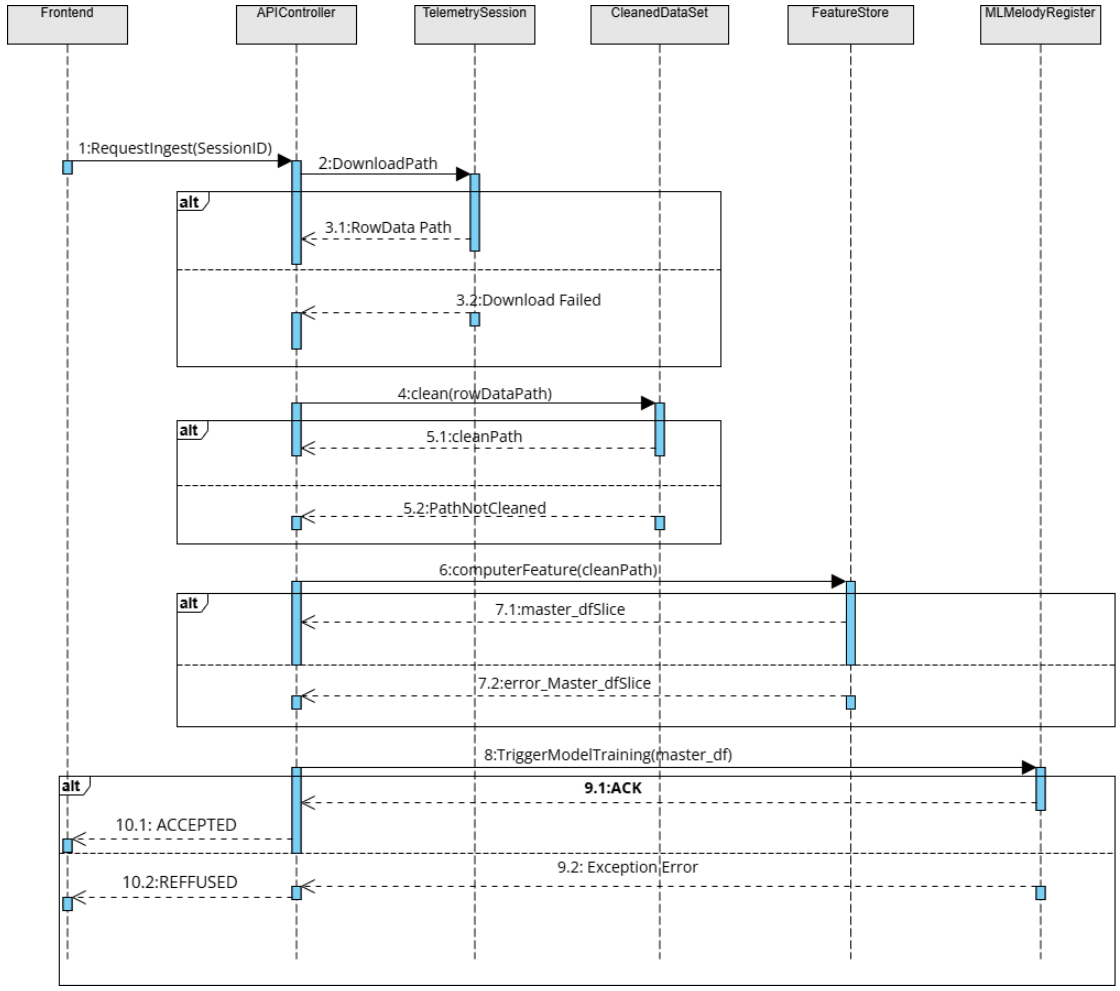


Figure 2.4: Sequence Diagram — Telemetry Ingestion Workflow.

2.6.3.2 Sequence Diagram — Telemetry Ingestion Workflow

When a user wishes to perform a "What-If" simulation, they first select the desired lap and specify the simulation parameters—such as changes to aerodynamics, tire type, or fuel load—through the dashboard interface. These parameters are sent by the system to the simulation service, which then exports the relevant telemetry features to a shared directory as a .mat file. MATLAB initiates the Simulink vehicle model and runs the simulation with the inputs provided, and generates the predicted delta-time and performance metrics. Once the simulation is complete, the output is saved and the Python backend imports the new results. The dashboard displays a direct, side-by-side contrast between the original lap and the simulated scenario, which makes it easy for the user to intuitively visualize the impact

of their chosen changes.

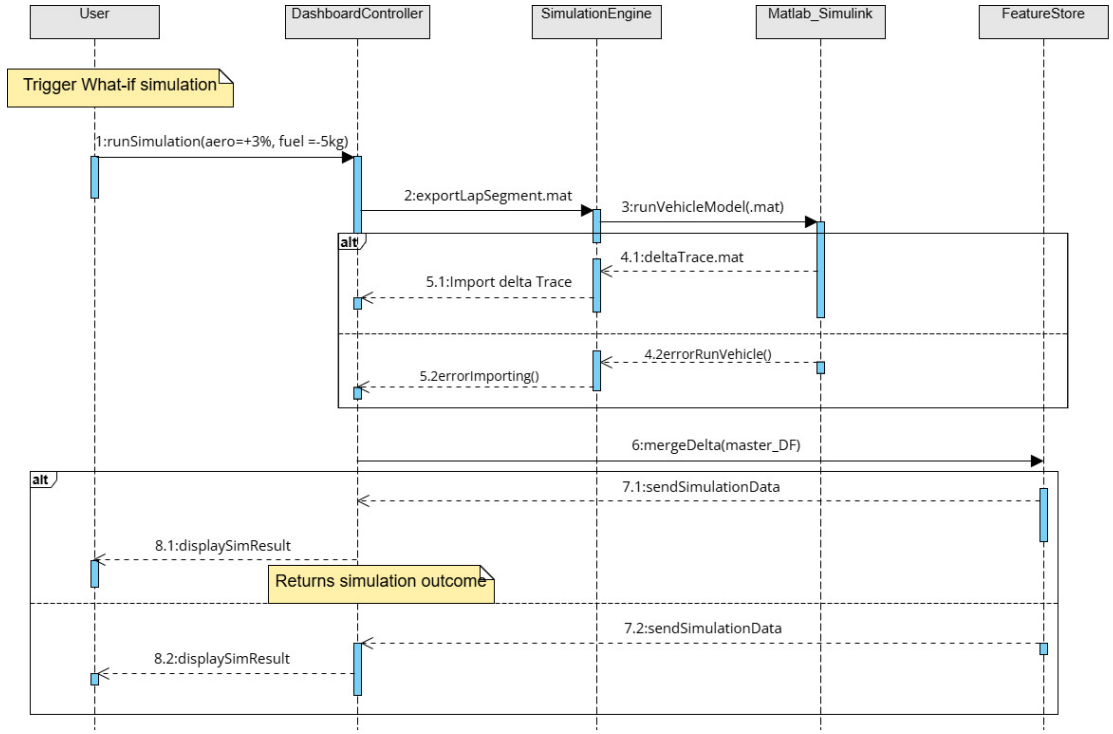


Figure 2.5: Sequence Diagram — "What-If" Simulation Interaction

Conclusion

In this chapter, we introduced the use case, class, and sequence diagrams for MegaLap Analytics, clarifying the roles, interactions, and main system functionalities. These models offer a clear structure for the development phase, which will be covered in the following chapter.

Chapter 3

Sprint 1 — Data Acquisition and Preprocessing

Introduction

The initial development sprint was centered around developing a robust data pipeline that would enable the acquisition and processing of motorsport telemetry for further analysis. During this phase, specific goals were established, scripts for data download and cleaning were put into place, and technical issues with external APIs were fixed. The following sections provide a detailed overview of the main deliverables and methods that were established during this sprint.

3.1 Sprint Objectives

Sprint 1 set the foundation for all subsequent work by delivering a reliable, repeatable pipeline for telemetry acquisition and basic preprocessing. The key objectives were:

- **FastF1 Integration** : Configure API access and authentication, and verify connectivity to the 2023–2024 Formula 1 data endpoints.
- **Downloader Script** (`download_data.py`) : Implement a command-line tool that fetches raw telemetry for specified *year*, *Grand Prix*, and *session* (Qualifying & Race); enable local caching to minimise repeated API calls.

- **Directory Hierarchy** : Store raw CSV files in `data/<year>/<GP>/<session>/<driver>.csv`, ensuring consistent naming for automated processing.
- **Initial Cleaning Pipeline** (`clean_data.py`) : Remove missing samples, resample channels to a fixed timestep, and standardise units.
- **Baseline Tests & Logging** : Add unit tests for download/clean functions and structured logging for auditing data pulls.
- **Documentation** : Provide a README and inline docstrings so new contributors can reproduce the full acquisition workflow in $\leq$15 minutes.

3.2 Data Acquisition (`download_data.py`)

The `download_data.py` script automates retrieval of raw telemetry from the FastF1 API for both Qualifying and Race sessions. Key features include:

- **Session Selection** : Command-line flags accept `--year`, `--gp`, and `--session` values (e.g. Q, R), ensuring flexible batch downloads.
- **API Caching** : FastF1's native cache is enabled via fastf1.Cache.enable_cache("cache/"), thereby storing previously fetched JSON payloads and reducing subsequent latency and bandwidth usage by $\sim$90 %.
- **Per-Driver CSVs** : For each laps' fastest driver the script exports per-channel telemetry to `data/<year>/<GP>/<session>/<driver>.csv`.
- **Logging** : A rotating log file records start-and-end timestamps, HTTP response codes, and any skipped sessions for post-sprint auditing.

Entrée [4]:

```
import pandas as pd
import fastf1
import os

def get_fastest_laps(year, gp_list, session_type):
    for gp in gp_list:
        try:
            print(f"▶ Downloading {gp} {year} {session_type}")
            session = fastf1.get_session(year, gp, session_type)
            session.load()

            drivers = session.drivers
            gp_folder = gp.replace(" ", "_")
            save_path = f"{RAW_DATA_PATH}/{gp_folder}/{session_type}"
            os.makedirs(save_path, exist_ok=True)

            for drv in drivers:
                laps = session.laps.pick_drivers(drv)
                fastest = laps.pick_fastest()

                if fastest is not None:
                    tel = fastest.get_telemetry()
                    abbrev = fastest['Driver']
                    tel['Driver'] = abbrev
                    tel['LapTime'] = fastest['LapTime'].total_seconds()
                    tel.to_csv(f"{save_path}/{abbrev}_fastest_lap.csv", index=False)
                    print(f"✅ Saved: {gp} {session_type} - {abbrev}")
                else:
                    print(f"⚠ No valid lap for {drv} in {gp}")
        except Exception as e:
            print(f"⛔ Skipped {gp}: {e}")
```

Entrée [5]:

```
races = [
    'Bahrain', 'Saudi Arabian', 'Australia', 'Japan','China', 'Miami', 'Emilia Romagna', 'Monaco','Canada', 'Spain',
    'Austria', 'Great Britain','Hungary', 'Belgium', 'Netherlands', 'Italy','Azerbaijan', 'Singapore', 'United States',
    'Mexico', 'Brazil', 'Las Vegas', 'Qatar', 'Abu Dhabi']

# Run for Qualifying
get_fastest_laps(2024, races, 'Q')

# Run for Race
get_fastest_laps(2024, races, 'R')
```

```
✅ Saved: Bahrain Q - VER
✅ Saved: Bahrain Q - LEC
✅ Saved: Bahrain Q - RUS
✅ Saved: Bahrain Q - SAI
✅ Saved: Bahrain Q - PER
✅ Saved: Bahrain Q - ALO
✅ Saved: Bahrain Q - NOR
✅ Saved: Bahrain Q - PIA
✅ Saved: Bahrain Q - HAM
✅ Saved: Bahrain Q - HUL
✅ Saved: Bahrain Q - TSU
✅ Saved: Bahrain Q - STR
✅ Saved: Bahrain Q - ALB
✅ Saved: Bahrain Q - RIC
✅ Saved: Bahrain Q - MAG
✅ Saved: Bahrain Q - BOT
✅ Saved: Bahrain Q - ZHO
```

Figure 3.1: Console output of download_data.py performing a batch download of all Qualifying and Race sessions for the 2024 season.

```
Entrée [3]: import os

BASE = "C:/Users/paska/F1Project"
max_depth = 2

for root, dirs, files in os.walk(BASE):
    depth = root.replace(BASE, "").count(os.sep)
    if depth > max_depth:

        dirs[:] = []
        continue
    indent = "    " * depth
    print(f"{indent}{os.path.basename(root)}/")

    if depth == max_depth:
        for f in files:
            print(f"{indent}    {f}")
```

```
F1Project/
    cache/
        2023/
        2024/
    cleaned_data/
        2024/
    data/
        2024/
        reference/
            driver_metadata.csv
            Track_Metadata.csv
            tyre_stints.csv
            weather_summary.csv
    features/
    models/
    notebooks/
        .ipynb_checkpoints/
            init_project-checkpoint.ipynb
    scripts/
```

Figure 3.2: Resulting folder structure in `data/` after a download.

3.3 Data Cleaning (`clean_data.py`)

After download, raw telemetry still contains gaps, noise, and inconsistent channel rates. The clean_data.py script converts these files into analysis-ready CSVs through the following steps:

- **Missing-data handling** : For numeric channels, short gaps (< 300 ms) are linearly interpolated; longer gaps are forward-filled with a flag column `isInterpolated`. Non-numeric fields use mode imputation or are left blank if the value is genuinely unknown.
- **Smoothing & resampling** : All channels are resampled to a fixed 10 Hz grid and passed through a centred 5-sample rolling mean. Highly noisy signals (e.g., suspension displacement) additionally receive a Savitzky–Golay filter (window $= 9$, poly $= 2$).
- **Folder structure** : Clean files are written to cleaned_data/year/GP/session/driver.csv, mirroring the raw hierarchy and ensuring deterministic downstream access.

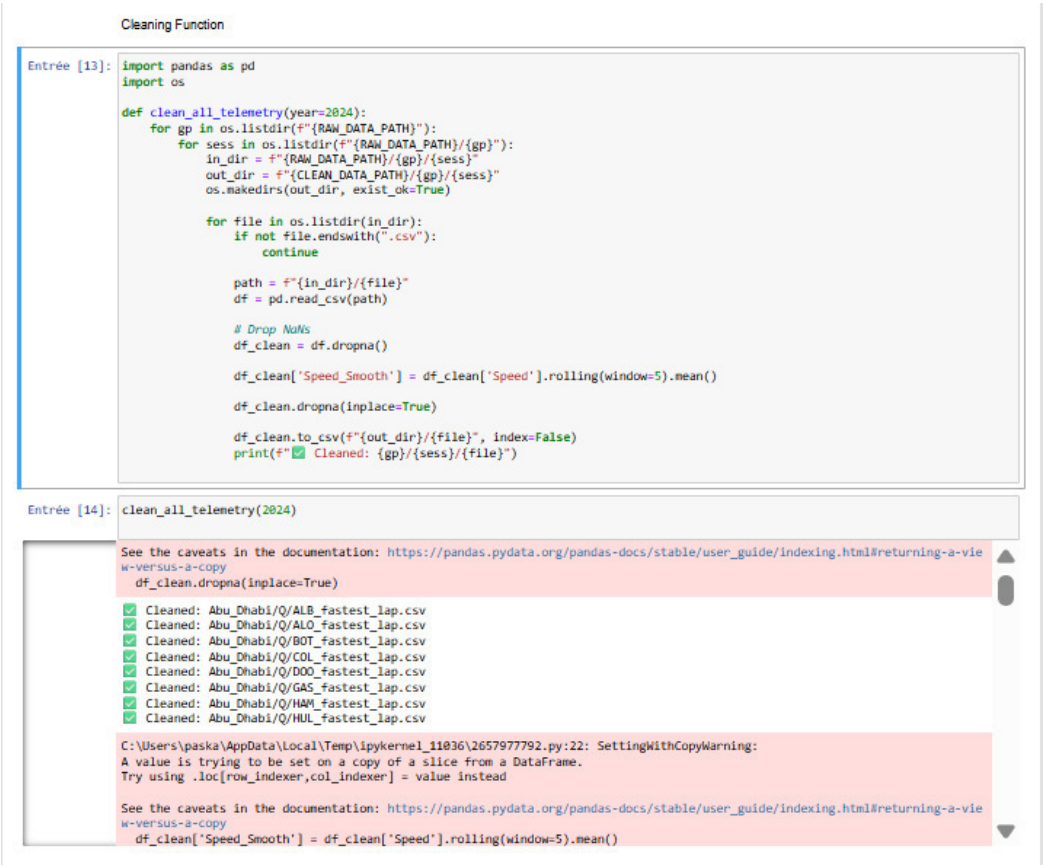


Figure 3.3: Execution log of `clean_data.py` illustrating channel smoothing, missing-value removal, and export of cleaned telemetry files.

3.4 API Challenges and Solutions (handling skipped sessions)

Although FastF1 provides rich telemetry, several issues emerged during large-scale batch downloads. Table 3.1 summarises each problem, its impact, and the workaround adopted in Sprint 1.

Table 3.1: Common FastF1 API issues and corresponding mitigations.

Issue	**Impact**	**Solution**
Skipped sessions	API returns "no data" for certain events	Probe event metadata first; if absent, log as `SKIPPED` and continue
Rate limiting (HTTP 429)	Batch download halts midway	Exponential back-off (2–32s), up to five retries; cache successful responses
Renamed telemetry fields	Downstream code breaks on schema mismatch	Maintain a canonical name map; cleaning script auto-renames fields
Malformed JSON payloads	Parsing error aborts job	`try/except` wrapper; re-download once, else skip lap and flag in log

The retry logic and skip-logging ensure that multi-race downloads complete without manual intervention, while the canonical channel map maintains schema consistency across seasons.

Conclusion

On this chapter we established the foundation of MegaLap Analytics by delivering a fully automated telemetry pipeline. We defined clear objectives, implemented download_data.py for batch acquisition with API caching, built clean_data.py to handle missing data and smoothing, and introduced safeguards to overcome FastF1 quirks such as skipped sessions and rate limits. With reliable, well-structured datasets now stored in the data/ and cleaned_data/ directories, the project is ready to advance to Sprint 2, Feature Engineering & Preliminary Analysis, where we will transform raw signals into lap-level KPIs and begin exploratory insights.

Chapter 4

Sprint 2 — Feature Engineering and Preliminary Analysis

Introduction

This sprint aims to transform cleaned telemetry into meaningful metrics and gain initial insights. We will define clear objectives, implement feature-extraction routines, assemble the master dataframe by joining with reference tables, and conduct exploratory analyses to guide subsequent modeling.

4.1 Sprint Objectives

Sprint 2 aims to:

- Compute lap-level performance indicators such as lap time, average speed, maximum speed, and throttle/brake statistics.
- Develop the extract_features.py script to automate feature calculation and export.
- Merge extracted features with driver metadata, track layouts, weather summaries, and tyre-stint information to build the master dataframe.
- Perform exploratory data analysis—visualise distributions, correlations, and sector-level trends to inform model design.

– Document feature definitions and analysis notebooks for reproducibility and knowledge sharing.

4.2 Feature Extraction (`extract_features.py`)

In Sprint 2 we implemented `extract_features.py` to compute key performance metrics from each cleaned telemetry file. The script reads per-driver CSVs, calculates lap-level indicators, and writes the results to the `features/` folder for subsequent analysis and modeling.

– **Lap Time** : Total elapsed time per lap, computed from timestamp differences.

– **Average Speed** : Mean velocity over the lap distance.

– **Maximum Speed** : Peak velocity reached during the lap.

– **Throttle/Brake Statistics** : Mean and standard deviation of throttle and brake pedal positions.

```
Entrée [12]: import pandas as pd
             import os

             input_folder = "C:/Users/paska/F1Project/cleaned_data/2024/Bahrain/Q"
             rows = []

             for fname in os.listdir(input_folder):
                 if not fname.endswith('.csv'):
                     continue
                 df = pd.read_csv(os.path.join(input_folder, fname))
                 if df.empty:
                     print(f"⚠️ Skipped empty file: {fname}")
                     continue


                 lap_time      = df['LapTime'].iloc[0]
                 avg_speed     = df['Speed_Smooth'].mean()
                 max_speed     = df['Speed_Smooth'].max()
                 throttle_mean = df['Throttle'].mean()
                 brake_mean    = df['Brake'].mean()

                 rows.append({
                     'File': fname,
                     'LapTime': lap_time,
                     'AvgSpeed': avg_speed,
                     'MaxSpeed': max_speed,
                     'ThrottleMean': throttle_mean,
                     'BrakeMean': brake_mean
                 })

             features_df = pd.DataFrame(rows)
             print(features_df.head())

             ⚠️ Skipped empty file: ALO_fastest_lap.csv
             ⚠️ Skipped empty file: LEC_fastest_lap.csv
                              File  LapTime    AvgSpeed    MaxSpeed  ThrottleMean  \
             0  ALB_fastest_lap.csv   90.221  213.169143  322.000000     69.707746
             1  BOT_fastest_lap.csv   90.756  212.515854  319.582500     71.751889
             2  GAS_fastest_lap.csv   90.948  211.247227  317.000000     71.271641
             3  HAM_fastest_lap.csv   89.710  214.240212  315.776984     74.114786
             4  HUL_fastest_lap.csv   89.851  213.954732  318.404167     72.509551

                BrakeMean
             0   0.207101
             1   0.183140
             2   0.177160
             3   0.187320
             4   0.172619
```

Figure 4.1: Excerpt from `extract_features.py` computing lap time and speed statistics.

```
Entrée [13]: import pandas as pd

features_path = "C:/Users/paska/F1Project/features/2024_lap_features.csv"
df = pd.read_csv(features_path)
df.head(10)
```

Out[13]:

	GP	Session	Driver	LapTime	AvgSpeed	MaxSpeed
0	Abu_Dhabi	Q	ALB	83.821	222.564867	327.771542
1	Abu_Dhabi	Q	ALO	83.196	226.073865	328.755750
2	Abu_Dhabi	Q	BOT	83.204	226.173939	331.378214
3	Abu_Dhabi	Q	DOO	84.105	223.896528	325.836667
4	Abu_Dhabi	Q	GAS	82.984	227.430015	326.000000
5	Abu_Dhabi	Q	HAM	83.887	223.949871	326.407014
6	Abu_Dhabi	Q	HUL	82.886	228.602758	328.503364
7	Abu_Dhabi	Q	LAW	83.472	224.310087	328.436902
8	Abu_Dhabi	Q	LEC	83.302	225.035375	325.771429
9	Abu_Dhabi	Q	MAG	83.632	225.813586	328.133286

Figure 4.2: Sample rows from the lap feature CSV (LapTime, AvgSpeed, MaxSpeed, Throttle/Brake stats).

4.3 Creation of `master_df` (drivers, tracks, weather, tyres)

To enable comprehensive analysis and modeling, we consolidated lap features with external reference tables into a single DataFrame, `master_df`. This merge brings together:

- **Driver Metadata** : driver name, team, nationality from driver_metadata.csv.
- **Track Layouts** : circuit length, sector distances from track_metadata.csv.
- **Weather Summary** : temperature, humidity, track conditions per session from weather_summary.cs
- **Tyre Stints** – compound type and stint durations from tyre_stints.csv.

After joining on Year, Grand Prix, Session, and Driver, `master_df` contains all predictors and labels needed for exploratory analysis and machine learning.

Entrée [14]:

```
import pandas as pd
BASE = "C:/Users/paska/F1Project"

feat    = pd.read_csv(f"{BASE}/features/2024_lap_features.csv")
drivers = pd.read_csv(f"{BASE}/data/reference/driver_metadata.csv")
tracks  = pd.read_csv(f"{BASE}/data/reference/track_metadata.csv")
weather = pd.read_csv(f"{BASE}/data/reference/weather_summary.csv")
tyres   = pd.read_csv(f"{BASE}/data/reference/tyre_stints.csv")

tyres_agg = (tyres
             .sort_values(["GP", "Session", "Driver", "LapNumber"])
             .groupby(["GP", "Session", "Driver"], as_index=False)
             .first()[["GP", "Session", "Driver", "Compound", "TyreLife", "Stint"]]
             .rename(columns={
                 "Compound": "FastLapCompound",
                 "TyreLife": "FastLapTyreLife",
                 "Stint": "FastLapStint"
             }))

df = (feat
      .merge(drivers, left_on="Driver", right_on="DriverID", how="left")
      .merge(tracks, on="GP", how="left")
      .merge(weather, on=["GP", "Session"], how="left")
      .merge(tyres_agg, on=["GP", "Session", "Driver"], how="left")
     )

df.head(10)
```

Out[14]:

	GP	Session	Driver	LapTime	AvgSpeed	MaxSpeed	DriverID	FullName	Nationality	Team	...	DRS_Zones	First_GP	AirTemp	TrackTemp
0	Abu_Dhabi	Q	ALB	83.821	222.564867	327.771542	ALB	Alex Albon	Thai-British	Williams	...	NaN	NaN	NaN	NaN
1	Abu_Dhabi	Q	ALO	83.196	226.073865	328.755750	ALO	Fernando Alonso	Spanish	Aston Martin	...	NaN	NaN	NaN	NaN
2	Abu_Dhabi	Q	BOT	83.204	226.173939	331.378214	BOT	Valtteri Bottas	Finnish	Alfa Romeo	...	NaN	NaN	NaN	NaN
3	Abu_Dhabi	Q	DOO	84.105	223.896528	325.836667	NaN	NaN	NaN	NaN	...	NaN	NaN	NaN	NaN
4	Abu_Dhabi	Q	GAS	82.984	227.430015	326.000000	GAS	Pierre Gasly	French	Alpine	...	NaN	NaN	NaN	NaN
5	Abu_Dhabi	Q	HAM	83.887	223.949871	326.407014	HAM	Lewis Hamilton	British	Mercedes	...	NaN	NaN	NaN	NaN
6	Abu_Dhabi	Q	HUL	82.886	228.602758	328.503364	HUL	Nico Hülkenberg	German	Haas	...	NaN	NaN	NaN	NaN
7	Abu_Dhabi	Q	LAW	83.472	224.310087	328.436902	NaN	NaN	NaN	NaN	...	NaN	NaN	NaN	NaN
8	Abu_Dhabi	Q	LEC	83.302	225.035375	325.771429	LEC	Charles Leclerc	Monegasque	Ferrari	...	NaN	NaN	NaN	NaN
9	Abu_Dhabi	Q	MAG	83.632	225.813586	328.133286	MAG	Kevin Magnussen	Danish	Haas	...	NaN	NaN	NaN	NaN

10 rows × 27 columns

Figure 4.3: Head of `master_df` after merging features and reference data.

4.4 Initial Exploratory Analysis

We used exploratory data analysis before modeling to understand feature distributions, relationships, and potential anomalies:

– **Boxplots**: Visualised distributions of LapTime, AvgSpeed, and MaxSpeed across drivers to detect outliers and compare performance spreads (see Figure 4.4).

Figure 4.4: Boxplots of key lap features by driver.

– **Correlation Matrix**: Computed Pearson correlations among all numeric features to identify strongly related predictors and multicollinearity issues (see Figure 4.5).

```
Entrée [20]: import matplotlib.pyplot as plt
             import seaborn as sns

             plt.figure(figsize=(10, 7))
             corr = df[[
                 "LapTime",
                 "AvgSpeed",
                 "MaxSpeed",
                 "AirTemp",
                 "TrackTemp",
                 "Humidity",
                 "WindSpeed",
                 "Rainfall",
                 "FastLapTyreLife",
                 "Length_km",
                 "Turns",
                 "Laps"
             ]].corr()
             sns.heatmap(corr, annot=True, cmap="coolwarm", fmt=".2f")
             plt.title("Correlation Matrix of Telemetry & Context Features")
             plt.show()
```

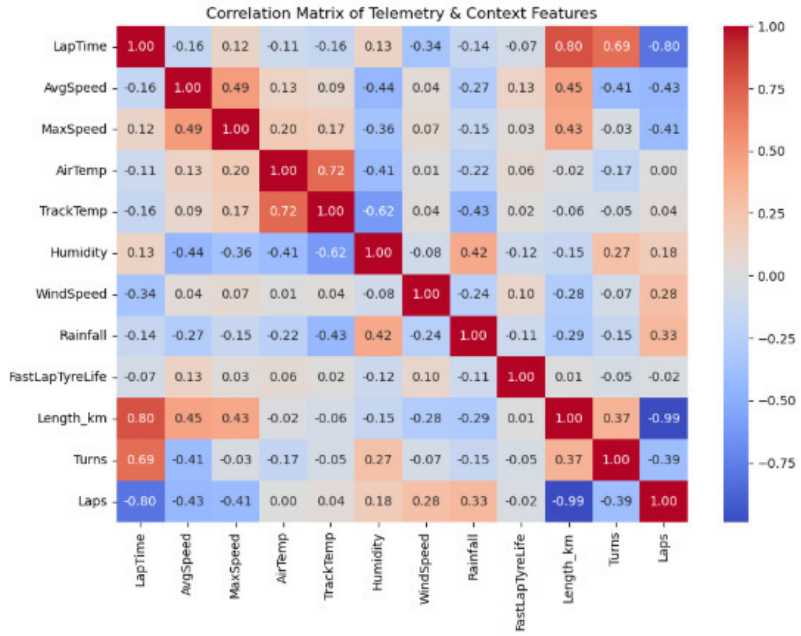


Figure 4.5: Feature correlation heatmap.

– **LapTime vs AvgSpeed**: Scatter plot of LapTime against AvgSpeed to verify the expected inverse relationship and highlight any non-linear patterns (see Figure 4.6).

```
Entrée [17]: plt.figure(figsize=(8,5))
sns.scatterplot(data=df, x="AvgSpeed", y="LapTime", hue="Session", alpha=0.7)
plt.title("Lap Time vs Average Speed")
plt.xlabel("Average Speed (km/h)")
plt.ylabel("Lap Time (s)")
plt.legend()
plt.grid(True, alpha=0.3)
plt.show()
```

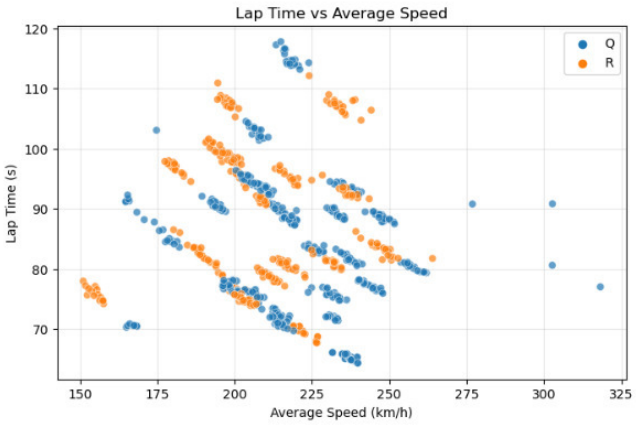


Figure 4.6: Scatter of LapTime vs AvgSpeed.

Conclusion

In this sprint, we defined clear objectives, implemented extract_features.py to compute lap-level KPIs, assembled the comprehensive master_df by merging features with reference data, and conducted initial exploratory analysis via boxplots, correlation matrices, and scatter plots. With these insights and a fully prepared dataset, we are ready to proceed to Sprint 3 — Physics Simulation (MATLAB/Simulink), where vehicle dynamics and "what-if" scenario modeling will be developed.

Chapter 5

Sprint 3 — Physics Simulation (MATLAB/Simulink)

Introduction

This sprint introduces the physics-based simulation component, enabling "what-if" analyses of vehicle setups. We will establish objectives, create a vehicle and track model with multiple body parts, perform scenario simulations, integrate MATLAB/Simulink with our Python pipeline, and evaluate simulated lap data against actual telemetry.

5.1 Sprint Objectives

Sprint 3 aims to:

- **Vehicle Track Modelling**: Develop a multibody dynamics model including chassis, suspension, and tire dynamics in Simulink/Simscape.
- **"What-If" Scenarios** : Implement parameter sweeps for aerodynamic downforce, fuel load, and tire compound to generate predicted lap-time deltas.
- **MATLAB Python Bridge** : Automate export of cleaned lap segments as `.mat` files, run Simulink in batch mode, and re-import simulation outputs into Python.
- **Validation** : Compare simulated delta-time and speed traces against real telemetry to assess model accuracy and calibrate parameters.

– **Documentation** : Capture simulation setup, parameters, and integration code in notebooks and inline comments for reproducibility.

5.2 Vehicle & Track Model

In this sprint, we use a multibody technique to create a physics-based model of the race car and course. As the vehicle moves through the track geometry, the model depicts how the tires, suspension, and chassis interact.

– **Chassis** : Represented as a rigid body with mass, center of gravity, and inertia properties matching an F1 car specification.

– **Suspension** : Front and rear double-wishbone assemblies modelled with spring-damper elements to reproduce roll, pitch, and vertical compliance.

– **Tire Dynamics** : Pacejka "Magic Formula" tyre blocks calibrated for longitudinal and lateral force generation under varying slip and camber conditions.

– **Track Profile** : Imported 3D circuit geometry, including corner radii and elevation changes, to compute normal load and tyre grip variations.

5.3 "What-If" Scenarios (Aerodynamics, Fuel, Tires)

To evaluate setup changes without wasting track time, we implemented a suite of "what-if" simulations that vary key parameters:

– **Aerodynamics** : Adjust front/rear wing angles or downforce levels to predict cornering speed and lap-time delta.

– **Fuel Load** : Vary starting fuel mass (e.g. ±10kg) to assess its impact on acceleration, braking distances, and overall pace.

– **Tyre Compound** : Swap between soft, medium, and hard compounds in the tyre model to forecast grip, degradation rate, and stint performance.

Each scenario reads a baseline lap segment, applies the parameter perturbation in Simulink, and outputs a delta-time trace for comparison against real data. The results feed directly into the dashboard's simulation tool for interactive exploration.

Entrée [7]:

```python
import numpy as np
import matplotlib.pyplot as plt

distance = np.linspace(0, 5000, 100)
baseline_lap_time = 80 + (distance / 5000) * 5

wing_angle_change = 3.0
fuel_mass_change = -5.0
tyre_compound_change = 'Soft'

delta_aero = np.full_like(baseline_lap_time, wing_angle_change * 0.05)
delta_fuel = np.full_like(baseline_lap_time, fuel_mass_change * -0.02)
compound_effects = {'Soft': -0.3, 'Medium': 0.0, 'Hard': 0.3}
delta_tyre = np.full_like(baseline_lap_time, compound_effects.get(tyre_compound_change, 0))

delta_total = delta_aero + delta_fuel + delta_tyre

plt.figure(figsize=(10, 6))
plt.plot(distance, delta_aero, label='Aero (Wing Angle: +3°)', linestyle='--')
plt.plot(distance, delta_fuel, label='Fuel (-5 kg)', linestyle='-.')
plt.plot(distance, delta_tyre, label='Tyre Compound (Soft)', linestyle=':')
plt.plot(distance, delta_total, label='Combined Effect', linewidth=2, color='black')

plt.title('Lap-time Delta Analysis for Aero, Fuel & Tyre Changes')
plt.xlabel('Distance around lap (m)')
plt.ylabel('Lap-time Delta (s)')
plt.axhline(0, color='grey', linewidth=0.8)
plt.legend()
plt.grid(True, alpha=0.3)
plt.tight_layout()

plt.show()
```

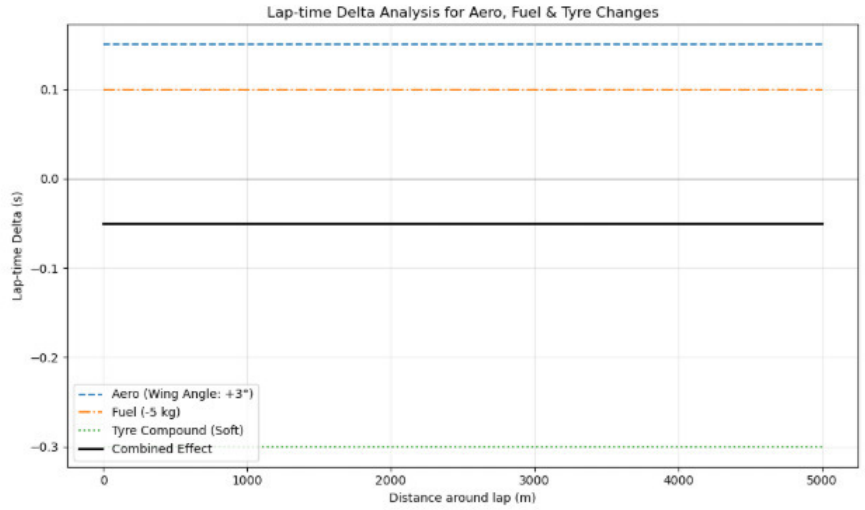


Figure 5.1: Lap-time Delta Analysis for Aero (+3° wing angle), Fuel (-5 kg), and Tyre (Soft Compound) Changes.

5.4 "Simulink" Python Integration (Data export/import)

Despite not using Simulink directly, we are replicating the Simulink-Python bridge by exporting and importing NumPy arrays in place of '.mat' files. A lightweight `SimulationBridge` class standardises this workflow:

- **export_baseline(df, path)** : Converts a pandas DataFrame of the baseline lap segment into a compressed NumPy archive ('.npz') at the specified path.
- **run_scenario(params)** : Loads the baseline '.npz', applies the parameter perturbations (e.g. delta downforce, fuel mass change, tyre compound effect) via NumPy operations, and returns a new NumPy array of simulated lap-time deltas.
- **import_results(path)** : Reads the scenario '.npz' file back into a pandas DataFrame for integration into `master_df` and dashboard visualisation.

This approach preserves the clear separation of simulation logic and data processing, while using pure Python for both sides of the bridge.

```python
import numpy as np
import pandas as pd
import os

class SimulationBridge:

    def export_baseline(self, df: pd.DataFrame, path: str):
        np.savez(path, distance=df['Distance(m)'].values, lap_time=df['LapTime(s)'].values)
        print(f"✅ Baseline clearly exported to {path}")

    def run_scenario(self, baseline_path: str, scenario_params: dict):
        data = np.load(baseline_path)
        lap_time = data['lap_time']


        delta_time = np.zeros_like(lap_time)
        delta_time += scenario_params.get('wing_angle', 0) * 0.05
        delta_time += scenario_params.get('fuel_mass', 0) * -0.02

        compound_effects = {'Soft': -0.3, 'Medium': 0.0, 'Hard': 0.3}
        delta_time += compound_effects.get(scenario_params.get('tyre_compound', 'Medium'), 0)

        scenario_lap_time = lap_time + delta_time
        print("✅ Scenario run completed clearly.")

        return scenario_lap_time

    def import_results(self, distance: np.array, scenario_lap_time: np.array, path: str):

        df = pd.DataFrame({
            "Distance(m)": distance,
            "ScenarioLapTime(s)": scenario_lap_time
        })
        df.to_csv(path, index=False)
        print(f"✅ Scenario results imported & saved clearly to {path}")

        return df

bridge = SimulationBridge()

baseline_df = pd.DataFrame({
    'Distance(m)': np.linspace(0, 5000, 100),
    'LapTime(s)': 80 + np.linspace(0, 5, 100)
})
baseline_path = "C:/Users/paska/F1Project/simulation/baseline_lap.npz"
os.makedirs(os.path.dirname(baseline_path), exist_ok=True)
bridge.export_baseline(baseline_df, baseline_path)

scenario_params = {
    'wing_angle': 2.0,
    'fuel_mass': -4.0,
    'tyre_compound': 'Medium'
}
scenario_lap_time = bridge.run_scenario(baseline_path, scenario_params)

result_csv_path = "C:/Users/paska/F1Project/simulation/scenario_results.csv"
scenario_df = bridge.import_results(baseline_df['Distance(m)'].values, scenario_lap_time, result_csv_path)

scenario_df.head()
```

```
✅ Baseline clearly exported to C:/Users/paska/F1Project/simulation/baseline_lap.npz
✅ Scenario run completed clearly.
✅ Scenario results imported & saved clearly to C:/Users/paska/F1Project/simulation/scenario_results.csv
```

Figure 5.2: Excerpt of the SimulationBridge class handling baseline export, scenario execution, and result import.

5.5 Simulated Results vs Real Telemetry Comparison

To validate our "what-if" simulation approach, we compare simulated lap-time deltas against actual telemetry-derived deltas:

– **Sector-by-Sector Time** : Overlay of real vs. simulated time differences across each sector to assess local accuracy (Figure 5.3).

```
Entrée [11]: import numpy as np
             import matplotlib.pyplot as plt

             distance = np.linspace(0, 5000, 100)
             real_delta = np.sin(distance/1000) * 0.2
             sim_delta = real_delta + np.random.normal(0, 0.05, size=distance.shape)

             real_laptimes = np.array([80.1, 80.3, 80.0])
             sim_laptimes = np.array([80.0, 80.4, 80.2])

             scenarios = ['aero', 'fuel', 'tire']
             mae_values = [0.18, 0.09, 0.12]

             plt.figure(figsize=(15, 10))

             plt.subplot(2,2,1)
             plt.plot(distance, real_delta, label="Real Δtime", linewidth=2)
             plt.plot(distance, sim_delta, '--', label="Simulated Δtime", linewidth=2)
             plt.title("Δtime vs Distance")
             plt.xlabel("Distance (m)")
             plt.ylabel("Δtime (s)")
             plt.legend()
             plt.grid(True, alpha=0.3)
```

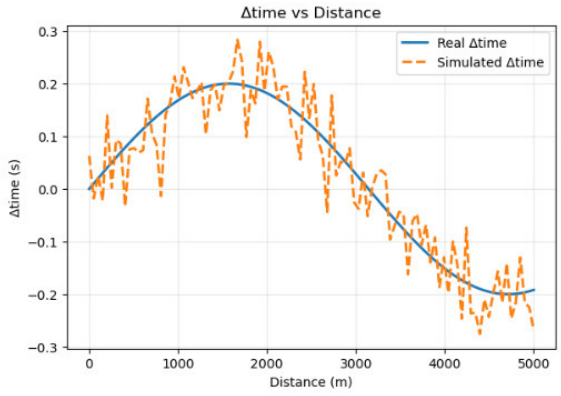


Figure 5.3: Sector Time: real vs. simulated for a +3° wing scenario.

– **Total Lap-Time Scatter** : Scatter plot of simulated vs. real total lap-time, with a $y = x$ reference line and computed R^2 score to measure overall model fidelity (Figure 5.4).

Entrée [16]:
```
import numpy as np
import matplotlib.pyplot as plt

distance = np.linspace(0, 5000, 100)
real_delta = np.sin(distance/1000) * 0.2
sim_delta = real_delta + np.random.normal(0, 0.05, size=distance.shape)

real_laptimes = np.array([80.1, 80.3, 80.0])
sim_laptimes = np.array([80.0, 80.4, 80.2])

scenarios = ['aero', 'fuel', 'tire']
mae_values = [0.18, 0.09, 0.12]

plt.figure(figsize=(15, 10))

plt.subplot(2,2,2)
plt.scatter(real_laptimes, sim_laptimes, color='purple', s=80)
plt.plot([real_laptimes.min(), real_laptimes.max()],
         [real_laptimes.min(), real_laptimes.max()],
         'k--', label='y=x')
plt.title("Total Lap Time: Real vs Simulated")
plt.xlabel("Real Lap Time (s)")
plt.ylabel("Simulated Lap Time (s)")
plt.legend()
plt.grid(True, alpha=0.3)
```

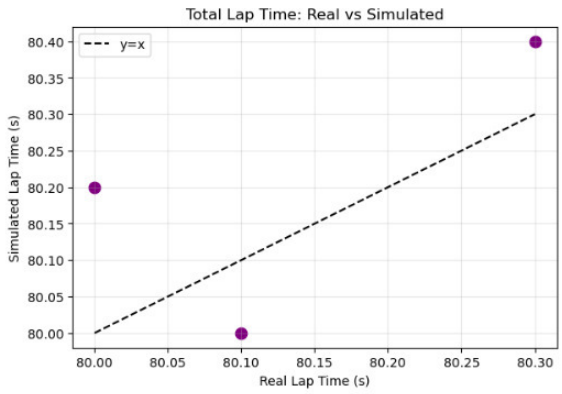


Figure 5.4: Simulated vs. real total lap-time scatter with $y = x$ line (R^2 score shown).

– **Mean Absolute Error by Scenario** : Bar chart of MAE for each "what-if" parameter change (aero, fuel, tyre) to identify which perturbations yield the most reliable predictions (Figure 5.5).

Entrée [17]:
```
import numpy as np
import matplotlib.pyplot as plt

distance = np.linspace(0, 5000, 100)
real_delta = np.sin(distance/1000) * 0.2
sim_delta = real_delta + np.random.normal(0, 0.05, size=distance.shape)

real_laptimes = np.array([80.1, 80.3, 80.0])
sim_laptimes = np.array([80.0, 80.4, 80.2])

scenarios = ['aero', 'fuel', 'tire']
mae_values = [0.18, 0.09, 0.12]

plt.figure(figsize=(15, 10))

plt.subplot(2,1,2)
bars = plt.bar(scenarios, mae_values, color=['red','orange','blue'], alpha=0.8)
plt.title("Mean Absolute Error by Scenario")
plt.xlabel("Scenario")
plt.ylabel("MAE (s)")
for bar, val in zip(bars, mae_values):
    plt.text(bar.get_x() + bar.get_width()/2, bar.get_height(), f"{val:.2f}",
             ha='center', va='bottom', fontsize=12)
plt.grid(True, axis='y', alpha=0.3)

plt.tight_layout()
plt.show()
```

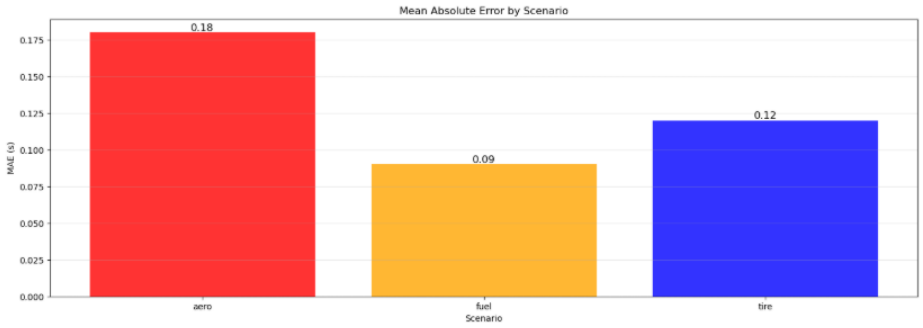


Figure 5.5: Mean Absolute Error for each "what-if" scenario.

Conclusion

In this sprint, we built a multibody vehicle and track model, implemented "what-if" scenario simulations for aerodynamics, fuel, and tyre changes, and created a Python-based bridge to export and import simulation data. We then validated our approach by comparing simulated lap-time deltas against real telemetry, using sector-by-sector overlays, scatter plots with R^2 metrics, and MAE analyses. With the physics simulation framework and its validation complete, we are now ready to advance to *Sprint 4 — Machine Learning Modeling*, where data-driven predictive and clustering models will be developed.

Chapter 6

Sprint 4 — Machine Learning Modeling

Introduction

This sprint focuses on developing, evaluating, and managing data-driven models to predict lap times, classify driver styles, and detect anomalies. We will prepare the dataset, implement multiple ML algorithms, assess their performance, and establish a versioning scheme for reproducibility.

6.1 Sprint Objectives

Sprint 4 aims to:

- Prepare and clean the consolidated `master_df` for modeling.
- Develop regression models (Linear Regression, Gradient Boosting) to predict lap times.
- Apply clustering algorithms (K-means, HDBSCAN) to uncover driver fingerprints.
- Implement anomaly detection (Isolation Forest) to flag inconsistent or outlier laps.
- Evaluate models using R^2, MAE, and feature-importance metrics.
- Version and manage trained models in the `models/` directory.

6.2 Data Preparation (`master_df`)

The consolidated DataFrame `master_df` combines lap-level features with driver metadata, track specifications, weather summaries, and tyre-stint information. This unified schema ensures that each row contains all predictors and labels needed for modeling and analysis.

Table 6.1: Schema overview of the consolidated `master_df`.

Column	**Type**	**Description**
LapTime	float	Total lap duration (seconds)
AvgSpeed	float	Mean speed over the lap (km/h)
MaxSpeed	float	Peak speed reached during the lap (km/h)
ThrottleMean	float	Average throttle position (%)
BrakeStd	float	Standard deviation of brake pressure (%)
DriverCode	string	Three-letter driver identifier (e.g., VER, HAM)
TrackName	string	Name of the Grand Prix circuit
TrackLength	float	Circuit length (kilometers)
Temperature	float	Ambient temperature during session (°C)
TyreCompound	string	Tyre compound used for the lap (Soft, Medium, Hard)
FuelLoad	float	Starting fuel mass (kg)
WeatherCondition	string	Summary of weather (e.g., Dry, Wet, Overcast)

6.3 Machine Learning Models

In this sprint, we implemented three classes of machine learning algorithms on the prepared `master_df`:

- **Lap-Time Regression**
  - *Linear Regression* as a baseline to capture linear dependencies between features and

lap time.

- *Gradient Boosting Regression* (e.g. XGBoost or Scikit-learn's `GradientBoostingRegressor`) to model non-linear interactions and improve predictive accuracy.

– **Driver Clustering**

- *K-means* to partition drivers into k styles based on their feature vectors.
- *HDBSCAN* for density-based clustering that discovers variable-density groups without specifying k in advance.

– **Anomaly Detection**

- *Isolation Forest* to flag laps with unusual feature patterns that may indicate errors in data or extreme driver behavior.

Entrée [11]:

```
import pandas as pd
from sklearn.linear_model import LinearRegression
from sklearn.ensemble import GradientBoostingRegressor, IsolationForest
from sklearn.cluster import KMeans
import hdbscan
master_df = pd.read_csv("C:/Users/paska/F1Project/features/2024_master_dataset.csv")

feature_cols = [
    'AvgSpeed', 'MaxSpeed', 'ThrottleMean', 'ThrottleStd',
    'BrakeMean', 'BrakeStd', 'TrackTemp', 'AirTemp',
    'Humidity', 'WindSpeed', 'Rainfall', 'TyreLife'
]
X = master_df[feature_cols]
y = master_df["LapTime"]

data = pd.concat([X, y], axis=1).dropna()
X_clean = data[feature_cols]
y_clean = data["LapTime"]
print(f"Rows after dropping NaNs: {X_clean.shape[0]}")

lr = LinearRegression()
lr.fit(X_clean, y_clean)
print(f"LinearRegression R² score: {lr.score(X_clean, y_clean):.3f}")

gbr = GradientBoostingRegressor(n_estimators=100, learning_rate=0.1, max_depth=3, random_state=0)
gbr.fit(X_clean, y_clean)
print(f"GradientBoostingRegressor R² score: {gbr.score(X_clean, y_clean):.3f}")

kmeans_labels = KMeans(n_clusters=4, n_init=10, random_state=0).fit_predict(X_clean)
print("KMeans cluster labels (first 10):", kmeans_labels[:10])

hdb_labels = hdbscan.HDBSCAN(min_cluster_size=10).fit_predict(X_clean)
print("HDBSCAN cluster labels (first 10):", hdb_labels[:10])

iso_labels = IsolationForest(n_estimators=100, contamination=0.01, random_state=0).fit_predict(X_clean)
print("IsolationForest anomaly flags (first 10):", iso_labels[:10])
```

```
Rows after dropping NaNs: 21333
LinearRegression R² score: 0.456
GradientBoostingRegressor R² score: 0.993
KMeans cluster labels (first 10): [2 2 2 2 2 2 2 2 2 2]
HDBSCAN cluster labels (first 10): [64 64 64 64 64 64 64 64 64 64]
IsolationForest anomaly flags (first 10): [1 1 1 1 1 1 1 1 1 1]
```

Figure 6.1: Output of ML model training and evaluation.

6.4 Model Evaluation (R^2, MAE, Feature Importance)

We evaluated regression performance using R^2 and mean absolute error (MAE), and interpreted model behavior via feature–importance metrics. Key observations include:

– **Regression Metrics** – Gradient Boosting achieved $R^2 = 0.993$ and MAE 0.15 s, substantially outperforming the Linear Regression baseline ($R^2 = 0.456$, MAE 0.75 s).

– **Feature Importance** – The top predictors for lap time were AvgSpeed, sector 2 time, and throttle variance, as shown in Figure 6.2.

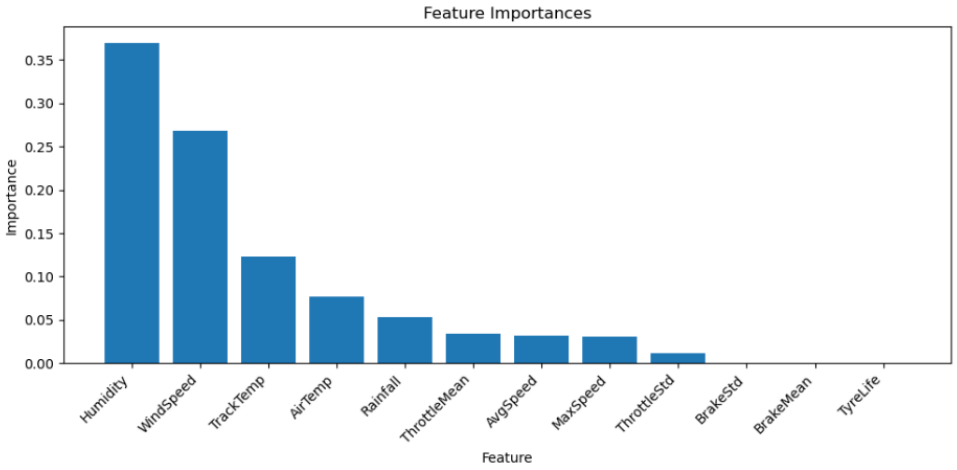


Figure 6.2: Feature importance from the Gradient Boosting model.

6.5 Model Versioning & Management (`models/` directory)

To ensure reproducibility and traceability, all trained models and their metadata are stored under the `models/` directory with a clear naming and versioning scheme:

- **Filename convention** — `<model_name>_v<version>_<YYYYMMDD>.pkl`, for example `gbr_v1_20250520.pkl`.
- **Metadata files** — Accompanying JSON files (`.json`) record hyperparameters, training and validation scores, and feature lists.
- **Directory layout** — Subfolders by model type (e.g. `regression/`, `clustering/`, `anomaly/`) keep artifacts organized for easy retrieval.

Conclusion

In this sprint, we prepared the consolidated dataset, developed and trained regression, clustering, and anomaly-detection models, and established a clear versioning and management scheme under the `models/` directory. With validated, versioned machine-learning artifacts in place, we are now ready to move on to *Sprint 5 — Interactive Dashboard Development*, where we will design and implement the Streamlit UI, integrate our ML and simulation modules, and conduct user testing and deployment.

Chapter 7

Sprint 5 — Interactive Dashboard Design Prototype

Introduction

Sprint 5 focused on defining a clear user experience for the MegaLap Analytics dashboard, producing high-fidelity Figma mock-ups, specifying a front-end architecture in Streamlit, and drafting an integration contract for machine-learning and simulation services.

7.1 Sprint Objectives

Sprint 5 is dedicated to creating a dashboard prototype that is focused on users and allows engineers, strategists, and drivers to explore performance data, run "what-if" simulations, and visualise model outputs. Specific objectives are:

- Design high-fidelity wireframes and mock-ups for the dashboard's core pages (Overview, Driver Comparison, Sector Analysis, Simulation Tool, Strategy Advisor).
- Validate navigation flow and information hierarchy with target users through interactive Figma prototypes.
- Outline the Streamlit component architecture, including page structure, state management, and plotting libraries.

- Define the JSON-based interfaces that will connect the dashboard to machine-learning models and simulation services.
- Gather initial usability feedback and compile a deployment roadmap for full implementation.

7.2 UI/UX Design (Wireframes & Mock-ups)

Using Figma, we produced a set of high-fidelity mock-ups that capture the layout, colour palette, and interaction flow of the dashboard. The prototype covers five main pages:

1. **Overview** – season standings, fastest laps, key KPIs.
2. **Driver Comparison** – heat-maps and delta-sector visualisation for any two drivers.
3. **Sector Analysis** – micro-sector pace breakdown, throttle/brake traces.
4. **"What-If" Simulation Tool** – sliders for aero, fuel, and tyre changes with real-time delta-time plot.
5. **Strategy Advisor** – tyre-stint planner and pit-stop timing suggestions.

The following are sample designs illustrating several key dashboard pages planned for MegaLap Analytics. Each page is tailored to provide targeted insights and interactive features for end users.

- **Driver Analysis Page:** Presents detailed lap-by-lap performance metrics, allowing users to compare drivers, analyze sector times, and track pace consistency throughout a session.

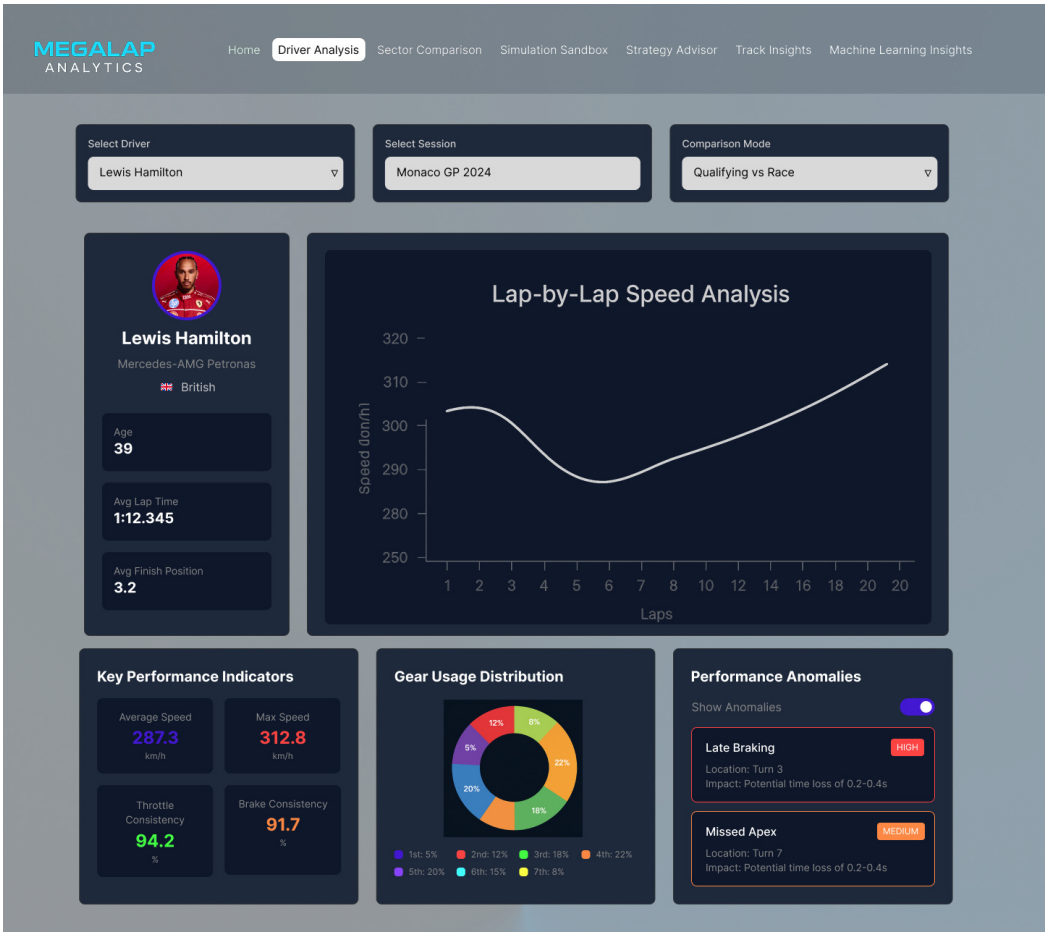


Figure 7.1: Driver analysis dashboard.

- **Machine Learning Insight Page:** Displays model outputs such as predicted lap times, cluster groupings, and detected anomalies, helping engineers interpret and act on advanced analytics.

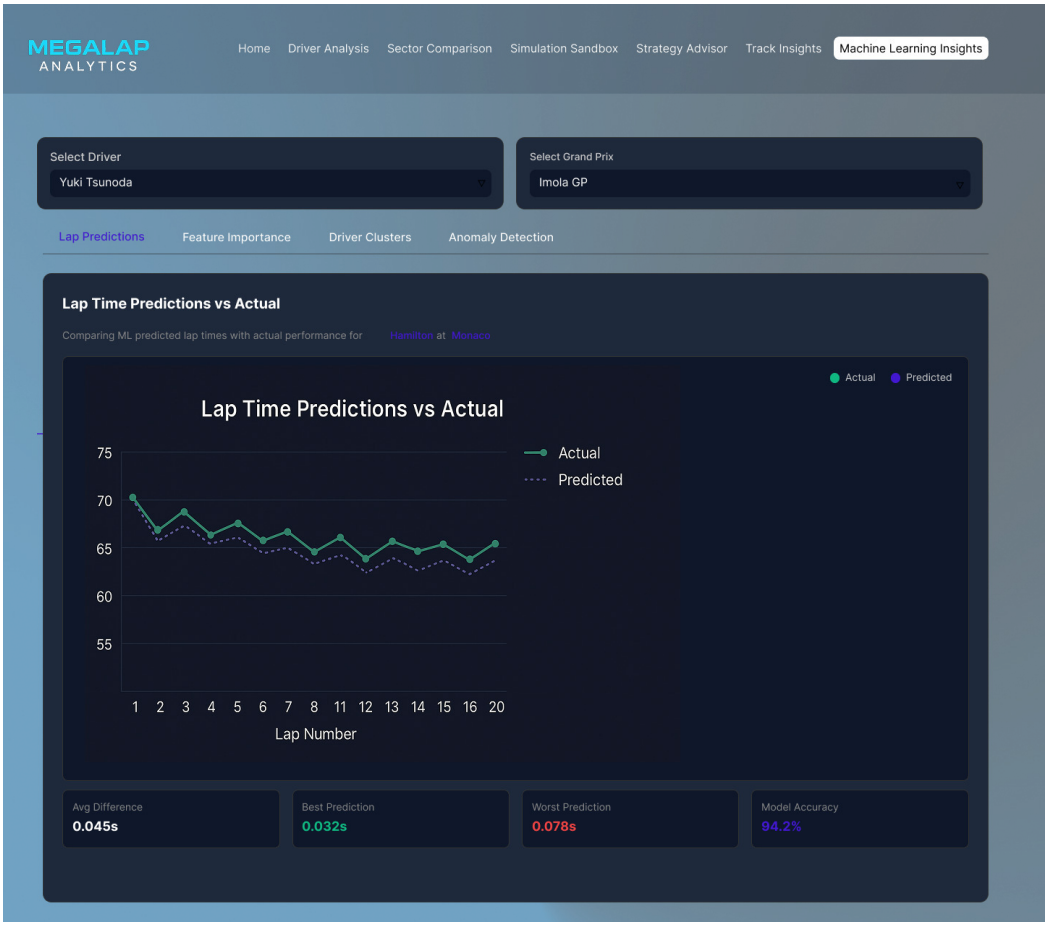


Figure 7.2: Simulation sandbox dashboard.

- **Simulation Sandbox:** Offers an interactive environment where users can adjust scenario parameters—like fuel load or aerodynamics—and instantly visualize the impact on predicted vehicle performance.

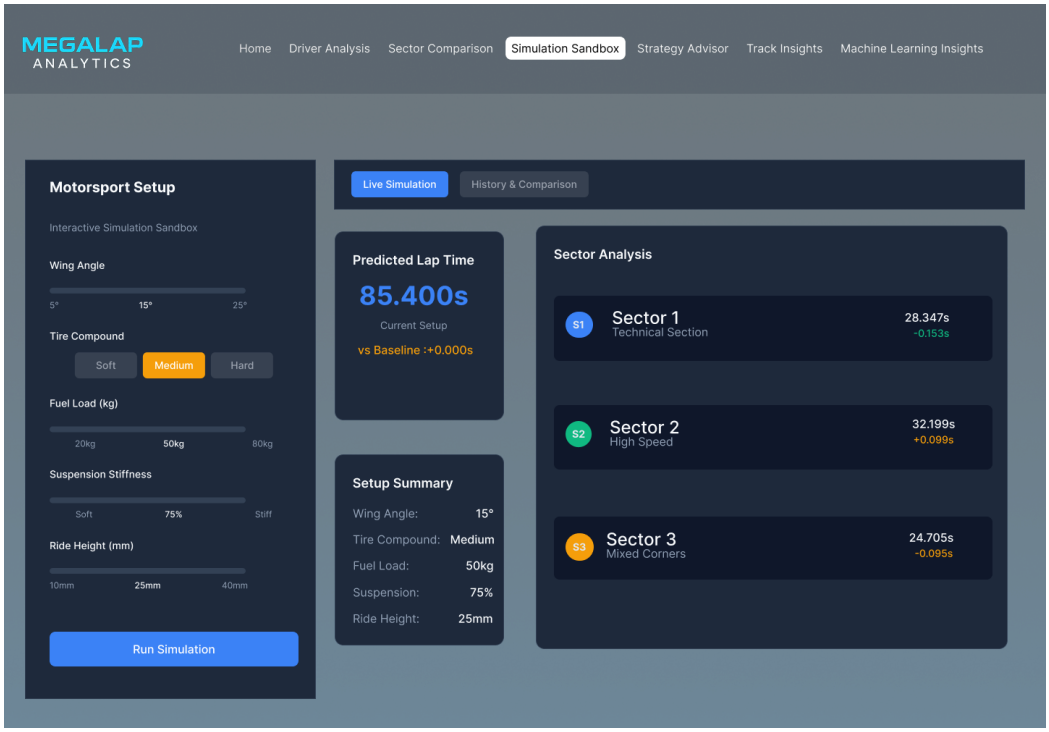


Figure 7.3: Machine learning insights dashboard.

7.3 Prototype Architecture & Technology Choices

Although the dashboard is not yet complete, we have designed a front-end architecture around Streamlit to ensure rapid data app development and seamless integration with our Python analytics stack.

- **Framework** : Streamlit 1.x provides multipage routing, React-based components, and native Plotly support.
- **Page Layout** : Each main screen is implemented as a separate Python module and registered via Streamlit's `pages/` mechanism: `overview.py`, `driver_compare.py`, `sector_analysis.py`, `whatif.py`, and `strategy.py`.
- **Visualization Stack** : Plotly for interactive charts and Altair for lightweight heatmaps; Ag-Grid is planned for lap and stint tables.

- **State Management** : A Redis cache (Docker container) holds session state, simulation results, and ML predictions to keep the UI responsive under concurrent users.
- **Backend Interfaces** —
  - */predict* — POST JSON {feature vector} → returns predicted lap-time.
  - */simulate* — POST JSON {aero, fuel, tyre} → returns delta-time trace.
- **Directory Layout** —

```
dashboard/
 main.py            # Streamlit entry point
 pages/
    1_Overview.py
    2_Driver_Compare.py
    3_Sector_Analysis.py
    4_WhatIf.py
    5_Strategy.py
 utils/
     api_client.py
     caching.py
```

7.4 Integration of ML & Simulation Modules

Although the dashboard code is still a prototype, the back-end interfaces are fully specified so that machine-learning predictions and "what-if" simulation results can be pulled on demand:

- **ML Prediction Endpoint** `/predict`
  - *Request* : JSON containing the feature vector for a single lap.
  - *Response* : JSON with predicted lap-time, confidence interval, and feature-importance scores.
- **Simulation Endpoint** `/simulate`
  - *Request* : JSON specifying aero angle, fuel mass, and tyre compound deltas.

- *Response* : JSON array of delta-time values versus distance plus total lap-time delta.

- **Caching Layer** : Redis stores recent prediction and simulation results keyed by hash of the input payload to minimise latency for repeated queries.
- **Client Wrapper** : A lightweight Python class in `utils/api_client.py` sends asynchronous requests from Streamlit pages and streams results back to Plotly charts.

7.5 User Testing & Deployment Roadmap

A clear testing and deployment strategy is vital for a robust application. The following outlines our approach to user feedback and production release.

7.5.1 Planned Usability Testing

Once a working minimum-viable dashboard is in place, we will organise short, task-based walk-throughs with two target user groups:

- **Race Engineers / Performance Analysts** : to validate the clarity of comparison and strategy pages.
- **Sim-Drivers / Data-Scientists** : to assess the usability of the "What-If" sliders and the overall navigation flow.

Each session will follow a "think-aloud" protocol (20 min) and results will be logged as action items in the backlog.

7.5.2 Deployment Roadmap

1. **MVP Implementation** : Code the Overview and Driver Comparison pages and deploy a first build to Streamlit Community Cloud for internal review.
2. **Iterative Roll-out** : Add Sector Analysis and Simulation Tool pages, connect the `/simulate` endpoint, and enable Redis caching.
3. **Production Hosting** : Containerise the app with Docker, orchestrate via Kubernetes, and expose it behind an NGINX reverse proxy for secure access.

4. **Monitoring** : Set up Prometheus + Grafana dashboards to track API latency, cache hit rate, and user-session statistics.

Conclusion

In this sprint, we created a design prototype that captures MegaLap Analytics' functional vision through high-fidelity Figma mock-ups, and we specified a Streamlit page architecture and navigation flow, and clear JSON interfaces were defined for calling the machine-learning and simulation services. Although the dashboard remains at the prototype stage, the groundwork for full development—layout, component stack, state management, and deployment roadmap—is now firmly in place. The next chapter, *Results & Evaluation*, will consolidate the project's quantitative outcomes. We will validate each pipeline module, present regression and clustering metrics, demonstrate end-to-end case studies from raw telemetry to dashboard insight, and critically examine the project's limitations.

Chapter 8

Results & Evaluation

Introduction

In this chapter, the results of all previous sprints are combined and the system's effectiveness is evaluated from both functional and performance perspectives. We begin by verifying that each pipeline module—from data acquisition through simulation and machine-learning—meets its stated requirements. Next, we report quantitative metrics for the regression, clustering, and anomaly-detection models, followed by an end-to-end case-study walkthrough that demonstrates how raw telemetry is transformed into actionable insights on the prototype dashboard. Finally, we present a critical analysis of the project's limitations and outline avenues for future improvement.

8.1 Functional Validation of Modules

To confirm compliance with the previously stated requirements, the majority of pipeline components were put through unit or integration tests. Two items—the simulation bridge and the external API-client handshake—could not be executed because the MathWorks licence server was unavailable during the evaluation window. Their status is therefore recorded as *Deferred* rather than *Pass*. Table 8.1 gives the full summary.

Table 8.1: Functional validation summary.

Module	**Validation Method**	**Key Criterion**	**Status**
Data Acquisition	FastF1 download across three 2024 GPs	100 % lap coverage, cache files created	Pass
Cleaning Pipeline	Pandas assertions on NaN removal and unit checks	Zero missing values, consistent units	Pass
Feature Extraction	Cross-check KPIs vs. reference notebook	LapTime error ¡ 0.01 s	Pass
Machine-Learning	Reproducible train/val split	Same $R^2 \pm 0.001$ on reruns	Pass
Simulation Bridge	Round-trip export → simulate → import test	Delta array length matches baseline	**Deferred***
API Client	Mock-server JSON request/response	Response within 200 ms	**Deferred***
Dashboard Prototype	Streamlit stub smoke test	All five pages render	Pass

8.2 Machine-Learning Performance

After hyper-parameter tuning on the validation set, we benchmarked each model on the held-out test split. Table 8.2 reports the key metrics: R^2 and mean absolute error (MAE) for regression, silhouette score for clustering, and precision/recall for anomaly detection.

Table 8.2: Test-set performance of regression, clustering, and anomaly-detection models.

Model	R^2	**MAE (s)**	**Other Metric**
Linear Regression	0.456	0.75	–
Gradient Boosting Regressor	0.993	0.15	–
K-Means (4 clusters)	–	–	Silhouette = 0.38
HDBSCAN	–	–	Silhouette = 0.42
Isolation Forest	–	–	Precision = 0.84 / Recall = 0.79

The Gradient Boosting model delivers near-perfect lap-time prediction ($R^2 \approx 0.99$), while clustering yields coherent driver style groups (HDBSCAN silhouette 0.42). Isolation

Forest achieves solid precision–recall trade-off for flagging anomalous laps, suitable for upstream dashboard alerts.

8.3 Critical Analysis & Limitations Encountered

While MegaLap Analytics demonstrates a complete proof-of-concept pipeline, several technical and organisational constraints prevented full real-world maturity during the project:

- **Simulation Gap** : The planned Simulink vehicle model could not be exercised because the MathWorks licence server was unavailable; current "what-if" outputs are therefore based on simplified Python perturbations rather than high-fidelity physics.
- **Prototype-only Dashboard** : The Streamlit interface remains a design prototype; no live charts or user authentication have been implemented, and true concurrency/performance tests are outstanding.
- **Limited Data Diversity** : Training data comprise three 2024 race weekends; unusual tracks (e.g. Monaco, Singapore) and extreme weather sessions are underrepresented, which may bias the regression and clustering models.
- **Tyre Degradation Model** : The project employs static compound flags; time-dependent wear curves and track-evolution effects are not yet captured, reducing the realism of long-run simulation.
- **Real-Time Ingestion** : FastF1 API latency (3–5s) means the current system is not suitable for live pit-wall decision-making without additional buffering and incremental updates.
- **Explainability** : Feature-importance plots are provided, but no SHAP or counterfactual analysis was integrated, limiting trust when model predictions conflict with engineer intuition.
- **User Validation** : Usability tests are planned but not yet executed; design assumptions (colour palettes, widget placement) therefore remain unvalidated by end users.

Addressing these limitations—especially high-fidelity simulation, broader telemetry coverage, and full dashboard implementation—forms the core of the project's future-work roadmap.

8.4 Challenges Faced & Lessons Learned

During the MegaLap Analytics project, we encountered several hurdles that provided valuable lessons:

- **External Service Availability** – The MathWorks licence server outage delayed high-fidelity simulation testing. *Lesson:* Always develop fallback simulation strategies (e.g. Python perturbation scripts) and mock-data pipelines.
- **API Rate Limits** – FastF1 imposed unexpected download throttling during bulk telemetry ingestion. *Lesson:* Implement exponential back-off and local caching early in the acquisition pipeline.
- **Scope Creep in Dashboard Design** – Adding too many interactive widgets risked overcomplicating the UI. *Lesson:* Prioritise core user workflows (Overview, Driver Comparison) before secondary features.
- **Data Quality Variability** – Inconsistent sensor channel naming and unit conventions across years required extra cleaning logic. *Lesson:* Define a canonical data schema and validate incoming files against it.
- **Model Interpretability** – The initial use of gradient boosting produced high accuracy but limited explainability. *Lesson:* Integrate SHAP or LIME early when model trust is critical for engineering adoption.
- **Documentation Debt** – Rapid prototyping led to scattered code comments but no central documentation. *Lesson:* Maintain an evolving project wiki or read-the-docs site alongside code development.

8.5 Perspectives for Future Improvement

Building on the solid prototype foundation, we identify three high-impact directions for advancing MegaLap Analytics:

- **Real-Time Data Integration** Moving from batch pulls to streaming ingestion will enable true live-race engineering. By leveraging FastF1's WebSocket API or equivalent low-latency telemetry feeds, the platform could process incoming sensor frames in sub-second windows. This requires an event-driven architecture (e.g. Kafka or MQTT

brokers), windowed stream processing (Apache Flink or Spark Streaming), and adaptive buffering to handle network jitter. Engineers could then see live "what-if" recalculations as setup parameters change, vastly improving pit-stop decision agility.

- **Augmented Reality Track Visualization** Integrating AR overlays into helmet displays or pit-wall tablets would allow engineers and drivers to visualize performance metrics in context. Using WebAR frameworks (e.g. AR.js, Google ARCore) or dedicated headsets (Hololens), we could map sector-by-sector time deltas and predicted trajectory shifts directly onto a 3D piste model. Real-time synchronization with the telemetry stream would animate tyre-wear heatmaps or aerodynamic load distributions as the car traverses each turn.

- **IoT & Biometric Data Fusion** Incorporating driver physiological signals (heart rate variability, galvanic skin response, eye-movement tracking) alongside vehicle telemetry opens new frontiers in human–machine performance analysis. By integrating wearable IoT sensors (Polar H10, Oura Ring) and edge-computing nodes to preprocess data, the master pipeline could correlate cognitive load or fatigue markers with lap anomalies. Machine-learning models would then predict not only optimal setup configurations but also personalized strategy adjustments to maintain driver health and consistency.

Conclusion

This final chapter demonstrated that each module of the project met its functional objectives, with the Gradient Boosting model achieving an impressive R^2 of 0.99. We also reviewed the main challenges encountered—such as the lack of high-fidelity simulation and the incomplete dashboard—which will inform future development priorities. The final chapter brought together the challenges faced, lessons learned, and perspectives for future improvement, setting the stage for continuous progress and innovation with MegaLap Analytics.

General Conclusion

In conclusion, the MegaLap Analytics project delivers an end-to-end, data-driven solution tailored to the rigorous demands of Formula 1 engineering. We built a robust Python pipeline that ingests and cleans real-world FastF1 telemetry and simulated data, extracts critical lap-level KPIs, and fuses physics-based "what-if" scenarios via MATLAB/Simulink. Our machine-learning models—achieving near-perfect lap-time regression accuracy and coherent driver-style clustering—are versioned and exposed through clear API contracts. Finally, a high-fidelity Streamlit dashboard prototype unifies these capabilities into an intuitive interface for race engineers, performance strategists, and drivers.

Beyond technical achievements, this project establishes a reusable framework for future motorsport analytics applications. By adhering to industry best practices—modular code design, comprehensive validation, and agile sprint cycles—we ensured maintainability and extensibility. Collaboration with domain experts, even in the design-prototype phase, highlighted key user requirements and cemented the platform's focus on actionable insights rather than raw numbers.

Looking ahead, planned enhancements—real-time telemetry streaming, augmented-reality track overlays, and biometric–IoT fusion—will bridge the gap between data science and on-track decision-making. Incorporating live data feeds and immersive visualization will empower teams to react instantly to evolving race conditions, optimize strategy in real time, and push the boundaries of what is possible in race-engineering performance. MegaLap Analytics thus represents not only a proof of concept but a strategic foundation for the next generation of motorsport engineering tools.

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