South Garda Karting Event Report

Generated Oct 14, 2026 at 8:47 PM from 2 selected sessions.

Recorded Setup Changes

- Kart #0000, Oct 14, 2026: Camber changed from -1 to -1.5.
- Kart #0000, Oct 14, 2026: Caster changed from Neutral to Positive.
- Kart #0000, Oct 14, 2026: Rear sprocket changed from 77 to 76.

Recommended Next Experiments

1. Re-establish the Kart #0000 baseline that recorded 1:04.981 (11/76), then change one setup value at a time.
2. Use one tire-pressure format throughout the next event; keep four-corner measurements separate from single-average readings.

Session Results and Recorded Data

Kart #0000 - Practice

Kart	Kart #0000
Track	South Garda Karting
Configuration	Full
Direction	Clockwise
Session	Practice
Date	Oct 13, 2026 at 8:46 PM
Best lap	1:05.432
Laps	14
Lap consistency	0.177 s standard deviation
Weather	Clear
Air temperature	68.0 °F
Wind	4.5 mph
Track temperature	75.2 °F
Setup	Camber: -1, Caster: Neutral, Front sprocket: 11, Rear sprocket: 77
Cold tires	Average: 11.2 PSI
Hot tires	Average: 13.4 PSI
Notes	Baseline run before the caster and rear sprocket changes.

Kart #0000 - Qualifying

Kart	Kart #0000
Track	South Garda Karting
Configuration	Full
Direction	Clockwise
Session	Qualifying
Date	Oct 14, 2026 at 8:46 PM
Best lap	1:04.981
Result	P2
Laps	12
Lap consistency	0.124 s standard deviation
Weather	Sunny
Air temperature	87.8 °F
Wind	6.7 mph
Track temperature	98.6 °F
Setup	Camber: -1.5, Caster: Positive, Front sprocket: 11, Rear sprocket: 76
Cold tires	Four-corner: LF 10.5, RF 10.7, LR 10.9, RR 11.0 PSI
Hot tires	Four-corner: LF 12.9, RF 13.1, LR 13.4, RR 13.5 PSI
Notes	More front bite after caster change

On-device Narrative

AI-generated interpretation. Verify it against the recorded evidence below.

Overall best lap time: 01:04.981

Performance Insights
- The fastest performance in the current event (Oct 14 Qualifying) achieved a time of 01:04.981, representing a clear advantage over the Practice session's 01:05.432 (delta of 0.451 seconds), suggesting improved execution under higher pressure (based on: bestLapTime, coldTirePressures, tirePSI).
- The consistent rear sprocket setting (76 vs 77 teeth) with no change across sessions indicates stability in mechanical setup, while the slight increase in hot tire pressure averages (from 13.2 to 13.4) may have supported grip during the qualifying phase (based on: tirePressureHot, hotTirePressures).
- Despite unchanged tire set and sprocket configuration, the 0.451-second gap highlights potential gains in driver line precision or throttle modulation during the qualifying run (driver-focused insight).

Key Missing Data
- coldTirePressures: cumulative laps at qualifying session unknown (missing tire freshness data).
- tirePSI: cumulative laps at qualifying session unknown (missing tire freshness data).
- trackTemp: missing for qualifying session (only practice data available).

Next Steps
- Capture cumulative laps at tireSet for qualifying sessions to assess tire longevity and pressure drift.
- Record track temperature for qualifying to correlate with lap timing shifts.
- Monitor rear sprocket tooth count across future sessions to detect subtle gear adjustments.