



DRIVER DEVELOPMENT PLAN

Now it's time to put information and talk into action, beginning with a plan that you create. On the following page is a list of all the strategies – the tools – that we talked and learned about in the *Inner Speed Secrets* webinar.

Using them, the recordings and slides from the webinar, and the samples provided, create your own Development Plan. List the areas you're going to work on, what tools or strategies you'll use, and the due dates (a task without a due date is unlikely to be accomplished).

Have fun with your plan – creating and implementing it.

“Hope is not a strategy.”

PERFORMANCE STRATEGIES

1. Sensory Input Sessions: Visual, Kinesthetic, Auditory
2. Lazy 8s
3. Focus Stretches
4. Pre-Planned Thought (PPT)
5. Cross Crawls
6. Centering
7. Mental Programming (including “Triggers”)
8. Identify & use a Performance State of Mind (replay past success)
9. Program ability to adapt your personality traits
10. Program your beliefs
11. Know and use preferred learning style
12. Be patient
13. Debrief Form
14. Balance the Challenge with your Belief

NOTE: None of these strategies, nor the information presented in the *Inner Speed Secrets* webinar work... unless you use them. Take the information, and the “tools” above and develop your own personal development plan (see example on the following page).

PERSONAL DEVELOPMENT PLAN SAMPLE

Plan as of: 3/22/08	
Action	Timeframe/Schedule
Sensory Input Sessions (V, K, A)	1 st session, each race event
Pre-planned thought	Done – “Focused flow”; practice using it
Lazy 8s	Once/day in AM; prior to getting into car (pre-drive ritual)
Focus Stretches	3 times/week – Mon, Wed, Fri (string on office door knob)
Cross Crawls	Once/day in AM; prior to getting into car (pre-drive ritual); prior to any stressful situation
Centering	Sitting on grid; in stressful situations (practice away from track – remember to breathe while centering)
Mental Imagery/Programming	Define what programs I want to work on – due 3/28/08 Write narratives (including a trigger word) for each – due 3/31/08 Minimum of 5 days/week, twice per day (15 minutes/session), AM & PM: Mon – track programming; Tue – racecraft; Wed – beliefs; Thu – behavioral traits; Fri – driving technique; Sat & Sun – random, based on what seems most important
Replay past success to trigger performance state of mind	Write out narrative of past success – due 3/31/08; Use while sitting on grid; prior to any stressful situation
Program behavioral trait adaptability	Write out the trait I want to work on; Program every Thursday, twice/day
List beliefs; de-program/re-program negative beliefs; program positive beliefs	Write list – due 3/31/08; program every Wednesday, twice/day – AM focused on re-programming negative beliefs; PM focused on programming (enhancing) positive beliefs
MI + A = G (The Learning Formula)	While learning anything new – ensure I have MI and A; program MI and ask question to build A
Debrief form & track maps notes	After every on-track session (collect in binder)

NOTE: This sample provides a template. The most important step is actually writing out this plan, and committing to the timeframe/schedule. If you don't write out your own plan (not one that I, or anyone else writes out for you), it's unlikely you will follow it. I suggest you revisit your plan once a month or after each track outing/race, and update it as necessary.

MENTAL PROGRAMMING PLAN
(See following page for a sample)

DAY	AM	PM
MON.		
TUE.		
WED.		
THU.		
FRI.		
SAT.		
SUN.		

MENTAL PROGRAMMING PLAN - SAMPLE

The following plan was put together for a flat-track motorcycle racer.

Each and every day you need to do mental programming (visualization). And there needs to be a very specific approach and plan, which is what the following provides. Each session should be at least 15 minutes long, and it must start off with you allowing yourself to get your mind and body in a very relaxed state. Remember, the more relaxed your mind is, and the more senses you imagine, the more effective the programming will be. If you rush it, you're likely to only do 10 percent of the programming that you would if you took a little time to get your mind relaxed.

Schedule/Plan

DAY	AM	PM
MON.	<p>Learn vs. Performance Modes: See, feel and hear yourself at the track, thinking about the track surface, about your bike, about your competition, about everything. You're soaking it all up, and you're learning. You're being analytical, because now is the time to do that. Now is the time to learn as much as you can, to give your brain as much information to work with as possible, and as much programming as possible. You're in Learn Mode. Now it's time to switch – time to race, and when it's time to race, it's time to trust your programming and all that information you've given your brain, and just let it go. Time to switch to Performance Mode. Time to “just do it.” See, feel and hear yourself riding the wheels off the bike, and it's almost as if you're not thinking – you're just doing, and it's like you're on auto-pilot. Things are happening and you're responding perfectly, because you're not thinking consciously – you're just doing. It feels somewhat effortless, in that you're not trying hard or thinking hard. Because you rode in Performance Mode, you got the result you were looking for. But for the next heat, conditions have changed. Time for a little more Learn Mode, where you go analyze and think about everything again – giving your brain more information and programming. And when the race really starts, you quickly switch back to Performance Mode and trust your programming and just ride. Again, because of how you performed, you got the result. See, feel and hear yourself switching back and forth, and even at some times you switch in the middle of a race, depending on what's needed at any one particular moment. You're aware of what is needed – which mode is ideal at that moment – you say to yourself, either “Learn Mode” or Performance Mode,” and that triggers that mode. You switch back and forth, depending on what's needed, and you do it in a fraction of a second.</p>	<p>Adapting Personality Traits: Imagine having 4 knobs on your chest for dialing up or down the level of each of the behavioral traits we talked about: a “D” knob for adjusting your level of Dominance; an “E” knob for adjusting your level of Extroversion; a “P” knob for your Patience level; and a “C” knob for adjusting your level of Conformity or attention to detail. Now, see, feel and hear yourself at the track, before a race – dialing the E up, and being outgoing and friendly with the fans and other racers. You get on your bike, ready for a race, and you reach for the E knob on your chest and dial it down. As you turn it down, you notice that you don't care so much what others think about you. You notice that you have one focus, that focus is you. All that matters right now is you. You give the D knob a twist and dial up your level of Dominance – you feel yourself becoming more assertive and dominant. All that matters on the track is you and what you want. You belong at the front of the pack, and that's where you'll be, no matter what. If someone gets in your way, you lean on him – you don't care what he thinks. In fact, what he does think is, “There's Joe – he's tough, fair and assertive. I'd like to push back, but he's not giving me an inch.” You race hard, focused on what matters – being assertive and dominant – and because of that kind of performance, you get the win. As you come off the track, you dial back your Dominance, and turn up your Extroversion; you get off the bike and talk it up with the other racers, officials, your mechanic, and the fans. The fans love you. Other racers respect you for being a tough, fair and assertive racer (but they know not to mess with you on the track).</p>

TUE.	<p>Adapting Personality Traits: Imagine having 4 knobs on your chest for dialing up or down the level of each of the behavioral traits we talked about: a “D” knob for adjusting your level of Dominance; an “E” knob for adjusting your level of Extroversion; a “P” knob for your Patience level; and a “C” knob for adjusting your level of Conformity or attention to detail. Now, see, feel and hear yourself at the track, before a race – dialing the E up, and being outgoing and friendly with the fans and other racers. You get on your bike, ready for a race, and you reach for the E knob on your chest and dial it down. As you turn it down, you notice that you don’t care so much what others think about you. You notice that you have one focus, that focus is you. All that matters right now is you. You give the D knob a twist and dial up your level of Dominance – you feel yourself becoming more assertive and dominant. All that matters on the track is you and what you want. You belong at the front of the pack, and that’s where you’ll be, no matter what. If someone gets in your way, you lean on him – you don’t care what he thinks. In fact, what he does think is, “There’s Joe – he’s tough, fair and assertive. I’d like to push back, but he’s not giving me an inch.” You race hard, focused on what matters – being assertive and dominant – and because of that kind of performance, you get the win. As you come off the track, you dial back your Dominance, and turn up your Extroversion; you get off the bike and talk it up with the other racers, officials, your mechanic, and the fans. The fans love you. Other racers respect you for being a tough, fair and assertive racer (but they know not to mess with you on the track).</p>	<p>Performance State of Mind: Imagine getting into the zone by recalling your past great experience, triggering it by saying your trigger word (the word that you associate with the past great experience), then seeing yourself performing with that same great state of mind – being focused, calm but energized, letting go and not being overly analytical, feeling confident – in fact, just knowing deep down inside that you’re going to dominate. Be aware that as you ride, it feels somewhat effortless, in that you’re not thinking hard about what to do, but you’re just doing it. You feel confident – you know you’re riding at your best. You continue to trust your mental programming to race. It’s like magic, you feel so dominant, calm but energized, focused, and confident. Ahhh... this is why you do this – for this feeling right here, in the zone, just you and your bike flat out, out-riding and out-racing the competition. Then something happens to knock you out of that zone – another rider crashes in front of you, someone leaned into you and knocks you off line, someone says something to you as you’re getting on the bike that pisses you off, whatever. You feel yourself starting to lose focus, but you immediately think of your Pre-planned Thought. You say the trigger word for the Pre-planned thought, and you feel yourself getting back into the zone again – you’re getting back into the Performance State of Mind, and riding in the zone.</p>
WED.	<p>Performance State of Mind: Imagine getting into the zone by recalling your past great experience, triggering it by saying your trigger word (the word that you associate with the past great experience), then seeing yourself performing with that same great state of mind – being focused, calm but energized, letting go and not being overly analytical, feeling confident – in fact, just knowing deep down inside that you’re going to dominate. Be aware that as you ride, it feels somewhat effortless, in that you’re not thinking hard about what to do, but you’re just doing it. You feel confident – you know you’re riding at your best. You continue to trust your mental programming to race. It’s like magic, you feel so dominant, calm but energized, focused, and confident. Ahhh... this is why you do this – for this feeling right here, in the zone, just you and your bike flat out, out-riding and out-racing</p>	<p>Riding on the Edge: Imagine riding the bike on the ragged edge, the edge that you can ride because of your experience, the edge that so few can ride because they don’t have your experience, the edge that puts you just that little bit ahead of everyone else. In your mind, focus on what you can see, then on what you can feel, and then on what you hear. The bike and the track are “talking” to you, giving you feedback every fraction of a second about how close to the edge or limit you are. Dance with the bike on that ragged edge. What a fantastic feeling! Enjoy it.</p>

	<p>the competition. Then something happens to knock you out of that zone – another rider crashes in front of you, someone leaned into you and knocks you off line, someone says something to you as you’re getting on the bike that pisses you off, whatever. You feel yourself starting to lose focus, but you immediately think of your Pre-planned Thought. You say the trigger word for the Pre-planned thought, and you feel yourself getting back into the zone again – you’re getting back into the Performance State of Mind, and riding in the zone.</p>	
THU.	<p>Riding on the Edge: Imagine riding the bike on the ragged edge, the edge that you can ride because of your experience, the edge that so few can ride because they don’t have your experience, the edge that puts you just that little bit ahead of everyone else. In your mind, focus on what you can see, then on what you can feel, and then on what you hear. The bike and the track are “talking” to you, giving you feedback every fraction of a second about how close to the edge or limit you are. Dance with the bike on that ragged edge. What a fantastic feeling! Enjoy it.</p>	<p>Assertive Joe: Imagine yourself with that killer attitude that you had at Tucson – that attitude that says, “No one is going to beat me,” that attitude of “I belong at the front, and I’ll be there no matter what it takes.” See, feel and hear yourself riding as assertively as you’ve ever raced. Imagine pushing the bike harder than ever before, taking calculated risks, but not stupid risks. In your mind you know that no one is as assertive as you. Better yet, other competitors are beginning to feel the same thing – you’re the man, and don’t mess with Joe. See, feel and hear, “This one’s mine!” You’re the Ricky Carmichael of flat track racing. Imagine how he would act, and mimic that.</p>
FRI.	<p>Assertive Joe: Imagine yourself with that killer attitude that you had at Tucson – that attitude that says, “No one is going to beat me,” that attitude of “I belong at the front, and I’ll be there no matter what it takes.” See, feel and hear yourself riding as assertively as you’ve ever raced. Imagine pushing the bike harder than ever before, taking calculated risks, but not stupid risks. In your mind you know that no one is as assertive as you. Better yet, other competitors are beginning to feel the same thing – you’re the man, and don’t mess with Joe. See, feel and hear, “This one’s mine!” You’re the Ricky Carmichael of flat track racing. Imagine how he would act, and mimic that.</p>	<p>The New Joe: See, feel and hear yourself at the track, at a race event. You’re riding as fast or faster than you’ve ever ridden. You’re racing more assertively than ever before – no more Mr. Nice Guy. Other riders, teams, officials and fans are coming up and asking what you’ve done to your bike to make you go so fast. You give them a shrug and say something like, “I’ve just got the best bike and team, and we’ve found the right setup.” But you know where the New Joe came from. You’re confident – as confident as you’ve ever been – and you feel great. You know the New Joe comes from all the hard work you’ve been doing – the mental and physical training – and it’s an awesome feeling to know the young kids are chasing you. They’re chasing you on the track, but more importantly, they’re starting to believe that they need to chase you – that you’re the man to beat.</p>
SAT.	<p>The New Joe: See, feel and hear yourself at the track, at a race event. You’re riding as fast or faster than you’ve ever ridden. You’re racing more assertively than ever before – no more Mr. Nice Guy. Other riders, teams, officials and fans are coming up and asking what you’ve done to your bike to make you go so fast. You give them a shrug and say something like, “I’ve just got the best bike and team, and we’ve found the right</p>	<p>Learn vs. Performance Modes: See, feel and hear yourself at the track, thinking about the track surface, about your bike, about your competition, about everything. You’re soaking it all up, and you’re learning. You’re being analytical, because now is the time to do that. Now is the time to learn as much as you can, to give your brain as much information to work with as possible, and as much programming as possible.</p>

	<p>setup.” But you know where the New Joe came from. You’re confident – as confident as you’ve ever been – and you feel great. You know the New Joe comes from all the hard work you’ve been doing – the mental and physical training – and it’s an awesome feeling to know the young kids are chasing you. They’re chasing you on the track, but more importantly, they’re starting to believe that they need to chase you – that you’re the man to beat.</p>	<p>You’re in Learn Mode. Now it’s time to switch – time to race, and when it’s time to race, it’s time to trust your programming and all that information you’ve given your brain, and just let it go. Time to switch to Performance Mode. Time to “just do it.” See, feel and hear yourself riding the wheels off the bike, and it’s almost as if you’re not thinking – you’re just doing, and it’s like you’re on auto-pilot. Things are happening and you’re responding perfectly, because you’re not thinking consciously – you’re just doing. It feels somewhat effortless, in that you’re not trying hard or thinking hard. Because you rode in Performance Mode, you got the result you were looking for. But for the next heat, conditions have changed. Time for a little more Learn Mode, where you go analyze and think about everything again – giving your brain more information and programming. And when the race really starts, you quickly switch back to Performance Mode and trust your programming and just ride. Again, because of how you performed, you got the result. See, feel and hear yourself switching back and forth, and even at some times you switch in the middle of a race, depending on what’s needed at any one particular moment. You’re aware of what is needed – which mode is ideal at that moment – you say to yourself, either “Learn Mode” or Performance Mode,” and that triggers that mode. You switch back and forth, depending on what’s needed, and you do it in a fraction of a second.</p>
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So, 15 minutes in the morning, and 15 minutes at night, 6 days a week. You’ll notice that the session that you do in the evening is then repeated the following morning. There is a specific reason for that – it seems that whatever you program in the evening sinks in more overnight, and then if you “refresh” it again in the morning, it has even more impact.

APPENDIX A: MENTAL PROGRAMMING

The reason we do what we do is because we're programmed to do so. The reason we don't do what we want to do is because we're not programmed to do so, or we don't trigger the right program at the right time.

We can develop the right programming either by doing something physically (costly, time-consuming, and often we spend as much time programming the wrong things – mistakes – as we do the right things), or mentally (using mental imagery – most often called visualization).

What are the most important Mental Programs you wish to develop?

- Simply thinking about something is NOT mental imagery. While it may have some benefit, it's not until you relax your mind and begin to create a "virtual reality" with your imagination that true mental programming is occurring. Close your eyes, breathe slowly and deeply, relaxing your mind and body prior to, and throughout your mental imagery session. Having your mind in what is called an Alpha-Theta state is the most effective state to build mental programming.
- The more senses you use (you imagine) in your mental imagery, the more effective it will be.
- Imagine yourself from the point of view of you actually performing the activity (Associated mental imagery). It's okay to imagine yourself from a distance (Dissociated mental imagery), as if you're watching yourself on TV, but it's not quite as effective as Associated mental imagery.
- Keep your imagery personal, positive, detailed, and in the present.
- The more emotions you can attach to a mental program, the deeper ingrained it seems to be. Experience all the emotions and feelings that you possibly can.
- It's okay – even beneficial – to sometimes do mental imagery in slow motion (especially when programming a new skill, technique or track), or in fast motion (to help you feel more relaxed when at actual speed during a real performance/activity).
- Every mental program that you develop using imagery must have some type of "trigger" (a word, phrase or action) that you can then use to activate the program with when needed. A mental program without a trigger is like computer software without an icon to launch it.
- Writing out a brief narrative or bullet-pointed outline of what you wish to work on with imagery will help keep you focused. Know exactly what you want to accomplish prior to beginning.
- Read your narratives a few times just before you close your eyes and begin your mental imagery. You don't have to use them word for word, as they are really just a guide to get you started.
- Mental imagery can be used to program your mind to do more than just perform a skill or technique. It can, and should be used to program behavioral traits, beliefs, state of mind, and motivation.
- If you do imagery of a specific program just before bed, and then again in the morning, it will become programmed quicker than if you do the same one twice in one day. Mental imagery done just before bed seems to sink in a little deeper overnight.
- Doing mental imagery twice a day is more than twice as effective as doing it once a day. The more often you do it, the better.
- Mental imagery takes practice. The more you do it, the better you'll get at it, and the better the programming will be. Don't expect instant results. Be patient and your imagery skills will improve.

- If you feel yourself start to drift off to sleep, take 2 or 3 quick, deep breaths and that will bring you back to a relaxed, but awake state.
- Will you lose your focus while doing mental imagery? You bet. Everyone does. But with practice you will be able to hold your focus for longer and longer periods of time. And with practice and the use of a “re-focus trigger,” you will practice regaining focus quickly – and this will make you better at regaining focus on the track. Use a phrase like “Eyes up – focus” as your re-focus trigger. Any time you feel yourself lose focus and begin thinking about something other than what you’re supposed to be imagining, just say “Eyes up – focus” and go back to where you were in the program.

If you want to make a change or improvement in any aspect of your life, just hoping for it won’t help much. But using mental imagery to change or update your mental programming will have a huge impact. In fact, it can said that until you change/update your mental programming, you will never change or improve.

“If you do what you’ve always done, you’ll get what you’ve always gotten.” – Anonymous

“A sure sign of insanity is doing the same thing over and over again and expecting something to change.” – Albert Einstein

MENTAL PROGRAMMING NARRATIVE

“Sit up straight in your chair, but make yourself comfortable. Close your eyes. Breathe deeply, taking nice, slow breaths. Relax your body. Allow your muscles to relax. Feel your body sink into the chair. Feel your body get heavy and relaxed. Hear your heartbeat slow down. Continue to breathe slowly and deeply. Breathe slowly. Relax your muscles.

“Breathe. Relax.

[illegible]

“As you imagine yourself in this setting, notice the expression you have on your face. Notice your body posture. How do you feel: confident, happy, focused?”

“Enjoy the feeling of your imagery...”

SAMPLE NARRATIVES

The following narratives were written for a driver preparing to compete at the Petite Le Mans race.

PROGRAM #1: Fast, Fast (Monday PM & Tuesday AM, Tuesday PM & Wednesday AM)

Sit up straight in your chair, but make yourself comfortable. Close your eyes. Breathe deeply, taking nice, slow breaths. Relax your body. Allow your muscles to relax. Feel your body sink into the chair. Feel your body get heavy and relaxed. Hear your heartbeat slow down. Continue to breathe slowly and deeply. If you feel yourself start to drift off to sleep, just take 2 or 3 quick, deep breaths and that will bring you back to a relaxed but awake state. Breathe slowly. Relax your muscles.

Breathe. Relax.

“Fast, fast.”

The car drops down off the jacks, I fire the engine, get the signal to go, dump the clutch, spin the rear tires and head out pit lane at Road Atlanta. As I head down pit lane, looking towards the pit exit Tom comes on the radio and says “Sticker tires – work them.” I say to myself, “Fast, fast,” knowing exactly what I’m going to do – dance with the car on the edge and make the tires heat up; I anticipate that the car is going to feel ugly, slipping, sliding and darting around, but I’m in control – I’m ahead of the car because I know what to expect.

Heading up the hill to Turn 3 the car darts and wiggles around. I can feel it of course, but I can also see the car dart. At 3 the car slides, the front end pushing with almost no grip – I hear the tires sliding. I give it some throttle and the back end kicks out, quickly catching it with some opposite lock, and then the front end slides as I bend the car to the left and then back to the right and down the hill. The car feels nervous, but I control it – not the other way around. It’s like driving in the rain. I look way ahead, down into Turn 5, feeling the car move around, seeing it move around, hearing the car.

“Fast, fast.”

I initiate slowly – turn the steering wheel into the corners slowly – but catch it fast (make steering corrections quickly). On the curbs I keep the steering wheel as straight as possible. As I exit Turn 5, sliding up and over the curbing on the right, the car darts left and right, from understeer to oversteer.

With each second that passes the tires heat up and gain grip. Each time I hit a bump or curb, the flexing of the sidewall builds heat in the tire. As they slide, I’m being aggressive but smooth with the steering wheel, and the tires build heat and gain grip. Each time I apply the brakes, the heat from them transfer up through the wheel and into the tire.

Between Turns 5 and 6 I remind myself, “Fast, fast.”

Turning into 6 I turn the steering wheel just a little more than usual and make the car understeer, sliding the front tires. Giving the throttle a good squirt between 6 and 7, I then brake hard for 7, turn in and get back to throttle quickly. As I accelerate the back end kicks out and the rear tires heat even more. Up through the gears down the back straight, the rolling speed building more heat in the tires.

Up ahead is the brake zone for Turn 10, and I plan to brake a car’s length early - but I know that I didn’t come out of Turn 7 as fast as usual so I’m not carrying as much top speed, so I can still brake late. Looking into Turn 10 for the End-of-Braking point, I give the brakes a hard initial application and the tires build even more heat throughout the brake zone. Turning into 10 I feel the tires grip and know that they’re almost at full temp and pressures – because I was “Fast, fast.” I really commit to full throttle out of 10 and 11, down the hill, and only give the throttle a slight breathe through 12. But that run through Turn 12 really leaned on the tires and they’re at full temp – in one lap! That’s fast, fast. It feels good to get up to speed right away and I smile driving down the front straight, approaching Turn 1, knowing that the tires are going to have huge grip as I turn into 1.

This is fun! It’s a blast to be fast, fast. So I continue to hustle the car up the hill through turn 1 and attack Turn 3, knowing that I’ve got full grip. Time to really go for it on this lap.

I'm aware of the smile on my face. My body is energized but relaxed. I'm focused.

PROGRAM #2: Belief System (Wednesday PM & Thursday AM, Thursday PM & Friday AM)

Sit up straight in your chair, but make yourself comfortable. Close your eyes. Breathe deeply, taking nice, slow breaths. Relax your body. Allow your muscles to relax. Feel your body sink into the chair. Feel your body get heavy and relaxed. Hear your heartbeat slow down. Continue to breathe slowly and deeply. If you feel yourself start to drift off to sleep, just take 2 or 3 quick, deep breaths and that will bring you back to a relaxed but awake state. Breathe slowly. Relax your muscles.

Breathe. Relax.

"Go - comfortable."

Leaving the pits fast, fast, I feel good inside. I prepared myself well before getting in the car, drinking lots of fluids, and doing cross crawls. They always make me feel good, feel switched on, feel like I "own" the car and track – they're mine, and I control them. I'm in control. I'm confident.

I get up to speed quickly – fast, fast - so by the time I head into Turn 1 for the first time, I'm flying. I trust the tires to grip, and they pay me back for my trust by gripping the track. It feels solid, so I commit hard to full throttle passing the apex. It's like the car digs into the track. I love the sound of the engine as it drives us up the hill. As I pop up over the hill entering Turn 3 the car dances around, feeling loose. But I'm okay with that – in fact, it feels great to be comfortable being uncomfortable. It's become the way I like it. When the car is dancing around on that limit, where in the past I was uncomfortable with the way it was so nervous, I now feel comfortable. I love it when the car is moving around and uncomfortable.

"Go – comfortable."

I attack the Esses and drive it hard down into Turn 5. I hustle through here. The g-forces build to the right, then the left, then to the right as I crisply turn into 5. The second I turn in and head up the hill, the gain in elevation gripping the car, I go back to throttle, committing fully to it by the apex and letting the car run wide over the curbing. As it bounces over the curb, where I used to feel nervous about it getting away from me, now I trust that I have it under control and kinda let it go where it needs to go. I got it. Yeah, that feels awesome.

"Go – comfortable."

Relax and breathe down the straight approaching Turn 6. Looking way into and through the turn, it's a quick, short brake and gentle but quick release of the brakes, letting the banking in the turn grab the car and make it stick. That stick makes me want to stand on the throttle and I do, feeling the g-forces. Unwinding the steering and letting the car go to the exit curbing on the left, keeping the steering straight I hustle to Turn 7.

Hard on the brakes and downshift, slowly releasing the brakes as I turn to clip the Turn 7 apex curbing on the right. Yes, go, go, go! Stand on the throttle and unwind the steering. I feel the car move around, I hear the engine rev as I accelerate, and I look way down the straight – I want to get there. I'm comfortable with the car moving around like this.

"Go – comfortable."

Approaching the brake zone for Turn 10 I know exactly what I'm going to do – look deep into the turn, and give the brakes a hard initial application, bleeding off speed right up to the turn-in point, where I turn in crisply and begin to trail off the brakes. Rotating the car to the apex curb and setting up for Turn 11. Attack. Hustle.

"Go – comfortable."

Committing to full throttle heading through Turn 11, my foot flat to the floor all the way now to Turn 1. I used to be uncomfortable with this section of the track, but now I love it. I'm comfortable carrying this much speed, with this much g-force building up, trusting the car and tires to grip. The more trust I have in the car and tires, the more they do for me.

Down the hill, looking through Turn 12, my foot stays planted to the floor on the throttle. My goal is to put as little steering input in through here as possible, but I'm okay with adding or taking some out – gently – depending on what the car needs.

I'm driving the car, not the track. I'm driving the car at its limit, and that's telling me where the car needs to be on the track.

“Go – comfortable.”

Looking towards Turn 1, I'm comfortable being uncomfortable. I love it, in fact. It's awesome to have the car move around and know that I'm controlling it, and not over-reacting to anything, trusting that I've got it. I love the sound of the car as I head down the front straight, knowing that the car will stick in Turn 1, and I'm driving it on the edge.

With each lap I feel more and more confident, knowing that I'm driving the car well, fast, smart. I'm not getting pushed around by others, I'm making the car dance on the edge, I'm controlling it, and even minor mistakes are not a big deal as I make corrections.

Deep down I know that if I never make any mistakes I'm not pushing hard enough. I also know that I now have the experience and knowledge to make small corrections for these mistakes. I drop a wheel off the edge of the track and keep the steering wheel straight, riding it out until I have the car controlled enough to bring it back on the track. I clip a curb and point the steering wheel straight. The back end steps out as I turn into a corner, and I quickly catch it with some counter-steering and by releasing the brakes a little. I miss an apex and run wide, but I don't force it back there – instead I let the car run wide and make the best of my exit speed. In the middle of a turn the car steps out and oversteers, and I quickly add some opposite lock to the steering as I focus my eyes where I want to go. I got it. I'm controlling the car. I OWN it.

I feel myself becoming more and more comfortable with this level of uncomfortable-ness. I love feeling just a little uncomfortable, working the car, driving it on the limit.

With each turn, with each lap, I feel more and more confident. I can see it, I can feel it, I can hear it. Others can see and hear it in me, too. One look in my eyes and they know I'm feeling good and confident. When I come into the pits they listen to me talk and know that I know what I'm doing. I'm not cocky – I just have a strong inner belief in what I'm doing.

I can do this. No, not only can I do this, I **am** doing this.

“Go – comfortable.”

When I get out of the car, everyone is congratulating me on driving so well. In a way I don't care about the lap time because I know deep inside that I drove better than ever, but it's nice to see that my times are right where I want them. And I got up to speed fast and I was consistent. It feels good being comfortable being uncomfortable, and knowing deep down inside that I'm doing this, that I'm driving at this level. It feels good to know that all the hard work I put in doing mental imagery is paying off. This is more fun than I've ever had in racing.

“Go – comfortable.” I love this feeling on **knowing**, deep inside, that I'm doing this.

PROGRAM #3: Racecraft (Friday PM & Saturday AM, Saturday PM, Sunday AM)

Sit up straight in your chair, but make yourself comfortable. Close your eyes. Breathe deeply, taking nice, slow breaths. Relax your body. Allow your muscles to relax. Feel your body sink into the chair. Feel your body get heavy and relaxed. Hear your heartbeat slow down. Continue to breathe slowly and deeply. If you feel yourself start to drift off to sleep, just take 2 or 3 quick, deep breaths and that will bring you back to a relaxed but awake state. Breathe slowly. Relax your muscles.

Breathe. Relax.

“Racer.”

I know passing and being passed is more about my mindset than anything, and I've got a “Racer” mindset today. I race smart and assertive.

Racing smart is all about making passes in the right place, being a little patient at times, and not so patient at others. It's making great decisions, knowing that I'm a good racer. Some drivers are fast but not very good racers; others are good racers but not very fast. As I become a faster driver, I'm also a good racer. And that's because I'm smart, I make good decisions, and I have the right mindset.

And there's something about a person when they've made up their mind that they're going to do something – they make it happen. It's like that in business, like that in racing, like that in life. Passing is like that. When I make up my mind that I'm going to pass, I make it. It's like I put this message in my mind that I need to get past that car in front of me, and it tells my body how to do it. I'm driving with my brain, not my balls. And that makes me a smart, assertive racer.

Being passed is no different. The goal is simple: lose as little time as possible when being passed. In this type of racing, being passed is a fact of life, but some drivers lose less than others when being passed. That's me. I'm smart, and I judge where the faster cars are going to pass me, and I adapt in a way that minimizes the amount of time I lose. That wasn't always the case, as I didn't have a lot of experience compared to some drivers, but by using mental imagery, I've made up for years of practice.

"Racer."

Approaching Turn 1... Smart, assertive on my part.

"Racer." I love being a Racer. I love being smart and assertive.

APPENDIX B: RECOMMENDED READING

A Symphony in The Brain, Jim Robbins

Brain Gym, Dr. Paul Dennison

Extraordinary Golf, Fred Shoemaker

Flow, Mihaly Csikszentmihalyi, Ph.D

Inside The Mind of The Grand Prix Driver, Christopher Hilton

Lessons From The Art of Juggling, Tony Buzan & Michael Gelb

Mindset, Carol Dweck, Ph.D

Smart Moves, Carla Hannaford, Ph.D

Switched On, Dr. Paul Dennison

Talent is Overrated, Geoff Colvin

The Brain That Changes Itself, Norman Doidge

Thinking Body, Dancing Mind, Chungliang Al Huang & Jerry Lynch

Ultimate Speed Secrets, Ross Bentley

Mental Imagery Guide eBook, Ross Bentley (download at speedsecrets.com)

Speed Secrets Weekly – <http://SpeedSecretsWeekly.com>

Speed Secrets Quick Tips – <http://www.speedsecrets.com/tips/>

Speed Secrets Facebook page - <https://www.facebook.com/Drivercoach>

Speed Secrets Twitter - @SpeedSecrets