Recalibration of the Pitot

The calibration given with the Pitot is an ideal one. The car body always disturbs airflow around Pitot tube. It is not useful to look for an ideal place on the car, it better to recalibrate the Pitot on the car.
After a first run, calculate in the analysis software (math channel) the air pressure from the car speed, with the air temperature and atmospheric pressure for that run :
$Pa = ½ \Delta V^2$ (see before : « Pitot and car speed »)

Plot the XY graph on one lap of Pitot pressure versus this calculated air pressure Pa.
Ask for the best-fit line.
Adjust the Pitot offset for this line to pass trough zero, and ajust the gain for the slope to be equal to 1.
This recalibration should be done once a day at maximum.