

Slow Tight Turns

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Awhile back, we talked about curve negotiation a speeds faster than a walking speed.

You have to counter-steer, remember? But how do you steer if you are going walking speed or slower? Most, if not

Head turn! You want to look where you are going, not where you are. In a tight turn, you should try to put your chin on the shoulder in the direction you are turning. The bike is going to go in the direction you are looking.

An empty parking lot is a great place to practice turning. For those of you who remember taking the training to get your endorsement, this skill was performed in a 24 feet wide box. The width of most roadways it 24 feet.

all, of you are probably capable of maneuvering your bike in tight turns so I am just going to provide some reminders to reinforce what you are doing and why it is beneficial.

The friction zone is your friend! Don't let your clutch lever all the way out, you want just enough power to the rear wheel to keep you going.

If you feel like the bike is going to tip over, let out a little more on the lever. It will provide more power to the rear wheel and your bike will begin to straighten up for you.



Rear brake application. If you feel like you are going too fast, feather the rear brake to reduce speed. It is important to leave the front brake lever alone while making slow, tight turns. Application of the front brake will cause your bike to tip over.

It is a good skill to possess when you find yourself going the wrong way and need to turn around!

Head and eyes!

Counter balance. If you are turning to the right, lean your body to the left and vice versa. This will help you get more lean from your bike and will get you a tight turn.

Mark