



## Cornering

### Key Points

Good forward Observation should tell you which way the road is going. At an appropriate distance from the bend move to gain max visibility if safe (left hand bend 12-18" to the left of the central road markings, right hand bend 12-18" from nearside edge of good road surface.

Look at, and understand, the road markings and signage.

Use the Limit Point to adjust speed for corner's severity.

Block change when speed is correct on the approach.

When limit point is constant set throttle.

When the Limit Point starts moving away accelerate for it if safe.

### Factors affecting cornering ability

Road surface, weather & other factors (diesel/leaves/ice)

Camber / super elevation

Machine characteristics & load /weight distribution

Speed

Acceleration / braking.

Rider Ability

### Positive (Counter) steering

If you push the left handlebar away from you, you will increase the bike's lean into a left hand corner.( & vice versa for right corner). This can be used to produce small changes in degree of lean and fine tune bike's road position. See IAM Full Control.

### Tyre Grip trade off

There is a finite amount of grip in tyres and it is shared between banking, acceleration, braking so an excesses of any of these can ruin your day.

### Balance

Ability to lean into corners & applying appropriate amount of lean.

Riding position: Knees gripping the tank, bent elbows to reduce road shock and light grip on bars.

*The position of feet is largely down to personal preference, e.g. Instep gives benefit of comfort and being easier to reach brake pedal in busy traffic, whilst balls may give better balance through weighting of pegs and keeps toes out way when cornering, and allows precise positive steering inputs.*

### Skids

Causes: Excessive speed/acceleration/braking/cornering/banking

Avoidance: Smooth progressive acceleration/braking.

Use engine braking in slippery conditions and consider a lower gear

Leave extra room in slippery conditions

Avoid slippery areas of road – tar banding/manhole covers/white paint

Avoid braking when not travelling upright in straight line.

### Half Distance

When accelerating away from one bend and there is another, accelerate for half the distance (you can see to be clear) towards it, then start to level or reduce speed by acceleration sense to arrive at correct speed at hazard e.g. where you can see a speed limit roundel ahead or approaching a bend.