2008

Workbook

Name _____

Fishtail
Riding School
New Hampshire International Speedway
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The 80% Solution:

- Look where you want to go
- Keep a light grip on the bars
- Open the throttle as soon as possible

(Always apply these 3 rules, and 80% of your cornering issues will be solved)

Proper Body Position

- Start with the balls of your feet on the foot pegs
- Rotate your hips around the back of the fuel tank
  - Move with your feet, not your hands
- Let your shoulders follow your hips
  - Chin/sternum should be just outside of fork tube
- Relax your shoulder and elbow into the turn
- Keep a light grip on the bars
- Turn your head to look through the turn

Vision

- The bike will go where you look
- Keep moving your focus down-track to where you want to be
- Use peripheral vision/scanning to track your progress
- Think picket fence
  - Watching across your shoulder is a blur
  - Looking ahead reveals clear detail

Looking long vs. looking short

- Focusing close to your bike – erratic inputs
- Focusing far ahead – smooth inputs
- If your riding is getting jerky, think about where you are looking

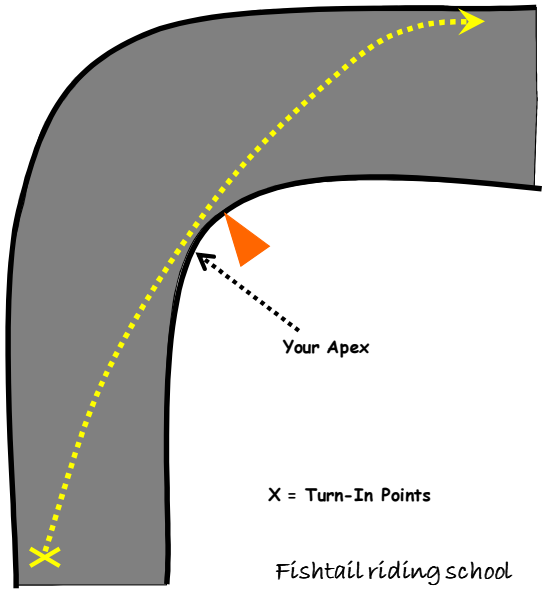
Reference points

- Braking point
- Turn in point
- Apex
- Exit point

Picking the Proper Line

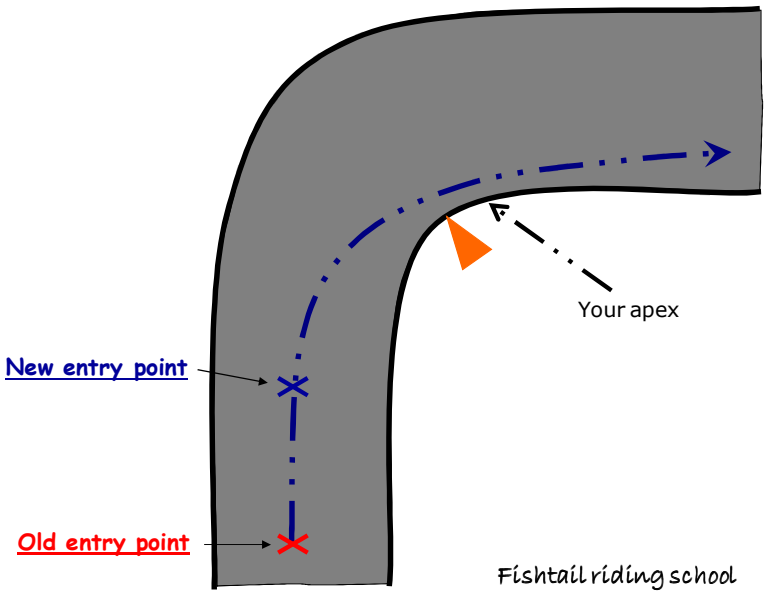
Early Apex (no turn-in point)

- Apex becomes reference point
- Enter too soon
- Exit wide
- Square corner end game



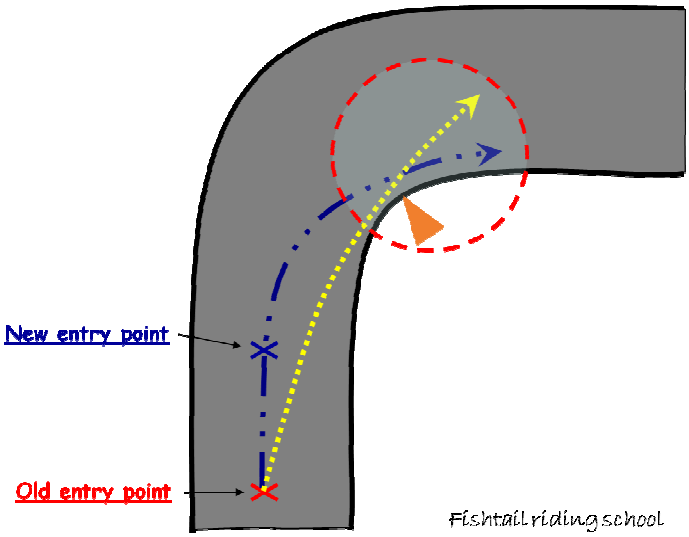
Late Apex (safest and best option)

- Be patient
- Push entry farther into turn
- Apex at or past mid point



The Critical Piece

- The most important piece is where your nose is pointed when you get to the apex.



Picking a Turn Point

- The faster you go, the more important the turn-in point
- Pick a reference point on or near the pavement
- Set your body position before you reach the turn-in point
- Play connect the dots using your peripheral vision
- *Now* you can make meaningful corrections

What does a good line look like?

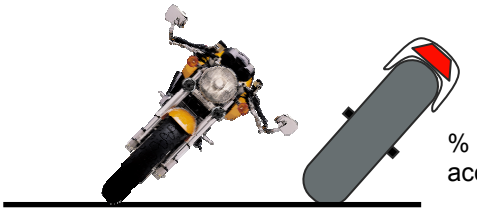
- Ideally, you should be able to smoothly accelerate through the turn
- In general, later is safer
- If you exit the turn and see:
  - Trees or a guard rail = BAD (that's an early entry)
  - Pavement = GOOD (that's a late entry)

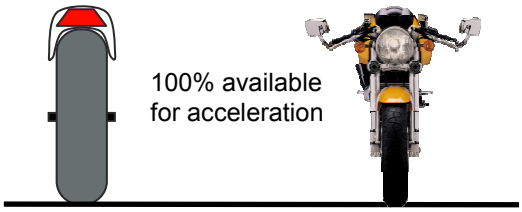
Throttle Control

- Open the throttle as soon as your lean angle is set
- Take the slack out of the cable plus just a little more
  - Settles suspension
  - Keeps chassis geometry constant
  - Maximizes front wheel traction

- Smoothness is critical
- Light grip on the bars
- Small changes near closed throttle make a big difference

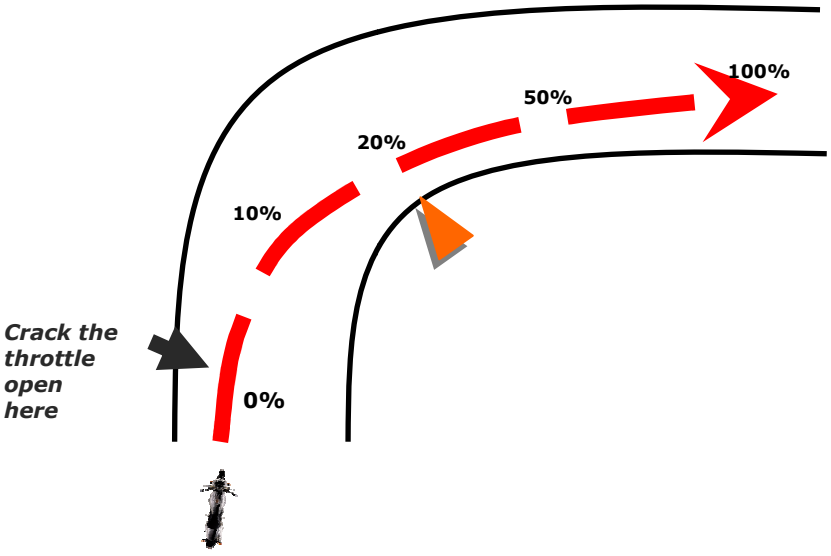
Rear tire traction available during cornering





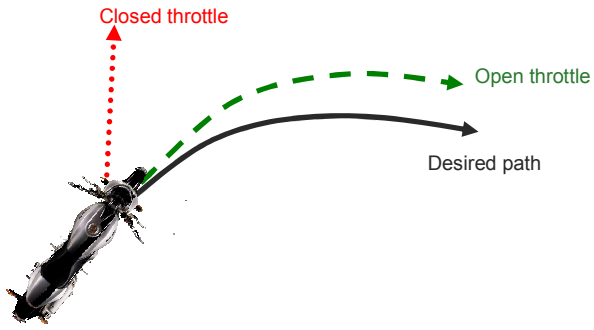
Controlling Acceleration

- Begin accelerating when you can see the exit
- Smoothly add throttle as you stand the bike up
- Control exit path with throttle



Controlling Traction with the throttle

What happens when front tire traction is exceeded?



An open throttle frees up more front tire traction for cornering

Braking

The Big Picture

- Slow the least in the shortest distance
- Brake early enough to avoid panic
- Brake hard early so you can precisely judge entry speed
- Use the brake lever as a rheostat, not a toggle switch

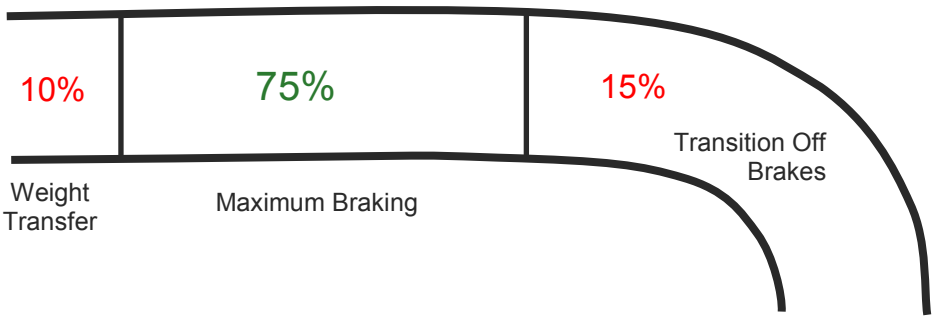
First pick a braking point. Then . . .

- *Smoothly* roll off the throttle
  - Choppy throttle = choppy brakes
- "Set" the pads
  - Transfers weight forward
- Squeeze the brakes on
  - Avoids a big nose dive
  - Lets you feel the impending lock up
  - Allows for corrections

Smoothly release

- Keeps chassis stable
- Front tire stays planted
- Quickens your turn in

Release the brakes more slowly than you apply them



Avoid “stabbing” at the brake lever (using the brake lever as a toggle switch) because it

- Upsets the chassis
- Can lead to overshooting available traction

If you want to push your braking point further into the turn

- Close throttle at the same point
- Coast to the new reference point
- Keeps the variables to a minimum

Putting it all together