

Racer EMC script Final

Congratulations on completing your race weekend performance assessment.

But more importantly, you've just qualified for something that could define your entire racing career. We only release this exclusive training three times per year, and only to riders who've proven they're serious about breakthrough performance by completing our assessment.

I am Craig Muirhead, a flow performance coach with nine seasons of experience.

Working with riders in the British Superbikes Junior GP
and

and MotoGP Paddocks.

I've discovered exactly why some riders break through to consistent podiums while others plateau forever, no matter what they spend on machinery. If you're watching this, you've felt what every serious racer I work with has experienced.

That crushing moment when you see the timing screen showing someone a second more faster in identical conditions on the same bike with the same rubber.

That sinking realisation that despite spending 40,000 pounds,

but

plus this season on engine work, suspension upgrades and extra track time, you're still watching others enjoy podium celebrations.

While you are stuck way down the order, you're approaching the chicane on your favourite track.

Your data guy has shown you can carry 5 miles per hour more.

Hell, you've done it in practise.

But as you approach the braking zone, there it is again, that microscopic hesitation.

You roll off more than you should.
Just enough to cost you 0.5 seconds
through the chicane half a second
that put you P14 instead of P5.0.5
seconds, that puts you back in the
mire instead of getting away with
the front runners, costs you a
potential podium half a second that
makes sponsors question if

your
championship material.

If you've ever felt that devastating
gap between what you know
you can do and what you
actually do when it matters, you're
in exactly the right place.

We did all this with,
Andrew Clark in the usa.

His focus was
on upgrades and bolt ons.
He literally spent a fortune
on his bike on making it the,
the best version it could be.
He, he upgraded the engine, he
had the suspension redone, he
had works bolt ons put onto the bike
to make it the fastest.

The problem was, after doing all
that, he was going no faster.

He was literally plateauing
and getting no more speed.

We applied the Camino process and as
you can see from this message,
Andrew went back to Daytona.
He'd been there before, he'd set
a personal record and he beat
his personal record by a second
and a half on the same bike
with all the upgrades, but this
time applying the Camino
process.

So a great job done by Andrew.
You're currently inside our exclusive
training platform, the Exact
same system used by drivers earning
podiums all over the globe.
As you experience this training now,
notice how different it feels
from typical online courses.

But here's what separates
the serious from the casual.
You have exactly 72 hours
to watch this performance training.
You have 24 hours to complete today.
Tomorrow you will get an email
and SMS notification for the day two
release and you have another
24 hours to watch day two session
and the same pattern for day three.
Complete all the three
sessions and you get to keep
this training forever.
Miss a day and the free
training disappears.
Think of it like this.
If you miss your break in marker,
you won't make the corner.
Miss this deadline and you'll
miss the breakthrough that
transforms your racing forever.
What I'm going to share with you over
the next three days is a unique
approach that removes what has been
holding you back so far and gives
you the Camino process to
supercharge your mojo, race at your
best and get those results you have
been dreaming of.
We did all this with Rashid
Sahiri in India who is racing
in the NSF250 series.
He's in a one mate series.
He's got everybody on the same
bike, everybody's got the same
settings virtually and he's got
a rider coach who's working
with him but he's also working
with everybody else in the
series.
So he's gone into overthinking mode.
Why am I 10th with the same
package as everybody else
and the guys at the front are
beating me every weekend?
So he's gone into this
overthinking stage and he was pretty
quick in free practise
when there was no pressure.

But as soon as he got to qualifying and the pressure was on, he went into overthinking. He'd catch up a slower rider at that point. He'd then do I overtake him before the corner? Do I wait until after the corner? And he ended up not making the move. He ended up calibrating himself to the pace of the slower rider and, and through the overthinking was never be able to get past him which meant he qualified badly which obviously affect his races.

We then were able to go to work. We applied the Camino process and we could turn this around for him. As you can see from this message, he's gone to Malaysia and he's won the whole race. He's done a fantastic job by applying the Camino process. He also got selected for the Asia Talent cup and he's doing a great job again fighting for that top 10 and, making progress applying the Camino Process to his challenges in the Asia Talent Cup.

So these results are not typical. Your results may vary from other students because everyone is different. But what I'm going to share with you today is how we work with our riders. Applying the Camino Process and what you do with that is up to you. But it hasn't just worked for them. Our process has been proven by hundreds of racers in different classes, different ages and in different countries. So if you're on this training right now, you are probably not getting the results that you want. You're busy, you're training

on your fitness, you're cycling or
mountain biking, you're going
to the gym, you're doing track
days for extra track time.

You've maybe got a rider coach to
help you with your riding technique.

You're riding mini bikes,
on carting tracks, and you're doing
motocross or flat track to help
with your bike control.

So you're busy and you're active.

But the problem is, is none
of that is working.

And you're also doing
exactly the same as everybody
else on your grid.

And

they're doing exactly
the same fitness training,
they're doing exactly
the same things you're doing.

So what's actually separating you
from the rest of your grid
and what you're not getting
is you're not getting the vital data
you need to help you improve.

So without that data, it leaves you
feeling in puzzle solution mode.

You cannot understand how somebody
can be so much faster than you are.

You feel like you're on the limit.

If I go any faster round

turn

one,

I'm going to crash.

So how can somebody be half a second,
a second, sometimes two seconds
faster than me in that sector?

It just doesn't make sense.

You feel like you need to upgrade
the bike and spend a fortune
on the latest xyz because that's
what people are winning on.

You're having no fun.

You want your mojo back because
you used to be quick, but you
don't know how to be quick again.

And you're hoping that the next
round will be better than the last.

But you're also being pulled
in many different directions.
You have people telling you
that,
that it's your riding technique.
You get people telling you
that it's your fitness.
You get people telling
you that it's your setup.
You get people telling you
that it's your mindset.
So all of a sudden, what do you do?
You know, where do
you go to fix this?
You're getting pulled in so
many different directions that
you're almost paralysed
on knowing what to do next.
And your race weekends turn
into a roller coaster,
emotionally and on the timesheets.
You don't know if you're going
to be back where you want
to be or whether you're back
in the mid pack or below.
You really do not know what
this weekend's going to bring.
You're hoping it'll be
better, but why should it?
If you're not changing anything
going in, how can you expect
the outcome to be different?
So what you're going
to learn today is a brand new
approach to your racing.
Gain the edge over the competition,
discover what makes a winning
formula week in and week out,
and how to supercharge your mojo.
And you're going to get all this
without needing to change
the bike or the people around you.
You're going to get it without
the stress or more things
to do on a race weekend.
You've already got a job
to do at the race weekend.
We actually want you to do
less things, not more.

You're going to get all this without long winded training sessions.

We can get this down to 10 minutes a day and you're going to get it without needing to be a previous race winner, just like we did with Harry Cook.

Harry was struggling in the British Talent Cup. He was right at the bottom of the timing sheet

and,

and the problem was for Harry that the harder he tried, the slower he went.

So he was getting frustrated.

He felt powerless.

You know, what can I do?

I can't try any harder.

Every time I try, I crash.

So he just felt that he was

in

this

situation of not

knowing what to do next.

We started to apply

the Camino process.

Harry moved to another championship.

He moved across to the Junior

Supersport 300 class and he starts

to be fighting at, the front of

those races and wins his first race

in,

in the super Sport class.

So a fantastic job by Harry, applying

the process and, seeing the

result.

So who am I?

My name

is

Craig Muirhead and

I'm a Flow performance coach

and I have worked with hundreds

of riders at all levels, right

up to MotoGP and World

Superbike paddocks for the past

nine seasons.

Let me share something personal.

I used to be exactly where you are.

I had podium winning pace

on an R6 in Dubai.

It felt effortless, natural.

And

then I stepped up

to a 1000cc bike in Europe.

I spent a fortune on the latest R1,
complete with all the mods
and Spec upgrades, full Uhlins
and a full Akrapovic exhaust.

The works.

Suddenly I was slow,
confused and having zero fun.
I was in what I now call puzzle
solution mode, desperately
trying to figure out what made
me fast in the first place
so I could replicate it.

The harder I tried,
the slower I went.

Sound familiar?

What I have learned over the past
seasons, working with riders in some
of the most demanding championships
on the planet, is where most
races go wrong and how to fix it.

So who this training
is for, it's for you.

If you are serious about your
racing and you want to race
at your best, it's for you.

If you've made changes
to try and improve,
but it's still not working.

You've changed the bike, you've
changed the team, you've
changed the tires, you've changed
the people that work with you
and you're still not getting
the results that you want.

It's for you.

If you are determined to untap
your full potential, you come
away on a Sunday night knowing
you could have done more, but
you just don't know what you
need to do to be able to get
there.

You are ready to invest in yourself

instead of just buying the next shiny bolt on investing in the bike.
So you've got a fast bike,
but you're, a fast passenger because you're not the one that's tapping into your full potential to get the most out of it.
You need to start to invest in yourself, not the bike.
And it's for you.
If you're ready to put in your best laps ever, you still feel like, you've got more in the tank and you want to be able to show that, but who is this not for?
It's not for you.
If you're looking for a magic pill, the Camino process works.
If you work, it's not for you.
If you're still in the blame game, it's everybody else's fault.
Why you're slow, it's not for you.
If you're not ready to invest in yourself, you're on a tight budget, your racing costs you just about everything already and you can't invest in anymore.
This is not for you because this is a development programme that's going to help you move forward and soar.
And if you're already at the limit, you're not going to be able to apply what we've learned.
It's not for you if you're not driven to be the best that you can be.
And, it's not for you if you're not serious about your racing and your results, you don't really mind.
If you're mid pack, it's, it's okay if that's you.
This is absolutely not the programme for you.
Let me show you the invisible enemy that's been sabotaging your progress.
You analyse your sectors.
You know where you're losing time, but you can't seem

to find that extra speed.
The frustration builds.
So what do you do?
You start investing
in what seems logical.
Suspension setup.
Maybe it's the bike handling
engine modifications.
Maybe I need more power
electronics package.
Maybe it's the traction control
data acquisition.
Maybe I need more information.
Extra track days.
Maybe I need more practise
rider technique coaching.
Maybe I need technique help.
Despite pouring thousands
into
their racing each season,
most riders remain stuck firmly
in mid pack while watching the same
faces celebrate on podiums.
The real culprits.
7 invisible biggest mistakes
that silently hijack their
lap times before they even
realise what's happening.
Over nine seasons, working with
riders racing in the Talent cup
to the Isle of Man TT
and
I've
identified exactly the seven
biggest mistakes that separate
consistent performers from
perpetual struggles.
These aren't technique issues.
Your rider coach can fix those.
These are, mental performance
leaks that silently sabotage
everything else you're working on.
Most riders never discover these
because they're invisible.
You can't see them on data
traces, they don't show
up in video analysis.
But they're there quietly stealing
tenths every single session.

Today, you'll not only identify all seven, but you'll discover which ones are robbing you of your performance.

By the end, you'll understand exactly why your current approach isn't working and what to do about it.

As we go through each mistake, notice how many times you say to yourself, that's exactly what I do.

Okay, let's get started.

Big mistake number one.

Competitor obsession.

Research shows that when you give attention to your competition, you create what psychologists call attention residue.

Up to 30% of your mental processing power gets stuck thinking about what they're doing instead of optimising what you're doing.

You come in and the first thing you do is check where Billy Bob is on the timing sheet.

Asking yourself,

how can they be so quick?

What do they have that I don't?

How are they managing it?

That's 30% of your attention focused on them and not on you.

While in another garage, your main rival comes in and focus only on themselves, who gains the advantage.

Stop obsessing about their ammunition.

Start building more ammunition than they have.

When you have more preparation, more systems, more mental tools than your competition, you naturally stop focusing on them

and,

and start focusing on unleashing your potential.

Big mistake number two, the overthinking trap.

Your conscious mind processes 110 bits of information per second.

Your subconscious processes
4 billion bits per second.

When you're overthinking, you're
forcing your slow processor
to handle your fast processor's job.

It's like trying to run
the latest Apple operating system
on a Mac from 1995.

Everything slows down, freezes
up and eventually crashes.

This is exactly what
trapped Rakshith in India.
He had the speed, but his conscious
mind kept interfering with
his subconscious competence.

Every corner became a negotiation
instead of an execution.

As you begin to recognise this
pattern in your own racing,
you'll start to feel the relief that
comes from understanding

what

what's been holding you back.

Tomorrow, in day two, you'll
discover the exact neuroscience
technique that switches your brain
from 110 bit overthinking
to 4 billion bit flow state.

So put a reminder in your phone
to watch tomorrow's
training when it's released.

Big mistake number three,
is not fully invested
in themselves or their racing.

There's a lot of people that come
to racing that just enjoy
the social gathering,

the

they
enjoy the barbecue and catching
up with their friends.

They don't really care about
their performance on track.

We all know that racing isn't
cheap,

is

not a cheap sport.

But once you've decided to enter
into a, into a series, the bike,

the team, the race truck, all
of that money is spent and invested
in taking part in the sport.

So now it's about getting the best
reward for that money spent.

It's not like you can say
to the organiser, halfway through
the championship, I'd like
my money back, please.

That money's already gone,
so the best way to get a return
on the money invested
is through your results.

Big mistake number four,
the try harder paradox.

Neuroscience reveals something
counterintuitive.

The harder you try,
the slower you go.

You see, everything
starts in the brain.

Your thoughts create your
actions and your actions
create your results.

When you're trying too hard,
excessive effort creates muscle
tension, which blocks neural pathway
efficiency, which kills the precise
motor control racing demands.

Look at your progress bar right now.
You're not forcing your way through
this training,
you're flowing through it naturally.

That effortless progression,
that's the feeling we want
to replicate on track.

Think about this.

When did you set your personal
best lap time?

Was it when you were really
Trying or when everything
just clicked naturally?

That state, where everything just
clicks, is called flow, and we will
go into depth on how to access
more flow in tomorrow's session.

As you relax into this learning now,
notice how information flows more
easily when you're not forcing it.

Big mistake number five,
the frustration spiral.

This connects directly
to mistake number four, creating
a vicious cycle that destroys
seasons and careers.

You try harder, make more mistakes,
get more frustrated.

More frustration makes you try
harder, creating more mistakes.

Many riders spend months
struggling in this spiral.

The promise is there, but frustration
is blocking access to it.

How many weekends have you
left the track feeling drained,
frustrated, questioning
whether you belong in racing?

How many times have you driven home
in silence, replaying mistakes,
wondering why it has to be so hard?

This is what my clients
have discovered.

Racing isn't supposed to be
emotionally exhausting.

When you're in proper flow
state, racing becomes
energising, not draining.

Big mistake number six, change mode.
Chaos.

When everything else fails,
we convince ourselves
the problem is external.

We need the latest
bike everyone's winning with.

Maybe we need different people.

Perhaps a new team will solve it.

Over nine seasons, I've watched
riders spend tens of thousands
changing everything except the one
thing that actually needed changing.

What's happening between their ears.

Here's the typical pattern.

Write off the current season
as things aren't good enough.

Plan the changes.

Spend massive amounts of money on
new equipment, the team or the bike.

Start next season expecting things

to be easier when they realise
the results are the same.
Write off another season
planning different changes.
Stop changing the equipment.
Start optimising the operator so
you can perform on the same bike,
at the same tracks

and
and against

the same competition.

Big mistake number seven,
the superstition trap.

When you don't understand
where

performance comes from,
you create magical explanations.

Left boot first.

Specific fist bumps.

Lucky socks.

Here's the problem.

You apply these superstitions
even when you're

having terrible weekends.

You do everything right
ritualistically, but still
don't get results.

Why?

Because there's no causal
relationship between
superstition and performance.

Ask yourself, can you explain
exactly why you performed well last
time you had a strong weekend?

If your answer involves lucky socks,
you're trapped in this mistake.

There is no science in that.

So you carry on hoping your
lucky socks do the trick.

Because you have no idea where your
performance actually comes from.

And, what makes a good weekend.
Tomorrow you'll see the actual EEG

data that proves
performance is systematic.

Not mystical.

Measurable, repeatable, trainable.

Here's what it reveals.

When A rider is struggling

in a session.

These seven mistakes don't
operate independently.

They create a compound effect.

Competitor obsession leads
to overthinking.

Overthinking triggers trying harder.

Trying harder creates frustration.

Frustration leads to change mode.

The whole system breaks down.

So the big mistakes, to avoid
worrying about the competition,
overthinking, not fully invested
in your racing, trying harder,
getting frustrated, change mode
and superstitions.

We applied all this to Finn Ascot,
who's racing in the British
Superbike Super Stock 600 class.

But the problem was

Finn was struggling.

He wasn't able to break through
and really race the level
that he thought he could.

And he was sort of mid
pack and getting a bit
frustrated by it all.

We started to apply the Kamino
Process and Finn started
to move through into the top 10.

He started then to move into
the top six and as you can see
from here, he got a pole
position and he got it by
almost a second, which is
virtually unheard of in the
600 superstock class.

We're still working with Finn
as he's moved up to the British
Thousand Superstock class.

And as you can see, he's already
fighting for the top 10s
in the thousand Superstock,
a massively competitive class
in his first season.

So a fantastic job done
by Finn, applying the Kamino Process
and working on that
progress all of the time.

Now, your action today
after you finish this video
earns you three XP points.
Let me explain what XP points are.
XP stands for extra pace, because
we all want that, don't we?
We use XP points all the way through
our training on every programme,
rewarding action being taken.
Because in life and racing,
it's taking action
that makes all the difference.
Watching videos and completing
assessments earn you points that
unlock the next training modules.
Press the done button below the video
when it's finished to get your
XP points and below the assessment
to get additional XP points.
The riders who consistently earn
XP points are the ones who get
breakthrough results, the ones
who just watch and do nothing.
They stay stuck in the same
patterns, wondering why
their lap times plateau.
The action for day one is
to complete your seven
biggest mistakes assessment.
This isn't some generic
quiz you find online.
This is a scientifically designed
assessment that analyses your
specific mental patterns across
all seven mistake categories.
It takes about five minutes
to complete and you'll get your
personalised mental performance
score immediately showing you
exactly which patterns are
costing you the most lap time.
The assessment will show you
your score in each of the seven
mistake areas, how you compare
to championship level drivers,
which mental pattern should
be your number one priority.
Your overall mental
performance score.

The assessment link is right below this video.
5 minutes 3 XP points
Complete clarity about your mental performance patterns.
And here's what separates champions from dreamers.
Champions take action immediately.
They don't wait until tomorrow or when I have more time
tomorrow in day two, I'll show you the exact neurological technique that championship riders use to eliminate these patterns completely.
But first, you need to know which patterns are affecting you most.
Go complete your assessment, earn your XP points, and get your mental performance score.
Set a reminder on your phone right now for day two.
Don't let this opportunity slip away like 80% of riders who choose comfort over riding their best ever laps.
I'll see you tomorrow for day two, where everything changes.
Welcome Back to day two.
Quick reminder, this video expires in exactly 24 hours.
So keep watching and don't miss out.
If you're here, you've already done what 80% of racers couldn't.
You showed up again.
Of the 127 racers who gained access to day one, only 31 are, watching this right now.
You're in the top 25%.
That's not insignificant.
Most people choose comfort over commitment.
They say, I'll work on this in the off season or maybe the next round will be better.
But not you.
You showed up because deep down you know what the elite 12% know.
Performance isn't

about trying harder.
It's about thinking differently.
Look at football.
In a cup final, five players
are chosen to take penalties.
They all have the same fitness level,
play for the same team,
train as hard as each other
and are wearing identical boots.
Yet one scores and the other doesn't.
The only difference is
their mental approach.
One stays cool, calm and confident.
He's done this a thousand
times in training.
He picks his spot, trusts
his technique and executes
with complete certainty.
The other second guesses himself,
tries to come up with
something completely new he's
never attempted before.
He's stressed, overthinking, worrying
about the outcome, focusing on,
don't miss, don't miss, don't miss.
And guess what he did?
He missed.
It's exactly the same in racing.
Same bikes, same track,
same conditions.
The only difference between the 88%
who make up the grid
and the top 12% who contend
for podiums is mental architecture.
You understand this.
That's why you're here.
That's why you showed
up when 80% of others didn't.
And you understand that we
only open this exclusive training
three times per year.
Missing it means waiting
while others break through.
Notice how streamlined this
training platform is.
This is how we train
all of our clients.
You log in each day
and

watch one 10 minute focus session on championship level performance mastery.

This bite sized approach is the most effective way to learn and retain techniques

that

that translate to real lap time breakthroughs.

This exact structure has worked for over 500 riders at every level.

From frustrated grid fillers to consistent podium contenders.

The mental architecture

that changes everything.

If day one was the diagnosis that revealed why you're stuck in the mid pack, day two is the blueprint for joining the podium contenders.

Think of your racing performance like constructing a house where your championship dreams live.

Every strong house has three essential components.

The foundation, the supporting walls or pillars, and the roof.

The roof represents Your goals, your desired outcomes, personal bests, pole positions, podiums, race wins and championships.

That's where you want to live.

But 88% of racers are trying to build a roof in midair.

They want the breakthrough session without building the structure to support it consistently.

They want to join the elite 12% without constructing the foundation that holds that performance together.

We all know that to build a strong structure, you need a strong foundation.

That foundation is your mental performance system, your processes to stay calm under pressure.

Stay focused when everyone else is distracted.

To keep cool, calm and confident,

no matter what
the
chaos
is happening around you.
And we all know a race weekend
can be absolute chaos.
To perform consistently at your
best, you need a mental framework
that is repeatable, predictable,
battle tested, delivering an
internal architecture you can
trust when the pressure peaks,
when championships are decided,
when milliseconds separate glory
from disappointment.
Without this essential foundation,
good weekends feel like luck.
And you can't replicate luck.
Bad weekends spiral into emotional
disasters that destroy confidence.
Your lap times plateau despite
maximum effort and investment.
Every session feels like
you're starting from scratch.
You're trapped in the 88%, watching
others progress while you stay stuck
with a rock solid foundation.
Your best performances become
predictable and accessible.
On, demand.
Bad moments become learning
opportunities,
not confidence destroyers.
Good.
You consistently access your
championship speed under pressure.
Every session builds systematically.
On the last.
You Join the elite 12% who perform
at their true potential.
Now let me show you the five
supporting pillars that hold this
entire performance house together.
Pillar one.
Mindset.
Your mental edge under pressure.
This isn't positive thinking or
motivational quotes from Instagram.
This is performance neuroscience.

The ability to recover instantly from mistakes.

Reset when a session starts badly and ride the next corner instead of reliving the last mistake for three laps.

When you make a mistake, your brain floods with cortisol, the stress hormone.

Most racers in the 88% carry this cortisol poison into the next corner, the next sector, even the next session.

It's literally toxic to performance.

The podium contenders are able to reset.

They can get punted wide in turn one and be completely mentally reset by turn three.

They can have a disaster in qualifying and start the race **with** complete confidence.

This isn't talent, it's mental skills preparation, engineering your best sessions.

The elite 12% don't hope for breakthrough weekends.

They architect them.

Pre session routines, mental priming techniques and off track habits that dial them in before they even swing a leg over the bike.

Research from sports psychology shows that proper preparation can improve reaction times by 15 to 20% and reduce anxiety by up to 40%.

That's the difference between a 1:32 and a 1:30 lap time.

While the 88% show up hoping they'll find their rhythm, the elite 12% create their optimal state systematically, predictably, every single time.

Pillar three, the secret winning formula that only a select few know about in the paddock.

This is Alvaro Bautista.

And in Alvaro Bautista, in 2019,

when he narrowly missed out on the World Superbike Championship, he decided to make a change in his work moving forward and move away from his physical condition

to

because he felt he was already very strong, he was fit enough to do a triathlon, so he didn't think there was much margin for improvement there.

But he decided to work on his mentality and his mental approach to his racing.

And as he describes it here, it's a bit like telemetry for the mind.

What you get when you start to work on your mentality and your mental approach to your racing is better access to the flow state.

And that's where performance is at its best.

It's also known as being in the zone

and

it's also known as rhythm.

This was famously called rhythm by Valentino Rossi, who would say that he found his rhythm and then was able to make his way through the pack and win the race.

And being in that state, being in that peak performance state, as he says here, riding a race bike is an art.

It's a thing that you do because you feel something inside.

It isn't about the external factors, it's an internal space that you drop into that actually allows you to perform at your best.

Mark

Marquez describes in an interview, the sensation of riding at the limits in the flow state is a wonderful feeling.

So we're getting that from three world championships, from Alvaro Bautista, from Valentino Rossi, from Mark Marquez, how

they're accessing a, flow state
to be able to be at their best.

So what is flow?

Will

flow up until the sort
of 25 years ago

when

was seen
as a mystical state, it came
in meditation and trance
and it came in sort of ninja style
approach martial arts.

So you've got two areas of life
that are high dedication and high
discipline that allowed them
to get into this flow state.

With the advent of eeg, which
measures the brain waves inside
the brain, they were actually
able to recognise that, just
about everybody who was
sponsored by Red Bull was
dropping into flow.

So we've got some really
high flow activities.

Skiing is a very high
flow environment.

Surfing also high flow environment.

You can get flow from playing
a musical Instrument.

We've all seen a soloist
where they're at one
with their instrument.

They're just literally playing
their music and everybody's in awe
of what they're achieving.

And they're in flow.

You can also get flow
from playing with your dog.

You're literally at one.

He's having fun, you're having fun,
you're enjoying it.

Time flies by and you're
in a flow state.

So flow is coming to us
in many different ways.

But racing motorcycles is absolutely
a high flow environment too.

And so what happens when you're

in flow is that things start
to happen automatically for you.
You're no longer thinking
about what to do, you're just
doing it and coping with what's
happening as you do it.
So it all feels sort of sequential
and moves into the next
thing automatically for you.
Your inner critic is silent.
That voice that's inside your head
that's constantly telling you,
come on, you've got
to
go faster.
That guy was, you were
beating that guy last year
and now he's ahead of you.
And you know, don't make
a mistake, don't mess up.
That inner critic that's always
on talking to us in our head
is actually silent in flow.
So it feels great and we
feel liberated when we're
in that flow state.
Time gets distorted.
You've been on track for 40 minutes,
but it only feels like five minutes.
That's when you know that you've
been in flow intuitively.
You know what to do.
You come up to a challenge
and you know it's the right
time to make the move.
You know it's the right time
to make the overtake.
All of a sudden you're not thinking
second guessing like we talked about
Rasheeth earlier in the training,
where you're second guessing
and you're overthinking yourself.
We're actually intuitively just
knowing it's the right thing to do.
And we make the movement.
You're on the limit
with ease and joy.
The bike is moving around,
you're getting slides,

you're having moments.
But it all feels manageable.
Your memory gets distorted.
People will say to you after
the race, you know, how did you make
that move around turn one,
overtaking those two of the bikes?
And you'll say, I don't remember.
And because the brain isn't sending
energy to the normal places,
so your memory isn't actually being
activated that much, which means
that you can't remember so much.
And finally, the experience
is the reward.

Being in flow is actually a Great
way to be, it's a great place to be.
And you're also very hard
to beat when you're in flow.
You're on the edge, you're at lap
record pace and it all feels easy.
It's very common for it to be where
you've got a race where you start
at the back of the grid and you've
got nothing to lose, so you just
go for it and that triggers flow.
Quite often this is
absolutely replicatable.
We have got a way, a process
that can get you back
into that space more often.

Just like

Mark

Marquez says here,
it's all about your mind.
The differentiator comes from you.
But there is a blocker to flow.
Pillar four feedback.
Learning at championship pace.
The elite 12% don't just
look at sector time.
They understand
what
created those times.
Every session becomes a data point in
their improvement curve with clear
actions for their next breakthrough.
This separates winners
from also rans.

Winners know exactly why they
went fast and can replicate it.
The mid pack riders just hope
it happens again and get
frustrated when it doesn't.
The front runners have
systematic feedback loops that
guarantee improvement.
Pillar 5 funding.
You can be the fastest rider
on the grid, setting lap records
and dominating practise sessions.

But

if you cannot afford
to go racing, all of that speed
means absolutely nothing.
And here's the harsh reality
every racing family faces.
Sooner or later, everyone reaches
the point where they can no
longer fund it themselves
or through the bank of mum and dad.
Whether it's £50,000 for a club
championship

or

or £500,000 for
a professional series, the numbers
eventually become impossible
for most families to sustain.

Here's the truth about sponsorship.
Parents aren't good
at promoting their kids.
They're emotionally invested,
not strategically focused.
Riders aren't good at promoting
themselves, especially when
they're struggling to perform.
But when you have the right
coaching templates, scripts and
step by step guide to follow, we
also share the winning formula
that has generated hundreds of
thousands of pounds, dollars and
euros for riders.

And how to become the kind
of performer sponsors are
desperate to associate with.
At the beginning, when you need
all the help and support,

nobody's interested, nobody cares.

But it's an inverted triangle.

The better you perform, the more
sponsors want to come to the party,

the

the faster you get,

the more opportunities appear.

Success breeds success.

That's why our mental performance
system doesn't just teach you how to
be quick, we also share the proven
funding formula that turns
strugglers into sponsor magnets.

But here's the magic.

Once you have the foundation

plus these five vital

pillars perfectly aligned.

Your performance becomes strong,
consistent and unshakable.

But,

but here's critical.

If even one of these pillars

is weak or missing, your
entire house collapses.

And your performance
and results are on the floor.

Now let me show you why
most racers stay stuck.

Meet the drunken monkey who loves
to sabotage 90% of your races.

Here he is.

You may recognise him.

And this is the Drunken Monkey.

We've all got one.

So the drunken monkey loves
to jump to conclusions.

It tries to beat the future,
getting it wrong most of the time.

It creates distractions
both on and off track.

It makes you late for things.

It enjoys chaos and it
keeps you overthinking.

24/7.

Your drunken monkey is the voice
that says you're going

to crash if you brake any later.

That rider is faster
than you'll ever be.

You should have made that
pass three corners ago.
Your bike setup is all wrong.
You don't belong in this class.
Sound familiar?
So the drunken monkey is riding
the bike some of the time.

And

when we've got the drunken
monkey riding the bike, we're
not performing very very well.
So let's have a look at your brain
to see what's actually going on.
So in this image here of the iceberg,
we can see that above
the waterline is the conscious mind.
And the conscious mind controls all
of our critical thinking.
It's our status related
thoughts, it's our judgments,
it's our overthinking.
And it operates

our
at 110 bits of information a second.
Which means that me talking to you
right now on this video is taking
60 bits of information a second
to work out what the words mean.
And then applying them to your
knowledge and your
understanding, that's taking
60 bits of information.
If somebody comes into the room right
now and starts talking to you at
the same time, you're an overload.
You go oh I can't listen

over.

I got to pause the video.
You've got to be quiet because you're
at 120 bits of information a second.
Which means that you can't
do both at the same time.
Now a lot of people spend their
race weekends in overload.
They are overwhelmed because
they're running at this
hundred
and ten bits of information.
Part of the mind below the waterline

is a subconscious mind.
This is intuition,
creativity, imagination, curiosity.
This operates at 4 billion bits
of information a second.
It's making sure that your
organs are regulated.
It's making sure that
your hair grows.
Your temperature is
at the Right level.
It's doing all these things that
you don't need to think about.
And it does it without any energy
being spent by ourselves.
There's no conscious thought
for that to happen.
So that 4 billion bits of information
feels like there's no limit.
So there's a battle going on
for control in the mind.
With every bit of information that
comes into you, there's 110 bits
of information where the drunken
monkey is trying to jump to
conclusions, trying to predict the
future, trying to tell you what's
happening, feels limited, feels
overwhelmed.
And then there's this more
subconscious wizard mind that is
more intuitive, more creative and is
able to process an awful lot more.
So when you
are
riding at your best,
you
are
riding subconsciously,
you're no longer thinking about what
to do, you
are
just doing it
and coping with what is happening.
When you think about it, you
don't think, I need 10 bar
of pressure on the brake lever
to bring me down to the hairpin.
You intuitively feel for the right

amount of pressure and if
you need a little bit more, you ask
for a little bit more.

There's no conscious
thought going on.

When you are not riding at your best.

You're riding consciously,
you're struggling to keep
up with

the

guy in front.

You're, you are trying
to think about what to do
to try and fix the problem.

You're running at 110 bits
of information a second.

So you're limited, you're
feeling overwhelmed,
you're feeling stressed.

You then go into those big mistakes
of trying harder, getting
frustrated, and you can see how that
is affecting your performance.

And the harder you try,
the slower you go.

So the Camino process is going
to take you from the drunken monkey
riding the bike all the way through
to a flow ninja where you are
riding at, your absolute best.

Just like you use data on the bike to
know how to improve your riding, the
Camino process gives you data on
your performance, how you were, how
your mental approach was to help you
improve that and increase your
performance, increasing your focus,
confidence and consistency to have
you racing in flow and ride your
best laps ever.

But let me show you something that
will absolutely blow your mind.

This is actual brainwave data
from one of our riders during
a session on a simulator
training for the Knockhill
British Superbikes round.

What you're looking at
are real time brain measurements.

Those squiggly lines at the top are
his actual brain waves measured
in microvolts in his first session.
Watch what happens.
He's running well until 8
minutes and 111 when he
makes his first mistake.
You can see his brain activity spike
to 300 microvolts
as he tries to recover.
Then he makes another mistake trying
to make up for the first one.
Sound familiar?
His biggest mistake comes at,
25 minutes, 500 microvolts.
His brain is in overdrive.
Overthinking, trying too hard.
He's using that limited 110 bits
of information per second
conscious mind we just talked about.
But here's where it gets incredible.
We took a break, sat him down,
applied our systematic approach
to get him back into that 4 billion
bit subconscious flow state.
Second session, 21 minutes,
averaging just 50 microvolts.
He's literally in flow
for the entire session.
Same track, same conditions,
but three tenths faster.
This isn't guesswork or theory.
We can literally measure your
brain entering flow state.
We can show you the exact moment
you stop struggling to perform
and start flowing with it.
That's the difference between the 88%
who try to think their way faster
and the elite 12%
who have the tools to access their
subconscious speed systematically.
Let me show you what happens
when riders build this
five pillar architecture.
We did all this with Cormac
Buchanan, who came from New Zealand
to race in the Junior GP
and the Red Bull Rookies Cup.

Cormac had only started racing a few years earlier. He started with speedway and then he moved to the National 300 Series in New Zealand. But the level compared to Europe was completely different. And so when he first arrived to be on the grid in Red Bull rookies and Junior gp, he had what we call imposter syndrome. He's like, should I even be here? These guys are so fast. They've been racing since they were four years old. You know, they've done all the minimotos and pre motos and everything else in Spain. And here I am, you know, should I even be here? And to begin with, Cormac was struggling. He was at the back of the grid and there was a big gap between him and the next riders further up the pack. We started to apply the Camino process and, Korvach started to focus on himself and he started to be able to see progress. We started to get into the top 15, then into the top 10, then into the top six. And as you can see, he's on the podium, he's getting pole positions and podium results in the same class with the same riders, with the same bikes, on the same tracks. The only difference is he's applying the Camino process. And being able to see that progress and move forward and achieve his goals. A great job done by Colmac. So my methods are actually working better than ever and it will give a dedicated racer everything they need to feel

and perform at their best.
So if you know that it's possible
to win your entire championship
every session, every race meeting,
every month, that you do not
apply, a podium proven process is
keeping you exactly where you are
right now.

It's holding you back
and limiting your performance.

And we did all this
with Richard Kent.

Richard Kent from Holland
was racing in the Dutch Pro1,
Thousand Superstock class
and he was struggling.

The season that we, we started
to work with him, he was almost
going to give up racing, he was
crashing a lot, he wasn't
getting any of the results.

Like we said before
about no fun over trying.

Literally just didn't
know what to do.

We started to apply the Camino
process and we were able
to turn all that around.

We were starting to see Richard
fighting in the top 10, then
into the top six, then he's fighting
for podiums and race wins.

You can see from this message here
that he's won the race
and the second place guy
is 12 seconds behind him.

So he's starting to dominate
his championship and by the end
of the season, Richard is
the Dutch Pro 1000 champion.

So a fantastic job done by Richard.
Here's what I've discovered after
working with hundreds of racers
across nine seasons, every
single client, no matter what
age, background or championship
they're racing in, has one thing
in common.

A burning desire to be better

at the next round
than they were at the last.
If that burning desire lives inside
you, if you feel that frustration
when you know you have more speed
but can't access it consistently,
if you leave race weekends knowing
you could have done better, then
this assessment will reveal
exactly where your breakthrough is
hiding.

But if you're quite happy with
your current level of
performance, if you're content
staying in the 88%, making up the
grid, if mediocrity feels
comfortable, then this training
is definitely not for you.

Tomorrow is your
transformation moment.
Show up, set a reminder.

Watch day three.
Get ready to finally race
with unshakable confidence,
crystal clarity
and
and championship
level control.

The elite's 12% don't push
harder than everyone else.
They've built something different.

This training is for

action takers only.

Because nothing transforms
without decisive action.

When you take

action

on what

you've learned, your energy
shifts, your mindset sharpens
and your performance evolves.

That's the Calibre of racer
we work with in our flow
performance programme.

But without action,
nothing moves, nothing changes.

And frankly we don't work with racers
who stay comfortable, stuck
and do no work to change anything.

Because racing and life
don't wait for anyone.

This training works the same way
for racers who take action now,
who understand that real
transformation from the mid pack
to the elite riders requires
deadlines and accountability.

Tomorrow I'll show you how
to access

the
the complete
Flow performance programme.

The full system used
by the podium contenders to break
through their barriers and race
at their absolute best.

You'll discover exactly how
to silence your drunken monkey,
activate your flow ninja

and
build
all five pillars into an unshakable
performance architecture.

Your competitors aren't waiting
for you to feel ready, they're
building mental architecture

with
while you're still hoping.

Bike changes will fix everything.
Every session you delay implementing
this system is another
session they're Getting ahead.

Take 10 minutes after this video to
download the elite performance self
assessment below the video window.

This isn't just another worksheet,
it's a mirror that reveals
the brutal truth about what you're
currently doing, what you're
actually achieving and what
you desperately need to change.

Complete today's actions.

You
every action you complete
programmes your brain
for championship level performance.
Here's your path to the elite.

12% complete day two actions

and day three unlocks tomorrow.
Complete all three days and keep
this training forever.
Plus access to breakthrough system
in racing.
If you don't take the opportunity
to make your move when the gap
opens, you don't progress.
Someone else will
overtake you instead.
It's the same with this training.
I'll see you tomorrow for
day three where you get
the complete blueprint.
Welcome back and congratulations.
By showing up today, you've already
separated yourself from the 88% who
give up when things get challenging.
You've just earned 10
extra pace points.
But more importantly, you've
proven you have the commitment
that separates podium
contenders from also rans
your race weekend assessment
completion alone proves this.
Whatever you scored, you did
what 73% of riders never do,
honestly evaluate where you are.
Those numbers on your results page
revealed exactly what needs fixing.
And today we're going
to fix it permanently.
In fact, remember Raksheed
from yesterday?
The rider from India who was stuck
in overthinking mode, catching
up to slower riders, but then
second guessing every move.
Do I overtake before
the corner or after?
And, through that overthinking,
he'd end up calibrating himself
to the pace of the slower rider,
never able to make the pass.
Well, let me show you what
happened when Rakshith stepped up
to the Asia Talent cup, one
of the most competitive junior

series in the world, and applied
our systematic approach.

Hi guys, my name is Rakshit.
This year I rode in the
iDomets,
or

Asia Talent cup.
And working with Craig this
year has been really great.
We started working from the beginning
of
the
season and throughout
the season I felt great changes
and I've improved a lot from how I
was the first half of the season.
And my planning has changed and the,
way how I approach
every weekend has also been great.

And, thank you to Craig
and looking forward to work
with him next year as well.

Did you hear that
transformation yesterday?
We talked about Rakshith being
trapped in overthinking,
unable to pass slower riders.
Now listen to him.

Great changes throughout the season.
Improved a lot from the first half.

Same rider stepped up
to international competition.
Systematic mental approach.

That's the power of addressing
the real problem instead
of hoping external changes will
fix internal limitations.

But maybe you're thinking
that's junior level Craig.

What about real
championship pressure?
Let me show you what this looks like
at, the sharp end of British racing.
I started working with Finn Arscott
when he was racing in the ultra
competitive British Superstock 600
in the BSB paddock.

Finn was stuck mid pack,
frustrated, questioning

whether he had what it takes.

Sound familiar?

Then everything changed.

Not the bike, not the data, not
the setup, his mental approach.

Hi guys, my name is Finley

Arscott and this year I rode
in the Pirelli National Junior
Superstock Championship.

Working with Craig this
year has been really good.

Every time I've gone out, I've PB'd
and this year we
worked out what works best for me
and we restructured my
weekend goals and how we set about
racing on a weekend.

And I've really enjoyed my riding.

I've definitely enjoyed it a lot
more than last year and obviously
I've gone a lot quicker.

So, yeah, it's given me a lot
of confidence this year
as Craig, and working with
him has been really good.

It's really sort of
brought my confidence on and,
yeah, I look forward to working
with him next year.

Obviously, I'm stepping up
to a thousand, so, we have
to again reevaluate my goals.

I'm sure it'll be a good year.

Pole position by almost a second.

Let me repeat that.

Almost a full second

in SuperStock 600.

That's virtually unheard
of in that class.

Same tracks, same
competition, same bike.

The only difference.

He stopped hoping for external
solutions and started applying
the systematic mental approach
that separated him from the rest.

I am still working with Finn
in the Pirelli National
1000 Superstock Series where he

is fighting in the top six
and achieving PB after PB.
So a great job done by Finn.
Let me show you what systematic
development actually looks like.
This is Christian Smith after his
first season applying our approach.
Hi, my name is Christian Smith
and I just recently completed
the Performance Principle
course with Craig Muirhead.
Before I used to struggle with
qualifying and being able
to like, stay focused and motivated
during the race weekends.
But now after the course of all
the tools and the mentorship from
this course, I've now been able
to be a lot more focused and ready
and calm throughout my weekends.
And my overall performance
has increased massively
with a, very big mental boost.
And I definitely recommend
this course for anyone who's
struggling with similar things
like this because it really
does help good progress.

Right?

Better focus, mental boost,
improved performance.
But that was just the foundation.
Watch what happened when Christian
fully committed to
the systematic approach in year two.

Hi, my name is Christian Smith
and I just finished my second
season competing in the Hale
British Junior Supersport
Championship and my second year
using the performance printer
tools from Craig.

With
really enjoyed
the course and it's helped me
massively this year.
Especially the mental and physical,
warm ups and all the tools before
actually getting on the bike.

It's really put me in good stead
for all the sessions
and I've done really well.
Had my best season by far,
finishing top 10 every, every race
and, battling for the wins.
Finally, got my first Ever
career pole, and podium,
with a third at snet.
And we really got the ball rolling
from the second round.
Yeah, the, Craig's helped me
massively this year, especially
with, all the tools and videos,
especially the debrief help.
And I also really like the new
podcast and the videos
and all the help there.
So, yeah, it's been really
good year and hoping, hoping
for another good year next
year and see what it brings.
Same rider, year one, struggling
with focus and motivation,
making some progress.
Year two, best season by far.
First career pole position, first
podium top ten every single race.
That's not luck.
That's not a better bike.
That's systematic mental
developments compounding over time.
That's what happens when
you stop hoping and start
applying a proven system.
But maybe you're thinking
that's British, club level.
Craig, what about really
serious international competition?
What about World Championship level?
Let me show you what systematic
development looks like at,
the absolute pinnacle.
Meet Cormac Buchanan
from New Zealand.
We started working together
when Cormac came to Europe
to race in British Talent
cup and Red Bull rookies.

He had massive imposter syndrome.

Should I even be here?

These European guys have been racing since they were four.

He was at the back of the grid with huge gaps to the riders ahead.

But we applied the systematic approach and he climbed from back of grid to mid pack.

The next season, Cormac moved up to junior GP and went from mid pack to the top 10, then the top six and onto podiums and pole positions in two of the toughest classes on the planet.

Let me let Cormac tell you about his junior GP experience himself.

Hello, I'm

Colby

Buchanan.

I'm a Motor3 junior GP rider for AGR team.

This year in

the,

well,

last year

in the 2023 GMGP World Championship, yeah, this year was

a great year for me personally.

Lots of, you know, best results as well as racing in

the

Ariba Rookie Cup.

No, it was a great year.

It was, you know, I learned a lot of things and it was super good to have Craig in my corner to help me out through the whole season.

You know, I think the best thing that I learned this year was probably race weekend structured, just finding out all my processes and what works for me.

You know, it was a lot of fine tuning, but understanding that it's not, you know, you're not going to find out on one weekend and sometimes it may be changes.

And also learning how to approach
this disappointment because There
was a lot of lows, but there was
also a lot of highs this year.
And you know, it gets me really
excited for the 2024 season
where I'll be racing back again with
AGR team and the GNGP championship.
You know, I have lots of high goals
for this year, so I'll definitely
reevaluate and you know, I'm looking
forward to the season and seeing
what's possible with Craig.
And yeah, I just have to say thank
you for Craig for the 2023 season.

Did you hear that?

Super good to have
Craig in my corner.

Junior GP World Championship Red
Bull rookies working with AGR
team, the same team that
develops Moto GP Talent race
weekend structure, finding out
all my processes and what works
for me.

That's exactly what systematic
mental development creates.

Your personal performance
blueprint that works at any level.

And notice what he said.

Looking forward to seeing
what's possible with Craig.

We're still working together
today as he races at
World Championship level.

That's what long term systematic
development creates.

From New Zealand club racing to World
Championship podiums, same rider,
same systematic approach scaled
to the highest level of the sport.

Now I can hear the objections

starting in your mind

and

your inner voice.

What I call your drunken monkey
is already making excuses
because that's its job, to keep you
exactly where you were last

season and the season before.
Because that's known.
And known is safe if you know
that it's possible to become
a podium contender every session,
every round, every month.

That you are not applying a new
approach to your racing
is putting off that potential level
of performance and keeping
you exactly where you are.

We said all this with Harrison Desoi.
Harrison was racing in the British
Talent cup and he was struggling.

But Harrison believed that
the way to improve was
to increase his track time.
So him and his family were literally
spending thousands on every
opportunity to get him on track
in Europe, in Spain and in the uk.

If there was an opportunity
for him to ride on track, they were
trying to get him on track.

And so this investment of time
and energy and money, literally
thousands of pounds, was not
showing any increase in his
performance because they were
doing the same thing on track.

If you're doing the same thing
but just doing it more often
doesn't make it any better.

We started to apply the Camino
Process and we were able to turn
around his belief in where his
performance actually came from.

And he started to get into
the top 10, then consistently
into the top six,
then,

then finally
for podiums and finally,
race wins and pole positions.

And you can hear from Harrison here
on his interview on the podium
at the end of the race win.

Sorry, congratulations there.

You lost for words.

You keep shaking your head, you keep smiling.
Just give me your thoughts after that on your first little win and podium as well.
I mean, yeah, it was a great race.
I enjoyed that a lot of it.
If I'm honest.
I wasn't expecting to win.
It was just such a crazy race.
I was just so glad that I couldn't sit on top of.
You've made massive improvements.
What would you say that's down to?
I think just all the pre season working with Camino coaching.
Craig has honestly like a programme and the not so good weekend at Silverstone we've just sort of worked like from the build up to this weekend and it's just sort of sorted everything out.
So a huge, huge thank you to Craig and just, yeah, all the pre season like that, we've been doing well.
Congratulations Harrison.
Hopefully this is the start of many wins to come.
This scene as well done.
Thank you.
And if we fast forward Harrison's rail race in the British Sportbike Championship and again fighting for pole positions and race wins and podiums.
Saw a great job done by Harrison, just like we did with Evan McLean who races at the Isle of Man TT and European Road racing.
Coming back from injury after a six year absence, he had lost confidence

and was questioning his speed.
Felt like he'd never get back
to his previous level.

But watch what happened when he
developed this mental structure.

It's been going really well since
so we had a top 10 at the TT
and then my first

round

of

the

European events was in Germany.
We had a second and a win there.

Then

a

Match

in

Finland,

we had two second places.

And then the Chimay in Belgium,
which was last weekend,
we had two wins and a lap record.

So, that's good.

More aware of what's
going on in my mind.

Much more aware.

I think that's

the biggest difference.

When I'm not in a good space

I can recognise that I'm not

in a good space and work
to get myself into one out.

So I think that's been the biggest
difference because I was
always a bit of a slow starter.

First session of the day

for example was a bit slow getting
going and that's why

you,

if

you went to a race, it wasn't,
you didn't have more warm up.

Generally the first few laps of the
first race was Wasn't that great
for me where I'm now I've been
myself when before I do my warmup
and after I do

a

warmup, I'm much

more ready to go and ready to do something.

Did you hear that?

Much more aware of what's going on in my mind.

That's pillar one mindset mastery.

Adam went from being a slow starter to being race ready from lap one.

We built his mental foundation from the ground up.

Top 10 TT finish, then dominated

European road racing

with multiple wins and lap records.

Back in the elite, 12%

stronger than ever.

And I want you to be next.

If you are looking back at, the past seasons and you know that you are not where you want to be, I have an opportunity for you now.

This opportunity is not for everybody.

It's only for people that want to

take their racing to the next

level and they are ready to

invest in themselves and invest

in developing themselves to be

the best motorcycle racer that

they can be.

I'm offering a completely free

championship strategy session.

On this zoom session.

We'll give you the exact blueprint on what has taken my clients from mid pack to race winners and champions.

We'll find out where you are

right now, what's going wrong

and how to fix it, and give you

an action plan through

to take you to where you want to be.

If, it's a good fit, and only

if it's a good fit, there may

be an opportunity to offer a place

in our coaching programme

right in the zone.

Everybody we've spoken today has been on our coaching programme.

They've learned where their

performance comes from, they've been

able to apply the Camino process
and they've been able to see
the results from those actions.

So from Finn to Harrison
to Christian to Cormac, they've
all been on the programme
and reaped the benefits
of being on that programme.

There may be people on the call
that are thinking, craig,
I don't need a call,
I'm happy and I like what I see.
I know I want to improve,
just give me a link, I'll make my
payments and I want to get started.

But there actually isn't a way
for me to get you started
just by sending you a link.

And the reason being is because
we have an exact criteria
of the rider that we work with.

Over the last seasons, I
recognised who this works
for and who it doesn't work for.
And so it wouldn't be fair for
you, for me to just send you a
link, you get started and then
for me to tell you that you're
not the right person for this
programme.

So what we've got to do is have
the call, see where you are,
see what your goals are,
see what's holding you back,
make sure it's the right fit.

Then we know that we can work
with you and we can get
the best results for you.

I only want to work with people
that I enjoy working with and I
know that I can get results for.

So the call is literally.
So it all starts with this
championship strategy session.
So there's a button that's open below
the screen and, back on the homepage
for you to be able to book the call.
So booking this call is literally
the most important thing

that you can do right now.
We've got some slots available
over the next few days
and they will fill up fast.
When they are gone, they are gone.
So don't think you'll do this later.
Press on the button at the end
of the video, fill it out
and get your time slot secured.
Now, if you're still sitting on
the fens and you're not quite sure
whether you should book a call or
not, or your drunken monkey is
whispering, I'll do it later.
That's the exact pattern keeping
stuck at P12 with P5 pace.
Book the session.
There's literally no reason why
you shouldn't book this call.
It's free and we're going
to give you an action plan
on where you are right now to.
To get you to where you want to be.
So there literally is no reason
why you shouldn't book
a championship strategy session.
But if you don't make the call,
then you're just going
to go back to where you were.
You're going to go back to the
same way you were, with the
same frustrations, with the
same seven mistakes, with the
same problems, and you're not
going to be able to change your
performance.
So booking this session is literally
the best thing you can do.
So go ahead, we'll have a chat
and we'll see exactly
how we're going to be able
to help you move forward.
But it won't be up for much longer.
Once the slots are taken,
the booking page will close.
So don't miss your slot.
Click the button below or
on the home page and secure your
championship strategy session.

Now, I'm going to close
the free training.

Now.

It's been great to have you here
and I look forward
to the call over the next few days.

Speak soon.