



# ***Kart Driving Secrets that Will Unlock Your Inner Potential and Explode Your Racing Performance***

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## Introduction

Thanks for subscribing to my mini-course. I genuinely hope the course helps you get what you want from your karting and please remember this- Enjoy your racing and don't give it up!

Even if you ignore the rest of this course, you **MUST** make sure you remember this:

I am about to tell you the guiding principle of Ayrton Senna's career and the principle that the worlds best sports coaches live by. Winning kart races, championships or winning in any aspect of life depends on this principle. Follow this philosophy and you will do well. Here goes:-

**Winning is a consequence of the energy you put into the various factors that contribute to victory.**

This means that your attention must focus on maximising your performance in each of these factors- victory as an objective is therefore put to the back of your mind, while your main objectives of perfecting your performance are what you focus your energy on. With this attitude you will find you focus on smaller and smaller details of your personal performance. In the search for ever increasing complexity, your performance levels will steadily increase. And as a consequence victory will be yours.

***Here's an example of what I mean.*** Let's say you are at an event where your grid position is decided by qualifying time. Most drivers will focus on setting a fast time, but your focus will be on performing as best as you can at the various factors that make a fast lap. Those factors are what make a perfect lap, hitting perfect line, nailing your braking points etc. And when you perform well the lap times look after themselves.

The benefit of this attitude is that you won't feel the pressure of having to make a certain lap time whilst on the track, you just focus on the details of driving. If you are driving and worrying about the lap time you will not have the focus you need, you will suffer from the effects of anxiety which cause you to be less sensitive to steering feedback, and restrict your mental performance, your focus and concentration levels always suffer when you are under pressure.

This also means that you get to concentrate on what makes driving fun, and what is going to make you a great driver, rather than stressing out about getting certain results and setting quick times. **Remember the lap times and results will follow as a natural result of your performances.**

So the purpose of this course is to show you the factors of performance you need to concentrate your energy and focus on. Rest assured that when you

focus on the details the big picture will look after itself, and that means becoming a successful driver.

If you dedicate yourself to constantly improving your performance on each of the following areas, I guarantee that you will become an awesome racing driver.

In the course we will cover each area in detail so that you can follow the principle on a day to day basis.

- The fundamentals of kart driving
- Thinking ahead, driving on autopilot
- Fitness training and diet
- Driving in the wet
- High performance braking
- Getting into your 'flow'
- Mental preparation- the psychology of high performance racing drivers

I promise you that if you follow these principles, you will become the best driver you can be. The principles I am teaching you here come from the worlds best sports psychologist, the best athletes and of course the best drivers.

*If you would like to talk with me personally about improving your driving performance go to [www.evenflow.co.uk/freeconsult.htm](http://www.evenflow.co.uk/freeconsult.htm) to get your free consultation. Or, you can always give me a call on 01933 223 163 or email me at [terence@evenflow.co.uk](mailto:terence@evenflow.co.uk).*

EvenFlow Kart Driving Techniques Mini-Course- Day 1.

## ***Fundamental Secrets of Kart Driving that Few Drivers Even Know.***

Thanks for subscribing to my course, I hope you enjoy it and I'm certain you will be dying to get out on the circuit and try these awesome techniques out.

Ok, let's get on with introducing some fundamentals of driving a kart that every driver should know. **Getting these techniques nailed will really pay off later in the course, and are really going to boost your confidence in the kart.**

Don't worry, I'm not going to patronise you, I'm assuming you are already a reasonable driver and you're here to perfect your techniques.

Here's what you're going to find out today

- The way you hold your steering wheel directly affects the physics of your kart. You will find out the most effective way to hold your wheel, I'm serious- this really matters.
- How your posture in the kart makes it handle better, and makes you feel and look like a real intimidator
- Setting up your kart. You must, and I can't stress this enough, you must have your seat fixed in the right position. This should be very straight forward
- Once you have a reasonable set up, your driving is the key to getting quicker, and is far more important than tinkering around with set up.

### **How to hold your steering wheel for maximum advantage.**

This is nice and simple to start us off. Take a look through your karting mags and check out where the quick drivers hold the wheel. Now, the majority of quick drivers hold the wheel pretty close to the 10 to 2 position. From a drivers perspective this gives you a feeling of strength in the kart.

But more importantly, holding the wheel in the 10 to 2 position helps give the correct weight transfer from your body to the front of the kart, through your arms. In fact, holding the wheel correctly like this will make the front end stick better. *Once you master the technique you will really feel the difference.*

### **How you should sit in your kart, good posture.**

Again, this is nice and simple but loads of drivers don't understand how vitally important this is. If you sit properly in the kart you will help the weight transfer

across the kart (which remember is mega-important to handling). Here's what I mean:-

Sit in your kart with your hands on the wheel at the 10 to 2 position. Sit upright in your seat and puff your chest out a bit. Push against your wheel with your arms and then relax your arms. Now you should have a good strong posture in the kart, you will also look a lot more intimidating to other drivers! **You will look like you mean business, and feel like you mean business too.** This posture will also become vitally important in tomorrow's 'killer driving techniques' lesson.

### **Setting up your kart. Get the seat in the right place, please!**

What's more important, being comfy in the kart or having the seat in the right place for the physics and handling of the kart? Well I didn't start winning races until I put the seat in the right place, according to my kart manufacturer. I'm over 6ft, and unfortunately for me that meant I had to drive with my knees up round my ears!!.

So if you want your kart to work properly, ask the maker of your chassis exactly where your seat should go. You can then start moving the pedals and steering column to fit. Now if you are tiny, you may need to reach a compromise, but just remember the seat position comes before where you feel comfortable.

### **Getting your driving right before you obsess over your set up**

I am assuming here that you have a half sharp engine, a straight chassis and a sensible set up. Once you have these your main priority should be to practice honing your driving skills, because that's the best way to get quicker AND how you will learn to become a great driver. And, if you aren't at a stable level with your driving how are you going to know what difference your new set up makes.

Ok, today's lesson was nice and basic, and quite short. If you feel you would like to talk more about what I've tackled today you can get a free no obligation consultation direct from me by going to [www.evenflow.co.uk/freeconsult.htm](http://www.evenflow.co.uk/freeconsult.htm).

Tomorrow we will go much deeper into the art of driving, and I'm going to cover the number 1 driving secret you need to start practicing now, if you want to become one of those 'special' drivers. This is a technique I used to take 1.5 seconds a lap off one driver's best times in one practice session, without touching the set up- it happened as if by magic and blew us both away!

Catch you Tomorrow

Terence Dove  
EvenFlow Kart Driver Performance

EvenFlow Kart Driving Techniques Mini-Course- Day 2.

## ***The No1 Most Important Driving Secret Out There.***

**Right, what you are going to learn today is what puts the magic into driving. It is also the key to completely hammering your lap times down, making kickass overtaking manoeuvres, slicing through back-markers like they're not even there, driving a perfect line, and trail braking like you're floating into corners. In other words how to become a driving GOD.**

Sound good? Right let's spill the beans then. It's all about where you look, and what you allow to take your attention, it's about psychology and confidence and if you master it I guarantee you will be bloody quick.

I call it looking ahead, sounds daft because you already do that, so lets modify it, let's call it looking further ahead than you do already. The implications of doing this are huge, so I'm briefly going to explain how it works, then I will show you how to do it, step by step.

Have you ever noticed this effect, a kart has spun off in the next corner, you see it well in advance and as you watch the driver getting started again you find yourself actually driving towards him, like you're magnetically attracted. I did this once on a quick right hander, and ended up landing on my head in a corn field after clipping a stationary kart. This is because your movement naturally follows where you are looking, it's just something us humans do.

It's also why sometimes you find you fall into the rhythm of the kart you are following, you just follow them automatically.

What you need to do is take advantage of this mental effect with a clever little trick. Here it is:-

***FOCUS ON WHERE YOU WANT TO GO, NOT ON SOMETHING YOU WANT TO AVOID.***

For example, if someone spins in front of you, focus on the gap that you want to drive through, and ignore the spinning kart.

Now we can take this even further. If you focus your attention on where you want your kart to go at all times, ( the perfect turn in point, perfect apex and corner exit points ) you will find yourself naturally hitting perfect lines.

AND HERE'S THE IMPORTANT BIT-

The further ahead you focus your attention the better you will drive. If you are focusing on where you need to be on the circuit way ahead of time you will force your subconscious mind to deal with whatever is going on right now, like small steering adjustments or releasing braking pressure because you're sliding too much. And when you leave your subconscious mind to do your driving something special happens.

You start to drive on autopilot, and you drive much quicker because your subconscious thought process is thousands of times faster than conscious thought, you will be making faster adjustments to steering and throttle and braking, and that translates to faster lap times.

This super sensitivity will make it possible for you to brake later and accelerate early, because you will be able to easily cope with trail braking (which we will deal with another time).

It also makes you feel fantastic, and you will be asking yourself questions like; 'how the hell did I catch that over steer so fast?' or you may feel like the world is in slow motion and that you can handle any situation. Your confidence will skyrocket.

Another great benefit is that you will see overtaking opportunities almost before they happen, spotting where a driver is about to leave a gap for you, so that you are aiming for it even before he knows he is going to leave it! You really will start flying through the pack in heats and your starts are going to get a hell of a lot better.

This is how the worlds greatest ever race driver describes what I'm talking about:

*"I am able to get to a level where I am ahead of myself; maybe a fifth of a second, who knows? When my car goes into a corner I am already at the apex"*

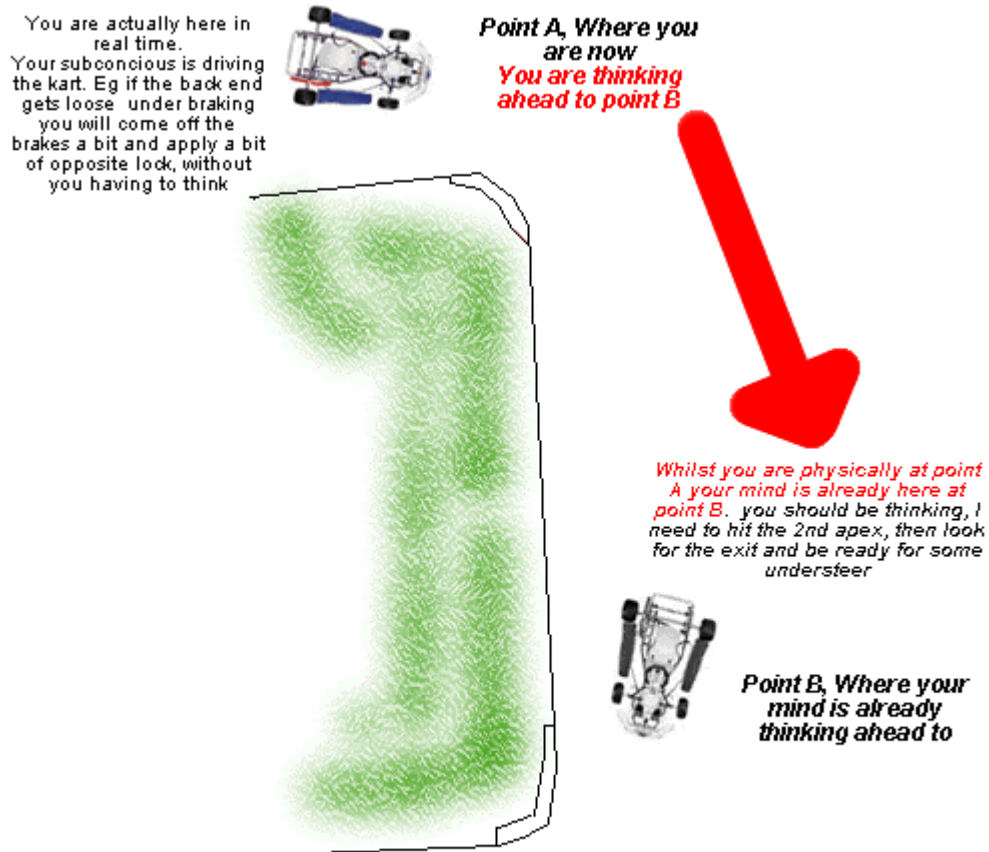
**Ayrton Senna**

Here is the technique and step by step how to learn it.

1. Before you start driving make sure you have the right posture, sitting upright with your head held relatively high.
2. Keep your head upright whilst driving, Nigel Mansell used to have a dirty great sticker across the top of his visor to force himself to keep his head upright. Keeping your head upright makes sure you are looking ahead.
3. Look where you want you and the kart to go. You should notice yourself looking further around a corner than usual.



4. Just before you start braking you should force yourself to focus on the apex, not your braking point (this is difficult but you can handle it, trust your subconscious inner race driver to know when to brake!)
5. Once you have turned in, the exit of the corner should take your focus, not the apex anymore (again, trust yourself to hit the apex using subconscious processing)
6. At the exit of the corner you should be preparing for the next braking zone
7. Always be telling yourself not to worry where you are on the circuit, just keep focussing way ahead.



***Its very important to me that you understand all this looking ahead business, so if I'm not making myself clear enough ask for a free consultation at [www.evenflow.co.uk/freeconsult.htm](http://www.evenflow.co.uk/freeconsult.htm)***

Unfortunately, for most drivers this is not an instinctive process. The usual process is for a driver to look for his braking point and hit it, then look for the apex and watch it until he passes it. Then he waits for his kart to hit the exit point, in this situation you feel like the kart is controlling you, and you are hanging on to it.

***Keep practicing, I promise it will pay off***

When you first practice looking further ahead you may feel like it's unnatural or you find yourself bouncing off kerbs because you cut corners. *One driver told me that trying to look further ahead was 'doin' his head in'*. Well that's OK because you are having to consciously train yourself to look further ahead down the track or even around a corner, and that can be hard work.

But after a few sessions of say 10 laps you will train yourself to look further ahead than you thought possible, it will become second nature and that's when you will start experiencing a super-performance phenomenon called 'flow'. Incidentally that driver who was 'doin' his own head in' is the one who knocked 1.5 seconds off his lap time.

And that brings me conveniently to tomorrow's topic. Tomorrow you will learn how to enhance the mental state that will make your concentration levels during races absolutely invincible, and it also makes you feel like superman. I'd also like you to do me a favour, before tomorrow try to remember some occasions when you have felt like you were really in your groove, driving on autopilot. It will help you to understand the massive significance of tomorrow's lesson.

*PS. Don't forget that if you want any advice on your driving or more detailed explanations of driving techniques then you can apply for a free consultation at [www.evenflow.co.uk/freeconsult.htm](http://www.evenflow.co.uk/freeconsult.htm)*

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## ***How to Get Into Your Groove and Really Feel Your Flow***

Remember the last time you were out on the circuit and you were really lovin' it, you know- really in your groove. What did it feel like? Think about that for a while, and I bet it makes you feel pretty good. Now, hold on to that thought while you go through today's lesson, because today you're going to find out what that feeling is and how it's the key to optimising your race performance.

- *What makes racing drivers tick?*
- *What's the magic ingredient that all great sporting performers have in common?*
- *What is it about drivers like Senna and Schumacher that set them apart?*
- *And if there is an answer, can you get some of that action?*

Well undoubtedly there are loads of reasons that make some drivers different from others- but there is something that links just about all great performers, from racing drivers to musicians. They are all masters of getting into their flow and YES, you can get some of that action.

Here is one of my favourite quotes of all time to describe what I'm talking about, and hopefully you can relate to what it says.

*"You ignore everything and just concentrate. You forget about the rest of the world and become part of the car and track. It's a very special feeling- you're completely out of this world and completely into it. There's nothing like it"*

**Jochen Rindt**

Jochen Rindt is an F1 driver from back in the day- What he is describing is the feeling a racing driver gets when he's driving on another level, it's a feeling which is hard to find in other walks of life and it's what makes racing so addictive. It's what psychologists call 'flow'.

So what! What the hell has some airy fairy feeling got to do with driving? *Well this sensation of being 'completely into it' is the most important principle I am going to show you, more important than any driving techniques, set ups, tyre pressures or whatever! This is the big secret to becoming the success you dream of.*

Right, I could bore you to death by going through the psychological research to back all this up, but if you're really interested you should check it out for yourself. The work of Mihaly Csikszentmihaly is the best, look him up on Amazon. What

I'm going to do for you instead is shortcut all the technical jargon a cut to the chase.

The main point about the feeling of flow is that it is an indicator that you have devoted all your mental and physical powers to your task. That means that you are operating at your fullest potential. That's why it feels like nothing else exists in the world, just you, the kart and the track- your concentration is at 100% and you are operating on a higher level, feeling every nuance of the circuit, your hearing becomes hyper sensitive to your engine and you drive ahead of yourself.

To get into your flow, you really have to feel right- and here is what the boffins say you need to do, to get in your flow as often as possible, here goes:-

### **The Vital Ingredients to Flow**

#### **No1) Balancing your skills to the challenges you face.**

This is about looking after your levels of confidence, self confidence is extremely important to race drivers and is easily damaged. Too little confidence and you will feel anxious and perform below par- too much confidence and you can either get bored because you don't feel challenged, or you become a danger to yourself and other drivers

What you need is to be confident of your current skill levels, and set yourself challenges that you know you can achieve if you perform at your best. Be careful though- these challenges need to be truly challenging, so that you need to concentrate hard and drive well to achieve them, AND you need to set these challenges based on your own beliefs on your level of skills. Here's an example

1. Setting too easy a challenge; A novice driver sets himself the challenge of at least crossing the finish line in the final
2. Too tough a challenge; A novice driver wants to blow people away by winning his first race, he feels he is a talented driver so why not
3. A better challenge; The same novice driver knows he can make better starts, so decides he wants to pick up at least three places by the end of lap one, because he knows he is quicker than at least three other drivers- it won't be easy but he knows he can do it.

See the difference, in the first example the driver is in danger of nodding off at the wheel, and in the second example he is probably going to go home with the hump, feeling like he was kidding himself all along and saying to himself 'maybe I'm not cut out to be a racing driver'. Either that or he will get punted off trying to make suicide overtaking manoeuvres!

In the 3<sup>rd</sup> example the driver is quite likely to succeed if he really sets his mind to it. He is much more likely to get fired up for the challenge and if he makes it he will feel great, ready to raise the bar a little higher. *Next race he will remember how good his start was and think of a new challenge, maybe one which means he can take advantage of his braking skills for instance.*

I understand that setting yourself the right sort of challenges is tough. Please give me a call if you want to talk about your own personal goals, or send me an email. Go to [www.evenflow.co.uk/freeconsult.htm](http://www.evenflow.co.uk/freeconsult.htm) to request a call from me.

## **2<sup>nd</sup> Vital Ingredient to Flow- Driving on Autopilot- Become one with your kart**

Yeah I know, sounds like I think I'm Mr Miyage out of the Karate Kid films or a Shaolin Master. Well in actual fact I am pretty close to guru status, so perhaps you should give me a call young Grasshopper!!

Joking aside, feeling at one with your kart is something you can already relate to, and you will always hear the best drivers saying they feel like the car is an extension of their body. It sounds mysterious and magical, but it really isn't. Achieving a feeling of oneness with your kart so that it becomes an extension of yourself will quite simply make you drive faster, and the key here is focus.

- To achieve focus you need to get your skills vs challenge right
- Focus on your driving, imagine hitting your apexes right, braking perfectly. Forget about lap-times and results
- Ignore criticism, negative thoughts and competitors. Put anything out of your mind that shakes your confidence. Concentrate on how you are going to use your driving strengths to go out there and kick arse. If you ever hire me for a race day you will notice I will be building your confidence the whole time, and helping you focus.
- Let your competition run their own race, any cocky comments they give before or after the race should be ignored, in fact if you ignore them then it's up to them to live up to their cocky attitude, so they put pressure on themselves. Getting lip from another driver or member of their team is good news for you- it means they are worried about you, just forget about it.

## **3rd Vital Ingredient to Flow- Set Yourself Clear Goals**

No, I don't mean winning. The winning is going to come as a result of setting specific and achievable goals. Focussing too much on winning will be counterproductive, remember that you need to focus on achieving performance goals. If all you do is think about winning, you will forget what you physically need to win!

Here are some examples of goals that will help you to get in your groove and feel 'flow'

- Today I want to brake at point x at Wilkins, and still hit the late apex on the exit, and not bog down.
- I want to sort out the exit from the willows, so that I carry maximum speed onto the straight
- I want to feel on top form for next months Super 1, so I am going to follow a strict diet and training schedule

See how these goals are specific, achievable and challenging. They all require skills that you have, and will improve your performance. Also, you should be able to feel, through fine tuning your senses that you are achieving your goals, e.g. you will know your engine has accelerated cleanly away from Wilkins, from the sound it makes and the feel of acceleration, you won't need to think about it, you will just feel right. That sort of feeling really helps you to get in your flow.

*If you want me to help you set specific goals for your next race get in touch.*

Most important of all, if you want to experience that great feeling of flow is this:-

Make sure you enjoy your racing, racing is fun and as soon as people take it too seriously they lose perspective. And if it isn't fun you lose flow and therefore performance.

By now you might be ready for some straight forward driving advice. So tomorrow's lesson is going to be all about driving in the wet, and why I believe if the forecast is rain, you gotta get to a circuit and learn to love driving in the wet.

## ***How to Become a Rain Master and How to Earn Your Title as 'Last of the Late Brakers'.***

Two questions drivers ask all the time- What's the quickest way to drive in the wet? And how do I learn to brake like those flash Super 1 drivers?

This is where you're going to get the answers you need. And in my usual tradition I'm going to give you nice'n'easy step-by-step instructions.

### **How to learn to love driving in the wet and whoop everyone else.**

Driving in the wet is the ultimate way to learn how a kart works, and how to become a super-sensitive driver. The other great thing about the wet is that it will magnify any driving problems you have, so you can spot them easily and nail them straight away.

When you get the hang of these techniques you will be laughing, because the first rule about wet races is that nobody knows what the hell is going on. Half the drivers on the grid won't have a clue where to brake, so you'll be out-braking all of them.

### **Ok, let's get into the details of driving in the wet.**

First off, driving in the wet is completely different to driving in the dry. Pretty much at every circuit the fastest racing line is different, and frankly quite weird and counter-intuitive. Why? Two reasons.

- 1) Similar to most circuit racing, the dry line is covered in rubber which is a bit greasy when wet- therefore the less used parts of the track which are cleaner have more grip.
- 2) The way karts work requires you to take a very late entry into a corner.

I am going to talk about high speed corners, mid speed corners and low speed corners separately.

### **Low speed corners**

#### **Braking**

Let's say the first corner you encounter is at the end of the straight, and it's pretty tight. First thing you need to do is brake, and you need to learn the latest braking point the same as you would in the dry. You may even find it isn't much different

to the dry braking point. So you already have an advantage over all the fools who won't practice in the wet.

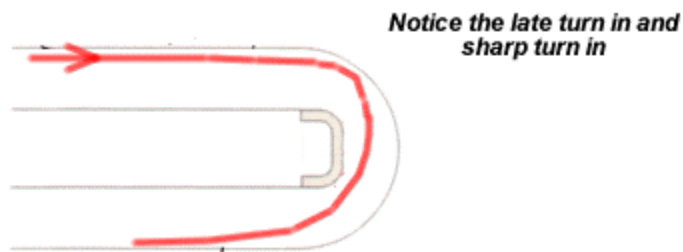
The key to braking in the wet is getting the tyre to bite without locking, you need to be super-sensitive and you need to be quick to release braking pressure when you feel the wheels about to lock.

## Turning in

Karts don't like to go round corners in the wet. And to get them to turn you need to get the inside rear tyre off the ground, or the damn thing will just run straight on.

Here's the technique:

Brake a little later than usual, and plan to run wide and deep into the corner. Turn the wheel to full lock in a really purposeful aggressive way. You want to almost surprise the kart, in a split second you go from a straight wheel to full lock. The kart will almost ignore you, then when you lose enough speed it will bite and turn sharply. Normally to encourage the kart to turn you can lean forward to the outside front wheel. By now you are so deep in the corner you will be on the cleaner more grippy part of the circuit, and have better traction to accelerate away. Once the kart has turned you need to sit back to get weight over those back tyres for traction. Carefully feed in the throttle to avoid wheel spin.



## High speed corners.

Under steer in fast corners in the wet is quite nice, so just drive the kart through the corner nice and smooth. You shouldn't need to lean forward or do anything drastic with the wheel. Just make sure you get all your power down and avoid wheel spin. The line shouldn't be a lot different to that in the dry.

## Mid Speed Cornering

This is where you will need to use a mixture of techniques. Usually there will be a different racing line for the wet, normally a wide line is preferable. You will probably need to be aggressive on turn in, but a faster corner may need a less aggressive approach. You may need to lean to the outside front wheel, but maybe not. I know, I'm being vague. This is why you need to get out on a wet



track and I would strongly advise that you get a driver coach to watch you in the wet.

### **Braking like a Karting Superstar**

One thing I used to marvel at as a young kart racer was the way top class drivers used to drift into corners like they were effortlessly floating around the circuit. Then I would try it out myself and completely mess it up. I had no idea why they were doing it or how to do it, just that it looked cool.

### ***Trail Braking- It Looks Cool but What's the Point?***

The reason why drivers have the rear of the kart sliding into corners is because they are using a technique called trail braking, which allows you to brake a bit later and deeper into a corner. So, the point is that you can get around a track faster by braking later without losing exit speed.

### **Here's how to do it:-**

First you need to understand a bit about how tyres work. If you imagine that a tyre can only provide so much grip, let's call that 100% grip, then you would want to use 100% grip for maximum braking, then 100% grip for maximum cornering speed. Normally you will brake for a corner, come off the brake, turn in and then accelerate away. *Generally people will tell you that braking and turning together will cause you to spin, because if you are using 100% grip for braking, there isn't any left for cornering, **sounds like good advice right?***

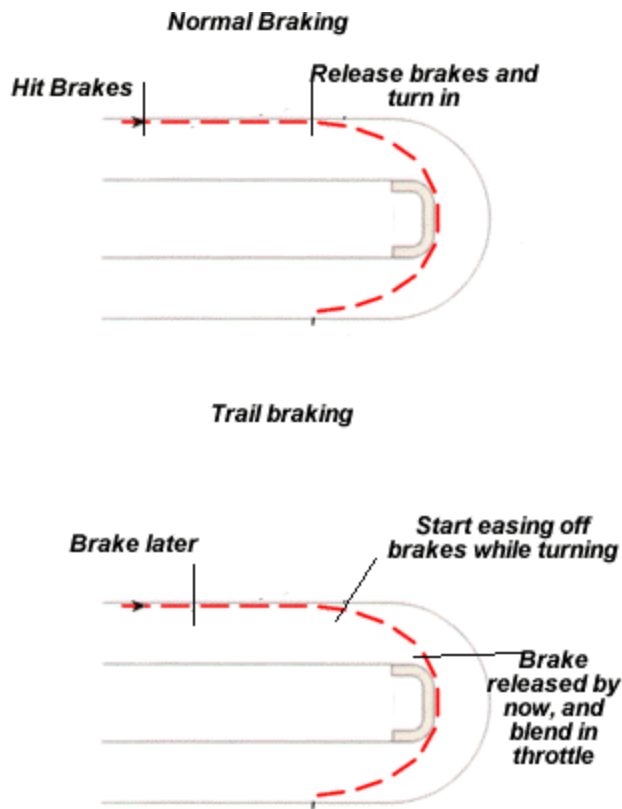
Well it's not as simple as that because there are parts of a corner between hitting the brakes and the apex when you can be turning and braking at the same time. If you visualise this situation then you will understand how it works.

**Imagine you are belting down the straight into a tight corner, you brake a bit later than usual and you still need to slow down more as you reach your turn in point. You know you will spin if you are still hard on the brakes when you turn in, BUT you still have to turn in!**

Here's what you do, you come off the brakes a little and turn in, the cornering grip required of the tyre isn't maximum yet because you aren't turning very sharply at the early stages of the corner, let's say you are using 60% of your grip- That leaves 40% of your grip to use on braking.

So you can carry on braking into the corner, gradually easing off the brake as you turn more sharply. What you will find is that you will be blending your braking into the corner with your cornering and then blending in the throttle as you exit. If you are looking ahead as described in a previous lesson your mind

will be way ahead and you probably won't even notice how cool you look to spectators!



This technique does require practice, and you will probably spin a few times, but it is definitely worth the trouble because it means you will become a genuine 'Last of the Late Brakers'. And doesn't every racer want that title?

Right, tomorrow's lesson is the last in this mini-course and you will find out what you can do right now to improve your driving, without spending a penny testing. Catch you tomorrow!

## ***How to Improve Your Driving Starting Right Now- Without Even Going Near a Kart or Spending a Penny***

Do you ever get that feeling say on a Monday morning, when you're still buzzing after a weekend racing, and you want to do something, anything to do with racing. Some drivers completely strip down their equipment then rebuild it, or spend ages analysing data. They will tell you these are necessary functions to be competitive, but if they're honest they do it because they are frustrated that they can't just get back out on the circuit, so they do the next closest thing.

Don't get me wrong, I'm certainly not criticizing, I just believe that you can use that energy to directly and systematically improve your driving. I'm going to show you a whole bunch of physical and mental exercises which will noticeably improve your performance. Next time you arrive at a circuit you will feel more psyched up and energised than ever to perform, and that will help you focus and really enjoy your racing.

### ***Fitness training to improve your physical and mental performance***

It should be obvious to you that fitness training will make you a better driver. Karting is very physical- you need to be strong and have stamina to perform from 10am to 5pm without a drop in performance.

Perhaps less obvious is the effect of fitness has on your brain. If you are slightly out of shape, you can get tired easily and you can't get so much oxygen to your brain. That leads to loss of concentration, loss of focus and loss of flow. And that leads to low performance.

The sort of fitness training you need is for high stamina, and good upper body strength. A great idea is to join a martial art club, for instance Lewis Hamilton is a Karate Black Belt. If you don't fancy that, going for a run in the morning, or using an exercise bike will increase your stamina. Doing push ups, sit ups, pull ups and using a rowing machine regularly will benefit your driving a great deal. Having strong chest and arms will help your posture in the kart and you will be better at controlling your weight transfer.

You will be able to train every day, and while you train you will be feeding your confidence, and the feeling of working towards your racing goals every day will make you feel like a complete and professional driver.

### ***Diet***

If you stick to a training program you will want to stick to a good diet, that will come naturally to you as you start to take your fitness seriously. The diet I'm going to show you has been pinched from an F1 champion.

## **Breakfast**

2 slices of bread with jam or honey, a boiled egg and a glass of water.

## **Lunch (best time to eat carbohydrates)**

Pasta with tomato sauce, or carbonnara sauce. Plenty of olive oil

## **Dinner (protein based)**

Chicken breast with asparagus or spinach with lemon sauce

Or chicken legs wrapped in ham and a baked potato

Or grilled fish with spinach and a scrambled egg

Or fillet of veal wrapped in ham grilled courgettes

*There are plenty of reasonable diet plans out there for you to choose from. The point is that if you train seriously, and stick to a good diet then the effect on your confidence will be huge.*

## ***Mental Exercises***

**Did you know that you can actually practice laps of a circuit without being at the circuit? Using visualisation you can:-**

- Stop yourself learning bad habits
- Teach yourself new techniques
- Improve your starts
- Concentrate and focus better at the circuit

I'm going to give you mental visualisation techniques that will effectively give you practice time without having to go near your kart. This might seem a bit strange at first, but how many times have you seen drivers on the TV sitting in their car, with their eyes closed. They are usual mental imagery and visualisation to prepare to drive.

The best way to start visualisation is to simply imagine yourself driving around your favourite circuit. Imagine everything, even the sounds and smells of racing, and imagine yourself drive out of the dummy grid and do a lap. Then do another lap and actually time yourself with a stopwatch! See how close you can get to your lap times, and repeat this until you get within a second.

**Ever wanted one of those nice mirror visors for your helmet? Here's a great excuse to get one.**

When waiting on the dummy grid you can sit and close your eyes and visualise yourself making a great start, and if you have a mirror visor nobody will notice and take the mickey!

The effect of imagining yourself driving perfect laps has a profound effect on your driving. It actually programs your brain to learn the circuit better, it gives your mind more experience as if you had actually driven all those laps, and it gets your mind focused and increases concentration levels massively.

Visualise before you start a race, and concentrate on visualising exactly how you are going to start, which is the most dramatic and unpredictable part of the race. You will find that when you drive out onto the circuit you will have a real sense of purpose.

Right, that's it! End of course....All you need to do now is get out on the circuit and try all this stuff out, and I trust you will send me an email to tell me how you get on.

In the meantime, if you need any help at all from me you can call my office on 01933 223 163, email [terence@evenflow.co.uk](mailto:terence@evenflow.co.uk).

Click on the link below to get the full mini-course all in one document, complete with diagrams.

[www.evenflow.co.uk/fullminicourse.htm](http://www.evenflow.co.uk/fullminicourse.htm)

If you have a problem downloading the course give me an email on [terence@evenflow.co.uk](mailto:terence@evenflow.co.uk).

Remember to keep an eye out for hints and tips on driving that I will be sending you, and until the next time, remember that karting is for fun so go out and enjoy it!

Cheers

Terence

*Ok, so you have read through this free course and WHAT? You want more!!*

*Well, I thought as much so I'm going to be sending you regular hot driving tips to your email. You can expect the same sort of quality information as you see here landing in your inbox.*

***What if you want to kick-start your driving and get personal attention from an expert?***

**My personal mission is to help you become the driver you dream of being. That might mean becoming next years Super 1 champion, or to enjoy your club racing to the maximum.**

**Here's what you can expect from EvenFlow coaching.**

- You will learn advanced driving techniques that will truly blow your mind!
- You will recognise your personal driving strengths and talents, and learn how to exploit them
- Your driving will be watched like a hawk, so that any bad habits can be nailed early on
- You will learn how to enter a frame of mind where your concentration becomes invincible
- Your personal fulfilment from driving will become immense
- **As a result your lap times will tumble and your desired race results become reality**

**How does EvenFlow coaching actually work?**

**Free Consultation.** The best place to start is for us to have a chat on the phone. That way you can decide whether you are comfortable to take things to the next level. We can get an idea of what you want to achieve from the sport, and what sort of driver you are.

Next, I can come along to one of your scheduled practice days, and I can watch you drive and get a feel for your style. Our first goal will be to iron out any problems you feel you are having. That can mean perfecting your lines, assessing your braking in detail, or perhaps adjusting your posture in the kart.

You can expect from this initial assessment to notice significant improvements. **This, however is just the beginning.....Remember my mission is to help you become the best driver you can be!**

So you can take the first step now, just request your free consultation by going to my website and following the coaching link, or call 01933 223 163. **Remember this Free consultation costs you nothing and is completely risk free.**

*PS. I am currently running a limited period special offer. I really can't afford to keep this offer available much longer, get your free consultation to find out more.*