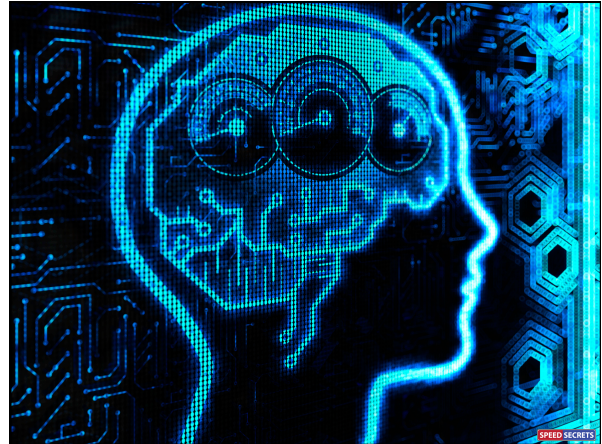


**I N N E R**  
**SPEED SECRETS**  
**The Mental Game of Driving**

Brought to you by:



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**SPEED SECRET**

**Performance is  
performance, no matter  
the activity.**

### Performance

What factors can you control?

- ▶ Your competition?
- ▶ The result?
- ▶ Your performance?

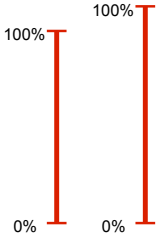


SPEED SECRETS

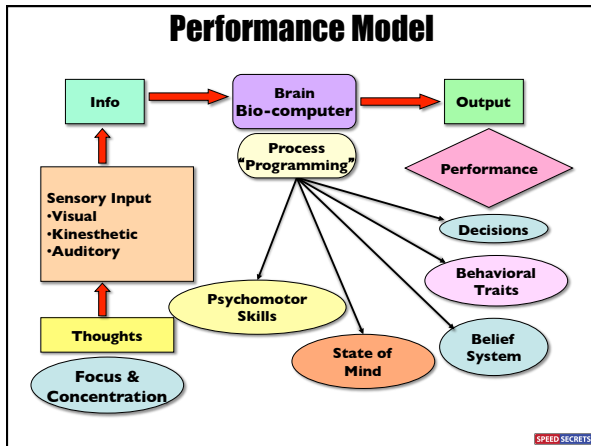
### Performance

Goals:

- ▶ Perform at your 100% more consistently
- ▶ Improve your 100%

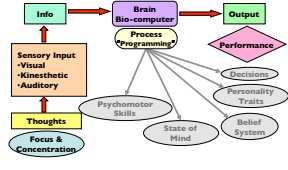


SPEED SECRETS



### Improving Performance

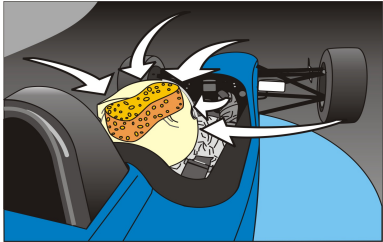
1. Input quality
2. Processing speed
3. Programming



SPEED SECRETS

### Input


- ▶ GIGO
- ▶ Quality In – Quality Out (QIQO)



SPEED SECRETS

### Input

- ▶ Visual
- ▶ Kinesthetic
- ▶ Auditory



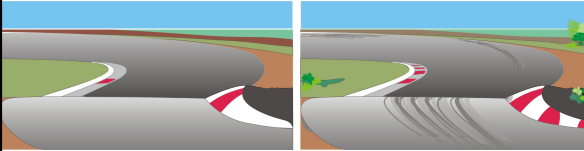
SPEED SECRETS

### Input

Why do drivers lack feel?  
Why do drivers make mistakes?

- ▶ Lack of quality sensory input

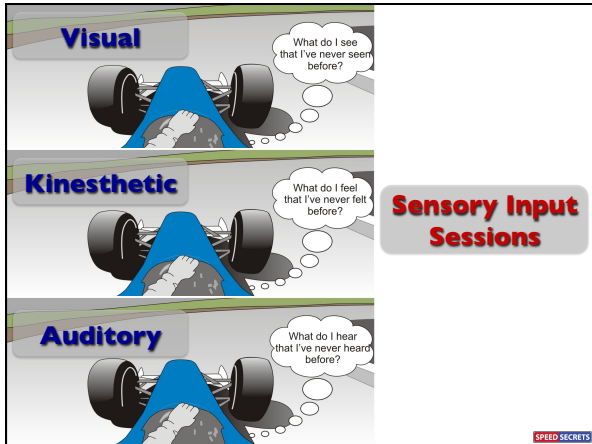
More Sensory Input = More References = Fewer Errors = *More Speed & Consistency*



SPEED SECRETS

**SPEED SECRET**

**Minimize errors through maximizing sensory input.**



**Visual**  
What do I see that I've never seen before?

**Kinesthetic**  
What do I feel that I've never felt before?


**Auditory**  
What do I hear that I've never heard before?

**Sensory Input Sessions**

SPEED SECRETS

**SPEED SECRET**

**Use Sensory Input sessions regularly to improve your performance.**



**Lazy 8s**

SPEED SECRETS



**Focus Stretches**

SPEED SECRETS



You cannot **not** think about something.



**SPEED SECRET**

**Use a Pre-Planned Thought (PPT) to maintain & regain your focus.**

**Input**

Pre-Planned Thought (PPT)

- ▶ "Eyes up"
- ▶ "Slow hands"
- ▶ "Car dancing"



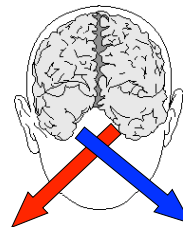
**Processing**

**Right Hemisphere**

- ▶ Creative
- ▶ Intuitive
- ▶ Art
- ▶ Big picture

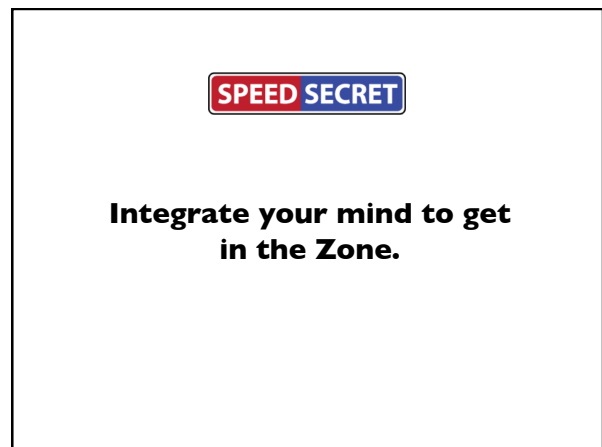
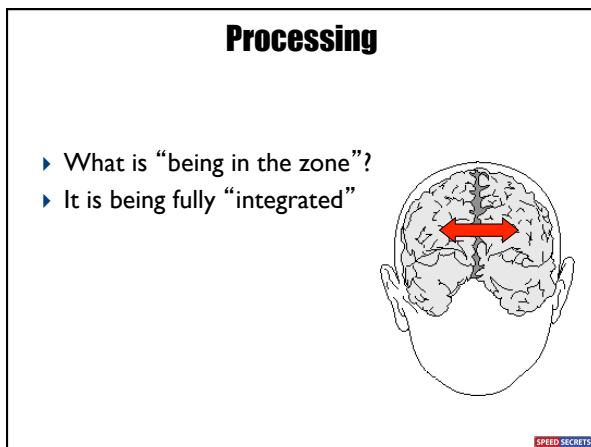
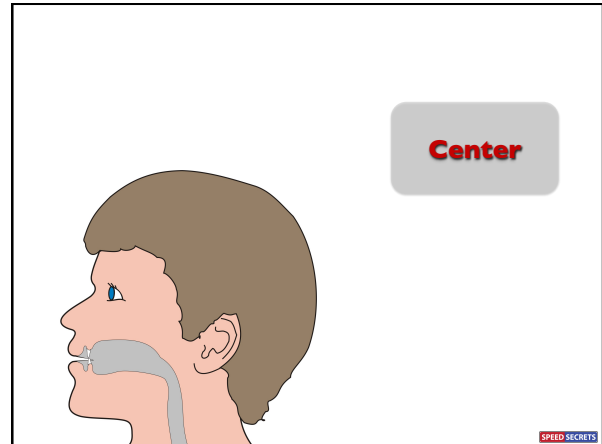
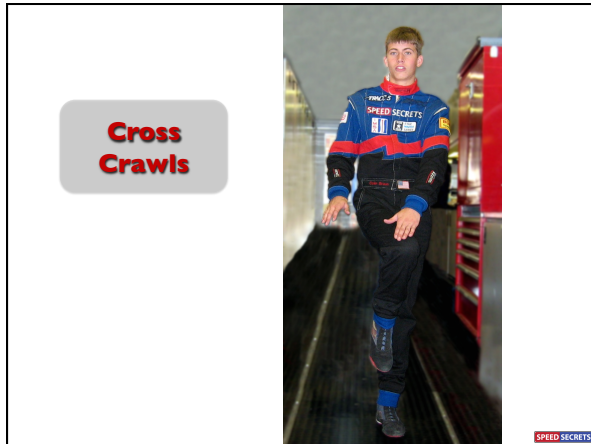
**Left Hemisphere**

- ▶ Logical
- ▶ Factual
- ▶ Language
- ▶ Details



**Right side of body**

**Left side of body**



## Programming

We do what we do because we're programmed to do so.

We sometimes don't do what we want because we either don't have the right program, or...

We access the wrong program.



## SPEED SECRET

**You do what you do because you're programmed to do so.**

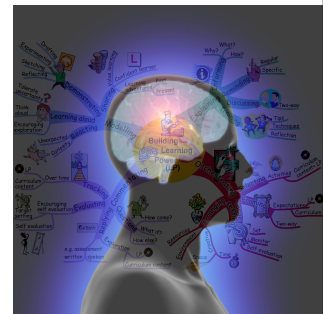
**You sometimes don't do what you want because you either don't have the right program, or... you access the wrong program.**

## Programming

- ▶ Must drive car at what level?
  - ▶ Conscious?
  - ▶ Subconscious?
- ▶ Why?
  - ▶ Conscious: 2,000 bits/second
  - ▶ Subconscious: 4,000,000,000 bits/second

## Programming

- ▶ Learning Mode:
  - ▶ Conscious
  - ▶ Thinking
  - ▶ Analytical
- ▶ Performance Mode:
  - ▶ Subconscious
  - ▶ Trust programming
  - ▶ "Just do it"



## Programming

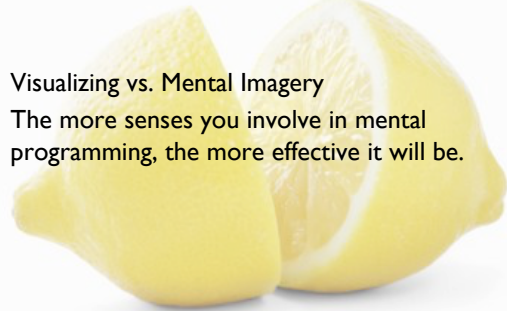
Where does your programming come from?

- ▶ Physical
- ▶ Mental
- ▶ External/Internal



## Programming

- ▶ Visualizing vs. Mental Imagery
- ▶ The more senses you involve in mental programming, the more effective it will be.



## Mental Imagery



## Programming

Program what?

- ▶ Psychomotor skills - techniques, track, etc.
- ▶ Focus trigger - Pre-Planned Thought (PPT)
- ▶ Ability to sense the limit & car feedback
- ▶ State of Mind
- ▶ Behavioral traits
- ▶ Belief system
- ▶ Race starts
- ▶ Racecraft scenarios - mindset



## Programming: How To

1. Prepare -
  - ▶ Identify desired program & trigger
  - ▶ Write narrative for program & trigger
  - ▶ Schedule mental imagery sessions
  - ▶ Position yourself
2. Mental imagery -
  - ▶ Relax (Alpha-Theta state)
  - ▶ Mental imagery of program & trigger
  - ▶ End with reward



SPEED SECRETS

**SPEED SECRET**

**Use mental imagery to program all aspects of your driving.**

## State Of Mind

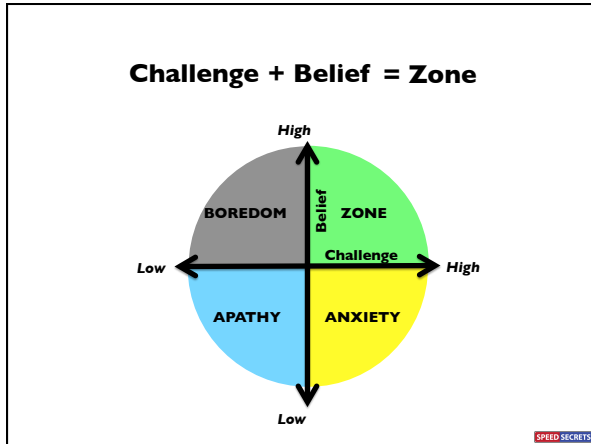
- ▶ Will your State of Mind affect your performance?
- ▶ Where does your State of Mind come from?
- ▶ Is your *Performance State of Mind* the same as mine?
- ▶ Can you “trigger” a Performance State of Mind?



SPEED SECRETS

**SPEED SECRET**

**Trigger your performance state of mind by replaying a past success.**



**SPEED SECRET**


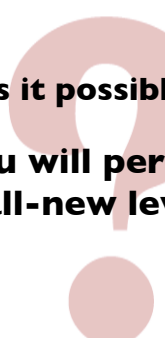
**Balance the Challenge & your Belief.**

**SPEED SECRET**

**Information + Action = Results**

- Strategies: A Review**
1. Sensory Input Sessions
  2. Lazy 8s
  3. Focus Stretches
  4. Pre-planned thought
  5. Cross Crawls
  6. Centering
  7. Mental Programming (including "Triggers")
  8. Identify & trigger a Performance State of Mind
  9. Balance the Challenge with your Belief
- SPEED SECRETS

**Is it possible...**  
**That you will perform at an**  
**all-new level?**




**DRIVE FASTER:**  
**Advanced Driving Techniques**

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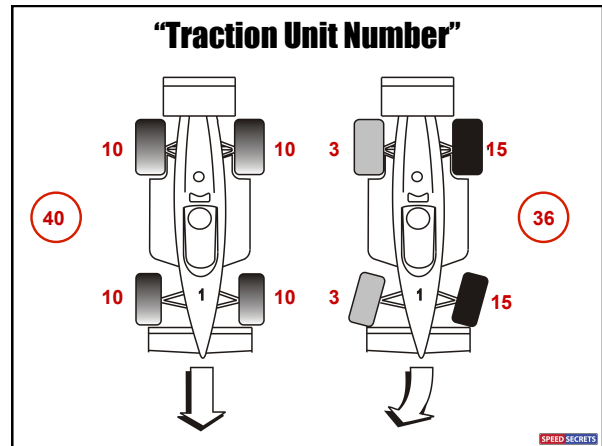
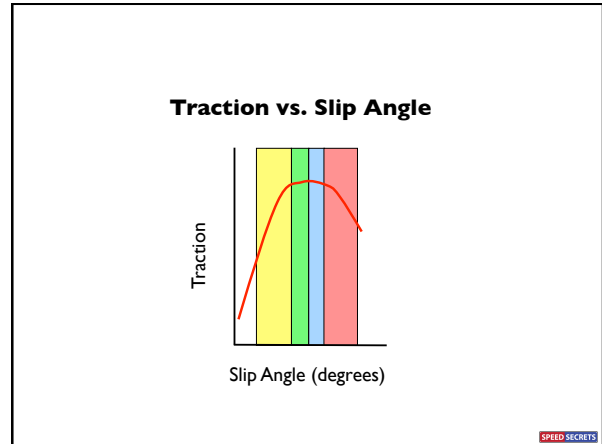
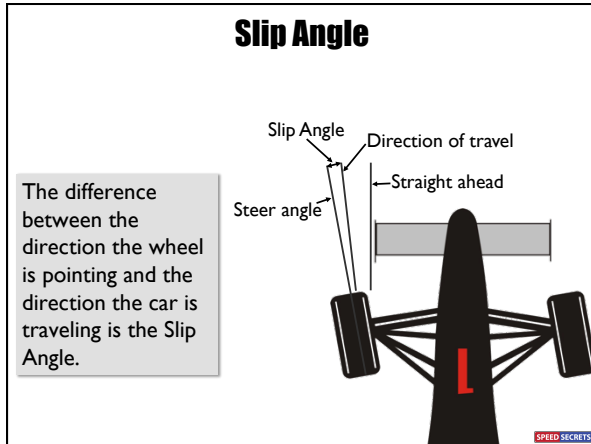
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**Advanced techniques are usually**  
**just doing the basics really well.**

**The Basics**





**SPEED SECRET**

**The less weight transfer you cause,  
the more traction you have to  
work with.**

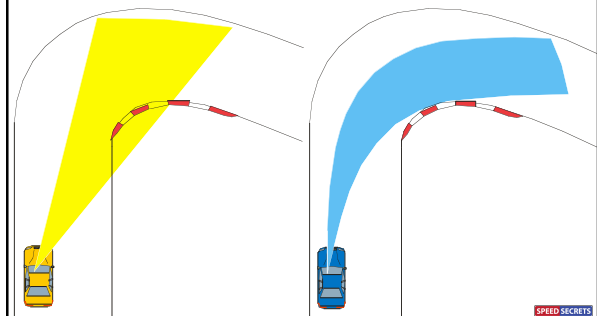
**SPEED SECRET**

**Smooth is fast.**

**SPEED SECRET**

**Vision leads to smoothness.**

Practice turning your head to look *around* and  
through corners.



**SPEED SECRET**

**Minimize your movements to improve smoothness.**

**SPEED SECRET**

**Practice *dampening* your movements.**

**100% Tire Rule**

You can use 100% of a tire's traction for:

- ▶ Braking
- ▶ Cornering
- ▶ Acceleration

Or a combination of two...

But you **cannot** use more than **100%**.



**SPEED SECRET**

**You can only ever use 100% of the tires' traction.**

**SPEED SECRET**

**Practice unwinding the steering sooner.**

**Use more track.**

**Braking**

**Why Use The Brakes?**

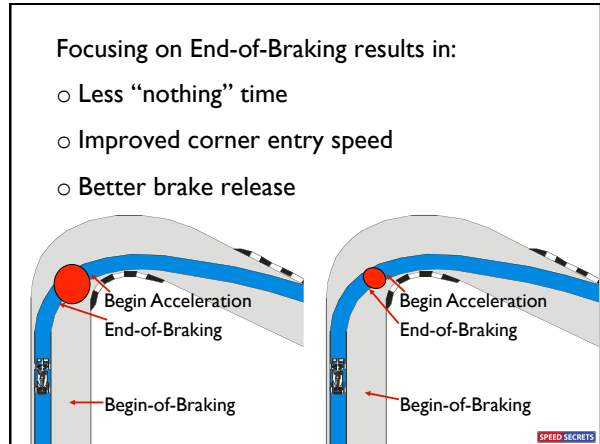
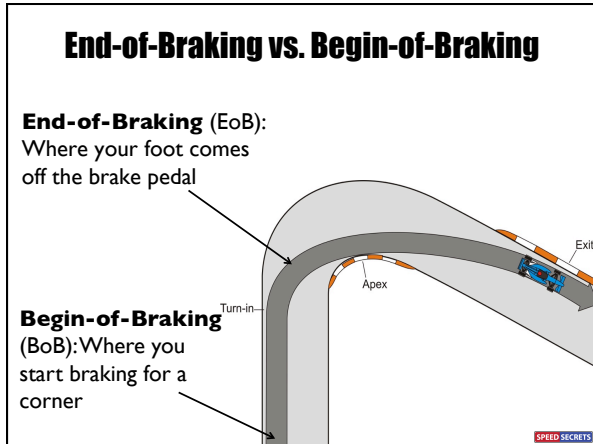
- Adjust speed (slow down)
- Manage weight/load transfer
- To enable us to get to full throttle sooner!

SPEED SECRETS

**How To Use Your Brakes**

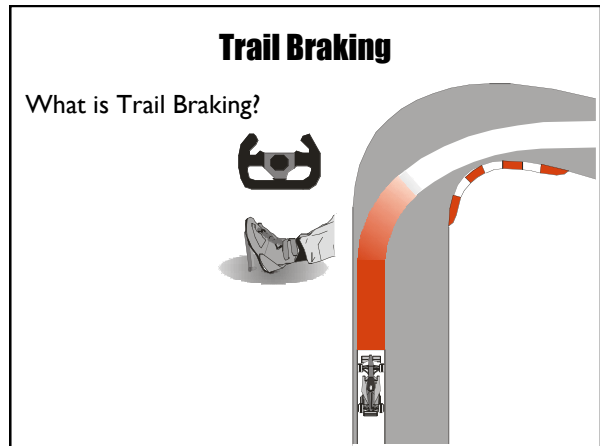
1. Initial application
2. Brake zone modulation
3. Release

SPEED SECRETS



**SPEED SECRET**

**Focus on the End-of-Braking point.**



**What is Trail Braking?**

Trading off braking for cornering, by easing or “trailing” your foot off the brake pedal while turning into a corner.

**What Trail Braking isn't:**

- Braking against throttle
- Braking to apex

**Why we Trail Brake:**

- Use 100% of traction
- Use weight transfer to your advantage
- Allow later braking

**Trail Braking Guidelines**

**Why & when?**

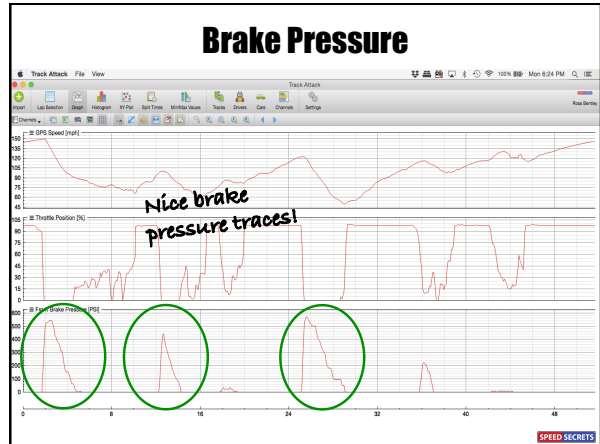
The faster and longer the corner, the less trail braking you should use and the earlier you need to be on the power...

The slower and tighter the corner, the more trail braking you should use to help rotate the car

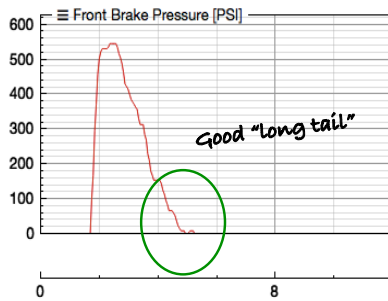


**The key to being fast is the *timing*  
and the *rate of release* of the brake.**

**Experiment with the *timing* & *rate*  
of release of the brakes.**



### Brake Pressure



**4 Ways To Use Your Brakes  
To Drive Faster**



<p>End-of-Braking</p> <p>Begin-of-Braking</p> <p>← Corner</p>	<p><b>Brake Coaching Tool</b></p>
---	-----------------------------------

<p>End-of-Braking</p> <p>Begin-of-Braking</p>	<p><b>I. Begin braking later</b></p> <p>Compress brake zone:</p> <ul style="list-style-type: none"> <li>• Increases length of preceding straight</li> </ul>
---	---

<p>End-of-Braking</p> <p>Begin-of-Braking</p>	<p><b>2. Move brake zone in</b></p> <p>Move brake zone in:</p> <ul style="list-style-type: none"> <li>• Increases length of preceding straight</li> <li>• Increases corner entry speed</li> </ul>
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<p>End-of-Braking</p> <p>Begin-of-Braking</p>	<p><b>3. Release brakes sooner</b></p> <p>Car better balanced on entry:</p> <ul style="list-style-type: none"> <li>• Increases corner entry speed</li> </ul>
---	--

**End-of-Braking**      **Begin-of-Braking**

**4. Brake lighter**

Car better balanced:

- Increases corner entry speed
- Mentally easier

SPEED SECRETS

**SPEED SECRET**

**Think about “brake zones,” rather than where you start braking.**

**Use “4 ways to go faster using your brakes.”**

**Braking versus Corner Radius/Speed**

Corner Radius/Speed

Tight/Slow      Large/Fast

Max. Braking      Light/Long Braking

- Hard initial application
- Trail brake

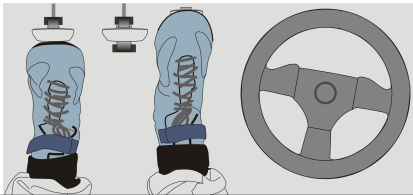
- “Brush the brakes”
- Little/no trail braking

SPEED SECRETS

**Accelerating**

## Throttle Application

- When *early* throttle application is a *bad thing!*
- How?



## When Early Throttle Makes You Slower



**SPEED SECRET**

**It's not who begins accelerating first who wins. It's who gets to – and *maintains* – full throttle first who wins.**

**Experiment with hesitating before applying full throttle.**

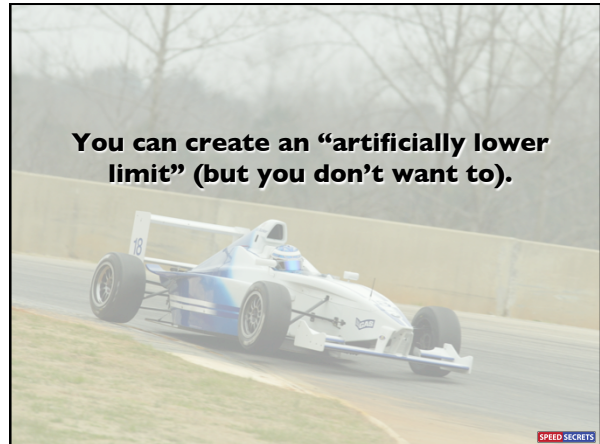
## Practice Plan: Throttle

- What percentage of an average lap are you currently spending at full throttle?
- Work on spending 3% more of the lap at full throttle...
  1. Longer on straights approaching corners
  2. To full throttle sooner exiting corners
  3. Hustling in between corners
- Only apply throttle when you can go to 100% & commit

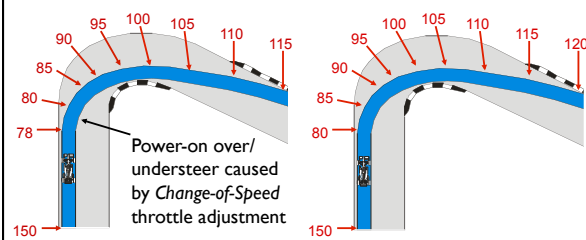
**SPEED SECRETS**

# Cornering

You can create an “artificially lower limit” (but you don’t want to).



## The “Change-of-Speed” problem

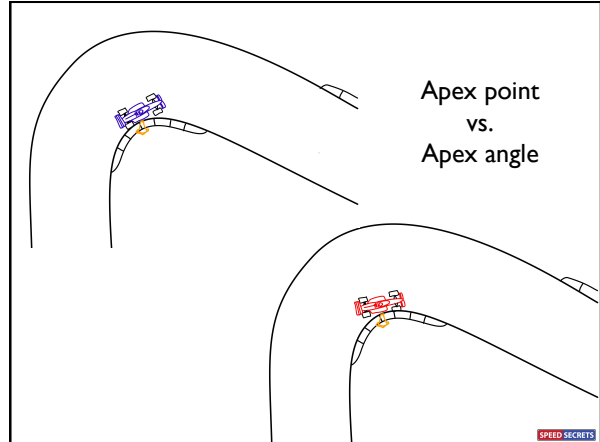


**SPEED SECRET**

**The less *change in speed* through a corner, the faster you will be.**

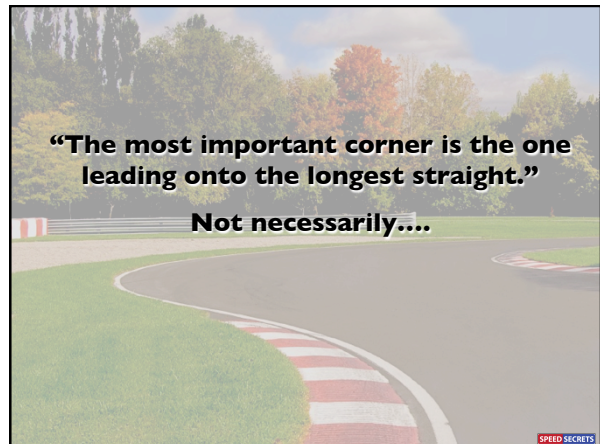
**SPEED SECRET**

**Fast in – Faster out:  
Minimize your Change-of-Speed.**



**SPEED SECRET**

**Change your apex angle.**

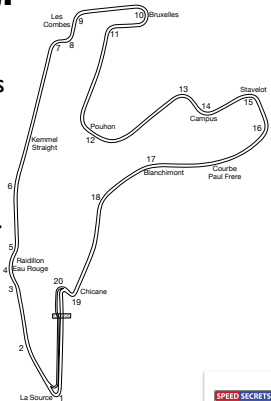


**SPEED SECRET**

**The most important corner is the fastest one leading onto a straightaway.**

**Why?**

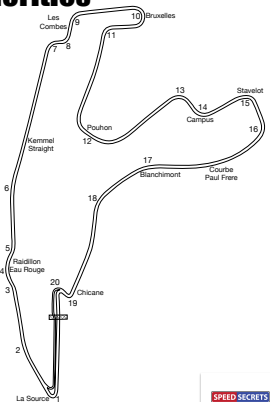
1. The impact of making a mistake in a fast corner is usually greater than in slow corners.
2. You often spend more time in long, fast corners.
3. The fastest corner is usually the most challenging.



**SPEED SECRETS**

**Corner Priorities**

1. The fastest corner leading onto a straightaway.
2. Fastest corner at the end of a straightaway.
3. Corner leading onto the longest straightaway.



**SPEED SECRETS**

**SPEED SECRET**

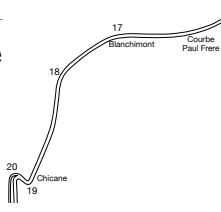
**Re-prioritize corners.  
Focus on the fastest corner.**

**SPEED SECRETS**

### Fast Corners

4 Speed Adjustment Techniques:

1. Breathe throttle, no brake
2. Brake without lifting throttle
3. Make speed adjustment in turn
4. Make speed adjustment before turn

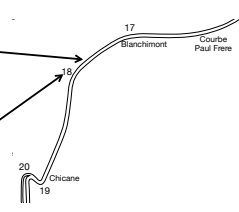


**SPEED SECRETS**

### Fast Corners

Make speed adjustment early, so car is better balanced

Tendency is to make speed adjustment late... causing weight transfer while in the turn



**SPEED SECRETS**

**SPEED SECRET**


**In fast turns, make necessary speed adjustments early to keep car balanced.**

**SPEED SECRET**


**Driving the perfect line at less than the limit is slower than driving off-line at the limit.**

*NOTE: This is NOT an excuse for driving off-line!*





**Drive the car, not the track.**



***Welcome to the Team***

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Ross@SpeedSecrets.com