



Six Trips Down Your Favorite Road

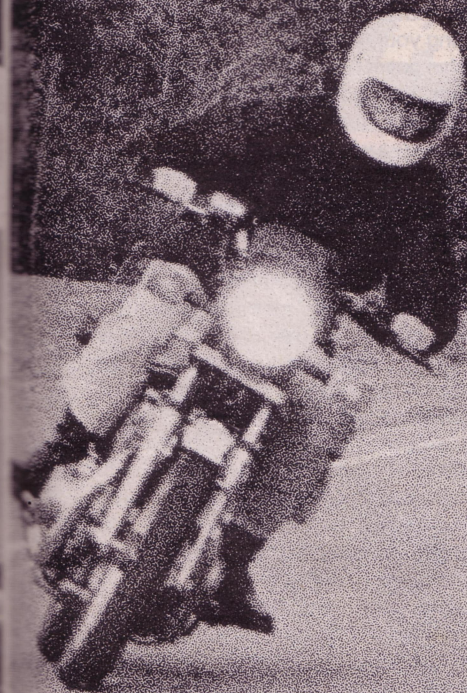
What happens when you're out for a Sunday afternoon ride and a Buick suddenly puts the "Big Squeeze" on you? Will you be ready and skilled enough to respond, or will you be a victim of your own "Buick Mentality"? By Ken Lee

● "ANYBODY THAT CAN RIDE A BICYCLE CAN ride a motorcycle and if you want to go fast, just grab a handful of throttle, crank it on and go for it."

This might be the instructions an "old-timer" of six months' motorcycling experience would give to a novice. Unfortunately, this friendly advice can end up doing much more harm than good. About the only thing bicycles and motorcycles have in common is that both have two wheels and must be bal-

anced during riding. After that, the analogy breaks down; the motorcycle is so much more complicated in nature.

Learning the function and location of the basic controls on a motorcycle is not terribly difficult, and a person of average intelligence should be able to learn enough to take a ride in a very short amount of time. However, being able to ride up and down the street without stalling the bike or falling over is hardly a sign of competence.



By nature, the motorcycle is meant to be *operated*, not merely ridden. *Ride* can have a passive connotation, an implication of just being carried along in various states of control. *Operate* denotes an ongoing process, a continuous state of work or action to produce a desired effect. Operating a motorcycle demands much more skill than operating an automobile; the bike requires constant attention, concentration and participation to be operated safely, and for a very good reason.

FEBRUARY 1980

Motorcycles place the operator in a more vulnerable position than cars do: two wheels are more susceptible to road irregularities than four, bikes are smaller and more difficult to see, and even the smallest car has over 100 per cent more metal around the operator than a bike. Riding a bike with a "Buick mentality" can be very dangerous, even deadly. The two methods of avoiding this danger are to avoid motorcycles entirely or to learn how to operate a motorcycle well.

Riders sometimes do drop riding after a bad experience, but expert operation is the only choice if one decides to remain in the sport.

Expert operation brings racing to mind—racers do operate a motorcycle well. However, riding fast and riding well are not necessarily dependent on each other. Riding fast without knowing how to ride well compounds motorcycling dangers, whereas riding well, operating a bike, always leaves the option of riding fast *and* safely up to the pilot.

Six Trips Down Your Favorite Road

"... Trip One down the road can be considered the Panoramic View. This is the wide-screen version of riding, where you see everything..."

Even if one has no intention of riding fast, the need to ride well is still there; when an emergency situation develops, riding well may be the only way out.

But how does one learn to operate? The racetrack may be the farthest thing from your mind or your practical options. In any case, merely putting in time on a track guarantees nothing—you may learn to ride better but still not be able to ride well enough to truly operate the machine. Instead, you can take some proven track techniques and apply them to Six Trips down your favorite road. This is not racing down the road; rather it's a way of looking at the machine and at the road to develop expert riding skills.

Most riders have a favorite road, whether it's a side road on the way to work or a stretch out in the sticks that you can get to only once a week. Typically, the favorite road is a scenic two-laner back in the hills with enough twists, turns and rises to keep things interesting. If it's a long road, start with a segment one or two miles long to keep things simple.

Trip One down the road can be considered the Panoramic View. This is the wide-screen version of riding, where you see *everything* and consider the road as just a part of the landscape. Speeds are very low, and the rider is not really aware of any road features. The rider is just "riding"—being borne along without paying much attention to the road or the machine. Depending on your orientation towards motorcycles, you may almost never ride this way—or you may ride this way the vast majority of the time. In any case, all motorcyclists do this sometimes, and it serves as a common starting point.

Before beginning the second trip down your favorite road, it's necessary to spend some time experimenting and observing, keying in on the motorcycle and operating procedure. A motorcycle by itself can do nothing; it depends on the rider for input. A bike, however, does reflect the rider's input—exact operation begets precise results; sloppy technique yields approximate control. In very general terms, only four things can be done on a motorcycle: steer, slow, accelerate and hold a constant speed. Of these four, steering and slowing are the most important, yet most difficult, techniques to master.

Precise steering is probably the greatest problem motorcyclists encounter. When queried, a surprising number of riders and racers cannot explain the simple mechanics of steering. Or, many motorcyclists respond by saying they "lean it over," which is *not* the primary method of steering. Weight transfer—leaning the body and bike over—helps the steering action, but quick, accurate steering changes must be initiated through the handlebar. This does not sound revolutionary until one observes and concentrates on the steering process that must be used. At a walking pace, the bar and front wheel are turned in the direction of the turn, which is simple enough. However, at any higher speed, the process is just the reverse, that is, the motorcycle steers by having the bar opposite the intended direction of travel pulled. Therefore, to turn right, the left bar

must be pulled and the right bar pushed. Conversely, to turn left the right bar must be pulled and the left bar pushed. Although it seems that the front wheel

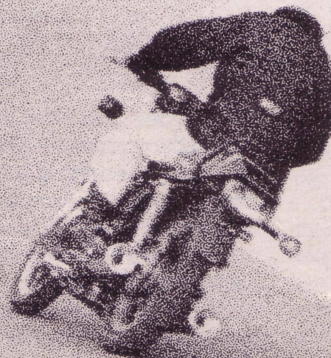
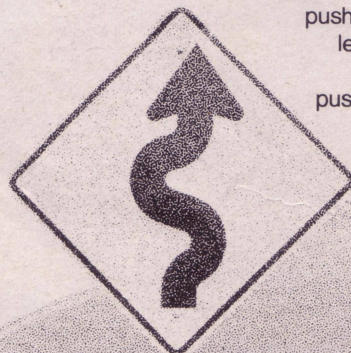
would end up pointing the machine in the wrong direction, this is not the case.

Actually, when you move the bar in the opposite direction of your intended turn, the tire contact patch runs out from under the centerline of the bike, and the bike more or less falls in the direction in which it is not supported. After the initial imbalance occurs the bike leans over and then the front wheel tracks the turn, or points in the direction that the bike is leaning. If you wish to lean over further you must create another imbalance either by that method of steering or by repositioning your weight.

If you've never been consciously aware of the "steer right, go left" phenomenon, you should become aware, in an empty parking lot. A large area which has lane lines for convenient reference points provides an excellent place to discover how quickly a motorcycle can respond to the steering technique and how accurately its path can be controlled by the bar. For many riders it comes as a revelation that a motorcycle can be made to do anything other than lazily follow the lead of the rider's body, or that the machine can be made to act independently, or at least separately, from the rider's body. That kind of machine behavior often starts riders thinking about the motorcycle functioning as a result of rider input rather than as a physical extension of the rider's body. That sort of thinking proceeds from an operator's, as distinct from a rider's, viewpoint.

Problems concerning stopping the motorcycle revolve around a few myths and oft-repeated facts. One myth is the belief that locking the front brake will flip the rider and machine over the handlebar and front wheel. In daily street riding, this will just not happen.

(Continued on page 110)



AMI TRAINS OUTBOARD & STERN DRIVE MECHANICS

If you are willing to work hard for ten weeks, AMI can turn you into a Certified Marine Mechanic.



Professional marine industry people know we turn out the best!

Send in this coupon today! Be a Certified Marine Mechanic.

80-2-10 -- SEND MORE INFORMATION TO --

NAME _____ AGE _____

STREET _____

CITY _____

STATE _____ ZIP _____

PHONE _____ VET _____

1445 SKYTROOPER ROAD - DAYTONA BEACH, FL. 32014

APPROVED • CALL TOLL FREE (800)874-0645
FOR VETS • IN FLORIDA CALL (904)255-0295



AMERICAN MARINE INSTITUTE

HONDA SUZUKI KAWASAKI YAMAHA HONDA

BIG 4 CYCLE ACCESSORIES

10355 E. ALONDRA BLVD. BELLFLOWER, CA 90706

(213) 920-1793

Outside California Dial TOLL FREE

1 - 800 - 421-9753

FREE FREIGHT

Your Touring Bike Headquarters

SEND \$2.00 FOR 100 PAGE TOURING CATALOG

TIRE SALE

CONTINENTAL K 112
5.10H-16 \$ 52.50
4.50H-17 \$ 51.12
4.00H-18 \$ 48.23
4.25-85H-18 \$ 49.70
130-80H-18 \$ 52.40

CONTINENTAL RB 11
3.50H-18 \$ 41.43
3.50H-19 \$ 43.20
3.50H-19 T-less \$ 48.20

MICHELIN M-45
4.25-85V-18 \$ 49.23
3.50H-18 \$ 39.82
4.00H-18 \$ 44.20
3.50H-19 \$ 46.23

Michelin Tubes \$ 6.95

GOODYEAR GT-2
4.00-18 \$ 51.79
4.50-18 \$ 53.77
5.10-17 \$ 55.28
3.50-19 Rib \$ 42.12

GOODYEAR H.S.T.
4.75-18 \$ 64.22
4.25-18 \$ 63.74
5.10-17 \$ 63.72
5.10-16 \$ 62.84
3.75-19 \$ 52.44

Buy 4 Tires Save 10%

SALE ENDS
With Next Issue

BIG 4 CYCLE ACCESSORIES, 10355 Alondra Blvd., Bellflower, CA 90706
"Try us for Quick Service." Send \$ 2.00 for 100 page Touring Catalog

QTY.	ITEM	COLOR	PRICE

- Money Order
- Cashier's Check
- Master Charge
- BankAmericard
- Personal Check (allow 2 weeks to clear)

Acct. No. _____
Exp. date _____

No C.O.D.'s Please

Calif. res. add 6% sales tax.

TOTAL

Bike: year/make/model _____

Name _____

Address _____

City/State/Zip _____

Phone No. () _____

FREE freight with any order in continental U.S.

BARGAIN BOX



A & B
TOURING FENDER
Black or White
\$ 47.95

BROOKS LEATHERS
Pants... \$ 119.95
Jackets... \$ 119.95

Honda oil filter... \$ 1.79
Dow cycle cover... \$ 42.95
Helmet Speaker \$ 10.95



LTC
Touring Seats
Single... \$ 69.95
Double... \$ 79.95

MARTEK
Electronic Ignition
Complete  \$ 94.95

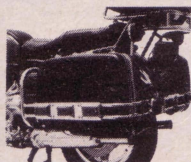
Wheels of Man
GT Suit... \$ 118.95
SS Suit... \$ 84.95

Bosch Headlite... \$ 24.95
CYCLE SOUND... \$ 56.95
Dry Rider 2 piece... \$ 26.95
Eclipse Tank Bag... \$ 47.95
FIAMM Horns... \$ 27.95
Gazebos from... \$ 48.95
Kryptonite Locks... \$ 37.95
4 way flasher... \$ 22.95
MAGICALARM... \$ 37.95
PRIORITY Lites... \$ 23.95
S&W air Shocks... \$ 139.95
Sonic Intercom... \$ 179.95
Stop&Lock from... \$ 39.95
Superex Intercom... \$ 97.95
VANDA CRUISE... \$ 22.95
VISTA CRUISE... \$ 10.95
Vetter bags b-w... \$ 269.95
Vetter trunk b-w... \$ 169.95
Air Fork Caps... \$ 11.95
Lockhart Cooler... \$ 72.95
Lockhart Bypass... \$ 27.95
GL Fender Trim... \$ 29.95
D.A.I. Alarm... \$ 51.95

CHAMPION SPARK PLUGS
Set of 4 \$ 2.95
A8Y Limit 4 Sets

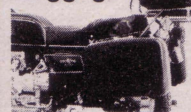
Rear Safety System

SAMSONITE & HONDALINE

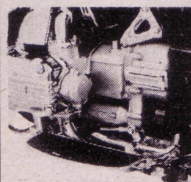


Wrap Around Safety System \$ 135.00
3 Lite Bar pair... \$ 50.00
2 Lite Bar pair... \$ 40.00

SAMSONITE
Touring Luggage



3 bags & mount \$ 359.00
2 bags w/rack... \$ 289.00
Back Rest... \$ 40.00
Ice Bag... \$ 33.50



MARKLAND
Floor Boards

GL 1000... \$ 169.95
All others... \$ 179.95
rear Floor Boards \$ 34.95

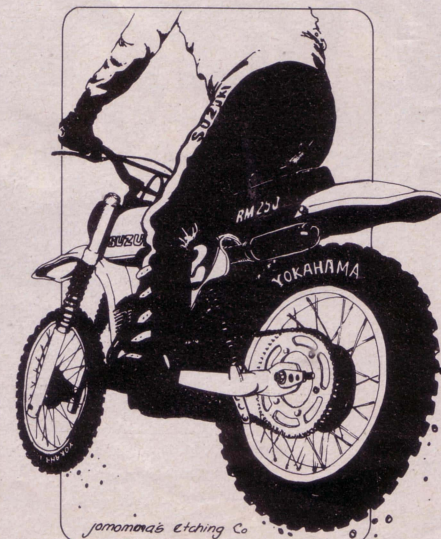
Six Trips Continued from page 102

Experienced riders may be able to do "stoppies," front-wheel stands, on some street bikes, but a rider must be attempting to do so purposely. Under normal street-riding conditions, a front tire will skid every time rather than stand the motorcycle on its nose.

Stoppies underscore an important fact: the front brake does the vast majority of the work. Braking figures usually attribute 75 to 85 per cent of the braking ability to the front end while the rear brake shoulders only 15 to 25 per cent of the stopping load. These figures are given in various training and education programs, but experiencing the difference leaves a dramatic impression. The decrease in stopping distances between braking with the rear brake only and stopping with both brakes will bring the lesson home to anyone. The developing rider should spend a good amount of time working on reducing braking distances. With practice, and working gradually toward tire howl, the rider can develop his feel for how quickly he and his bike can reasonably stop. Naturally, this experimentation should take place in a large, empty area. The surface should be clean and as a safety precaution the rider should be fully protected.

Many riders will likely learn, with careful and considerable practice, that a motorcycle can stop much harder and in a much shorter distance than they ever realized. They will also develop a feel for the way a motorcycle collapses its front suspension under determined braking and for the traction available at the front tire. When beginning to move toward personal and machine brake-limits in an open and almost clinical environment, most riders become more aware of what they are doing—and what their machines are doing. Everyone should recognize that they are not trying to establish absolute braking limits. Riders should be trying to develop an awareness about what the machine is doing and what it feels like in a hard-braking mode, including rear-wheel skidding. Bright and resourceful types will take an incremental approach to this braking; only the bandage-

(Continued on page 115)



Six Trips *Continued from page 110*

and-plaster set will try the single-afternoon, do-it-now approach, suitable only for hospital parking lots. Any braking exercise involves a certain amount of risk-taking, but the pay-back on the risk, even in the short run, can be enormous because an elevated sense of braking traction could easily be the difference between hitting an erring car or avoiding it.

When experimenting with braking, you should not avoid locking the rear brake; it can be a valuable experience. In the course of pavement riding there *will* come a time when a rider inadvertently locks the rear wheel with too much brake. If a rider has never experienced this, the sound and sensation of the sliding tire may panic him and turn a small mistake into a much larger problem. But once a rider has experienced rear-wheel lock-up a number of times, it no longer seems as threatening and therefore is not as dangerous.

The second trip down your favorite road, following the sensitivity training and encounter sessions in the parking lot, is likely to make any rider more aware of what he is doing to make the motorcycle do what it is doing. And the rider ought to be aware of how far he and the machine are from their combined limits in areas like braking. The trip has nothing to do with speed, but everything to do with machine sensitivity and awareness. The rider's outlook should be the exact opposite of the airhead racer's prescription, "Brake later, lean it over further and gas it sooner." Using this formula, the rider eventually brakes so late or grinds the bike so much that he really scares himself and becomes convinced that he is at the absolute physical limits of adhesion. He is at the limits, but they are the limits imposed by doing things wrong.

Instead, the rider should concentrate on how the motorcycle works. This will take a bit of time, so Trip Two actually turns out to be a number of trips down your favorite road. Awareness. Sensitivity. Observation. Many riders may be aware for the first time how they can make a motorcycle alter its path in a corner by using reverse-lock steering. Or how a particular motorcycle, under braking, resists being heeled over into a corner. Assuming your motorcycle has adjustable rear dampers, as well as normal spring-preload rings, Trip Two is the time to discover in a systematic way, by using opposite poles in the adjustment ranges, the differences those alterations make in the way the motorcycle feels to the rider and behaves on the road. You may wish to vary tire pressures between highs and lows recommended by the manufacturer in order to discover whether you can detect differences on the road. Again, speed is not the point of Trip Two. The trip requires brainpower, not wrist power. Trip Two is over when you consciously think of *operating* the bike instead of simply riding it.

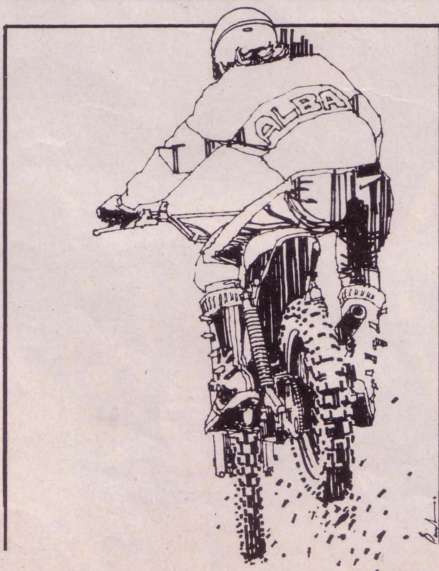
It is possible to never arrive at this point. Perhaps you find it too much of a strain to concentrate on exact operation and don't find the process very enjoyable. In that case,

you're a confirmed Panoramic Rider. Other riders may find that their conception of motorcycling has been changed by the notion of operation. When they get on a motorcycle, they don't just ride it around. They try to sharpen their senses that monitor what any motorcycle does in response to what the rider does. In time, riders who approach motorcycling in this way find that their understanding of what constitutes the normal limits of motorcycle control has changed. This doesn't mean that a rider will gradually change into some kind of road demon who smokes tires and brake pads at the entrance of every corner he sees, and must on occasion pick cars out of his taillight lens. Far from it. It does mean that a rider proceeds in greater potential safety than he could before because he can alter the direction of his motorcycle—and stop it—in short, control it, better than before. It's worth knowing, for example, that accident investigators find in some cases that motorcyclists actually turned into automobiles they were trying to avoid, a result of turning the front wheel "away" from the impending collision, which actually steered them right into it.

Most riders usually take roads as they come, even their favorite ones which they "know." Favorite roads can be dangerous if riders, who know the road, put themselves on auto-pilot and thanks to their knowledge focus their attention back on the road only in spots. Sometimes, an overloaded brain, functioning in familiar surroundings, runs through some *ad hoc*, haphazard proposal that guides man and machine down the road. Never does the rider think systematically about the road; he knows where he is by the roadside scenery. And he may never think about the motorcycle on the road.

But the rider *needs* to ask himself where he thinks the motorcycle should be on the road at any given moment, what it should be doing there, e.g., braking, accelerating or turning, and what attitude it should be in. And so the third trip down your favorite road begins a process of analyzing the road. To do this a rider must first see the road, and then get to know it more than casually.

The purpose of Trip Three is turn discov-



ery—a process of identifying and numbering the turns. Asphalt is immobile stuff, so turns stay in the same direction and order, and therefore can be memorized. How many corners are there? What sequence are they in? At first, this seems like an impossible task. Visions of turns flood your mind in no particular order. Trip Three will undoubtedly require many trips down the road. Remember to use only a short stretch of road a mile or two long. Also, concentrate on the road while running it in one direction only; trying to learn it both ways more than doubles the task and the confusion.

Slowly, things will begin to fall into place. After a while, it seems like the road has shortened; it hasn't, of course, but you are beginning to learn it. Eventually a rider can sit back in his easy chair and run through the road in his mind as if it were on videotape, recalling every turn in exact order. This may sound very racetrack-like, and that may be. But there's a very important lesson in Trip Three that many riders will miss until they have made the successful effort to do the videotape, instant-replay head trip; earlier, the rider *thought* he knew the road, but he didn't: he only "sort of" knew it. And a public road is a more dangerous stretch—in its own way—than a racetrack: oncoming traffic, hazardous intersections, hard roadside scenery, etc. Considering the environment of a favorite road and the number of times a rider uses it, it certainly behooves the rider to *know* the road in a videotape way. If nothing else, it's a matter of safety. Trip Three—identifying and numbering turns—leads into Trip Four.

Trip Four should be used to qualify the turns, that is, looking at the corners one at a time to identify the variations in the road. While a few turns are smooth and correctly banked with a constant radius, the vast majority are hardly ideal. The variations include increasing or decreasing radii, banked turns that flatten out too soon, flat turns that go off-camber, off-camber turns, turns with choppy bumps, a hump, rise or crack, or a dip or hole somewhere in the way. Even though roads are designed to be "safe," as opposed to racetracks which are designed to be "challenging," the civil engineer's idea of perfection rarely sees the light of day. Public thoroughfares are routed around obstacles such as homes, trees, cliffs, rivers, etc., which ruin even the best laid plans. In addition, cost must be taken into account, and, of course, roads do degenerate—generally, maintenance policies allow roads to rot to pieces before being repaired.

Changing surface conditions also plague the rider, whether on the track or street. Some turns are characteristically dirty, when, for example, located near an overhead cliff. Others can be sandy after a rain from runoff which leaves dirt behind. Still others may be damp and slick from drainage or irrigation. Turns with dips often collect oil, making a permanent slick spot, while turns that collect leaves and other debris can be just as treacherous.

(Continued on page 132)

ROAD RACERS — CAFE RACERS

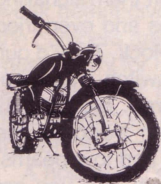
RD350/400, Honda, Kaw, Suz & others

Road Race/Cafe fairings, seats, tanks, pipes, tires,
RR boots & gloves, Special tools &
hardware, racing brakes and
many other hard to find items.



New 1979 Catalog \$1.00

Racers Supply, Dept C
6959 Van Nuys Blvd., VN, CA. 91405



We Solve Frame, Fork and Wheel Problems.

- Spoke Manufacture.
- America's largest source of spokes. Tell us what hub and rim you have. We will furnish the spoke you need.
- Expert frame straightening.
- Complete wheel lacing service.
- Send 50¢ today for catalog.

BUCHANAN'S

FRAME SHOP • 629 E. Garvey Ave. • Monterey Park, Calif. 91754 • (213) 280-4003

**Used
parts** **SAVE
40 TO
60%**
FOR KAWASAKI
HONDA, YAMAHA & SUZUKI
250 to 1000cc Street Bikes Only

FOR PARTS OR FREE PRICE LIST
Call or Write:

**Clinton Cycle
& Salvage**

6709 OLD BRANCH AVENUE
WASHINGTON, D.C. 20031

(301) 449-3550

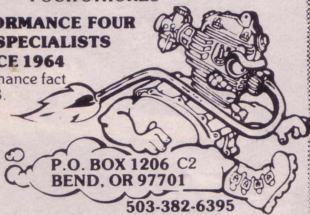
STREET
CRUISING
HILL PULLING
TRAIL
COMPETITION
ALL-OUT

POWER

for
HONDA — YAMAHA — KAWASAKI — SUZUKI
FOUR STROKES

HIGH PERFORMANCE FOUR
STROKE SPECIALISTS
SINCE 1964

Send for performance fact
book/catalog \$3.
postpaid OR
Copy of
specific model
information
section from
the catalog
\$2. postpaid



P.O. BOX 1206 C2
BEND, OR 97701

503-382-6395

We encourage Canadian direct sales

Call or write us for your needs

POWROLL **MIC**

An ATLAS BODY? In 7 days

my method of DYNAMIC-TENSION starts giving results you can feel and your friends will notice. Big, useful muscles. Gain weight, if needed. Lose "pot belly." Send your name and address for 32-page book—FREE. CHARLES ATLAS, 49 West 23rd St., New York N.Y. 10010 Dept. P226



132

Six Trips Continued from page 115

Therefore, To Really Know Thy Favorite Road poses quite a task, and it's virtually impossible to do from the saddle. So the fourth trip should be a slow one, stopping at every corner. Viewing from the side of the road gives more time to identify the variations, allows for a more complete and detailed assessment of each turn. The rider's concentration can be placed on the road, instead of divided between the bike, the traffic and the road. The rider can now see details such as bumps, cracks, points of camber changes or other characteristics that could or would have escaped him on even a slow ride through. And he can see specific things he'd like to avoid. It's impossible, of course, to have a molecular knowledge of the surface of the road—but no matter how many observation trips it takes, the rider should have a working knowledge of the topography of every corner in his mental videotape.

Once a rider knows where the road goes and what the surfaces are like, he can begin to think about what path the motorcycle should take on its way through a corner, and that's Trip Five. First of all, many professional racers will tell you there is no "right line" through a turn, no one best way through any turn. This is especially true on public roads. If road conditions change, due to such things as dirty or slick spots or stalled traffic, sticking with the "right line" does no good at all. The "right line" is easy to draw on a turn map: entrance, apex and exit. Maps are two-dimensional; the real world has three dimensions. Charting an entry, apex and exit from a diagram of a corner cannot possibly deal with the camber changes, bumps and other surface combinations that actually make up that particular stretch of asphalt. In fact, it is the exact opposite of the process used to chart a course properly.

This may sound backwards, but developing a course of action through a turn begins at the end of a turn and then works towards the beginning, using the features of the turn to break the corner into segments. Actually, the end point is the logical place to start since the most basic goal in cornering is to get through the turn safely. Since every action in a turn can affect the final result, having the end point of a turn exactly pegged allows all the steps through a turn to be precisely planned out.

Take, for example, a blind right-hander of about 90 degrees with consistent banking, a decreasing radius and a pothole on the left towards the end. In addition, there is sand and gravel in the middle of the lane starting about half-way through the turn. Following the "right line" theory, the rider runs a collision course with the hole. Naturally, the rider will move the end point of the turn further to the inside, which changes the path through the turn. However, moving towards the inside puts the rider in the gravel in the middle of the lane, not the hot tip for cornering traction. Since you're dealing with a blind corner with decreasing radius, a pothole and sand, the logical exit end point for the motorcycle

is located on the far right side of the lane.

There are different ways to arrive at that point. One could take the inside, low in the banking, as this is the shortest way through. However, getting into a corner too fast while staying low could cause the rider to overshoot the turn, running wide into the oncoming lane. The fact that the corner is blind—and has a decreasing radius—suggests that the rider might not want to opt for a tight entry. So, the better practice is to enter the turn near the centerline, where more of the road can be seen, turning the bike later than would be the case on the extreme inside, and turning the bike decisively with pressure at the handlebar; then cut across toward the inside of the turn to take the shorter path and also make use of the banking, finally making the exit point on the inside of the right lane.

With the turn accurately identified and the best series of actions planned out, the turn no longer poses as much of a danger. The hazards are located and avoided and, instead of a wobbly series of steering corrections, only one steering change at the correct point is necessary.

The fifth trip, then, takes the technique used on this hypothetical corner and applies it to the favorite road. Working backwards through each turn and breaking it down into segments will take quite a few trips down the road—quite a bit of work. You could spend a summer thinking and operating your way down a favorite stretch of road. As time and trips progress, a rider is likely to find that he's refining the way he's operating a motorcycle. Hopefully, he'll become more decisive in braking and turning the motorcycle. Braking points can be narrowed down to specific locations, as can points where steering changes are made.

In order to produce consistent results, reference points are needed to signal braking points, when to make steering changes or any other actions. As the rider becomes more and more familiar with a stretch of road, he should accumulate more and more reference points for every turn. The final result is that reference points make the rider feel so familiar and therefore so confident on a road that he can anticipate and predict the next turn and the appropriate procedures to be applied.

These reference points should consist of something within the field of vision on the road, such as cracks, painted lines, fence posts, etc. Alternate markers should be found to keep "extras" in mind and also to prevent the rider from retaining old markers that are no longer of use. The rider should be careful not to use the edge of the road for a reference point. This is not really where the rider wants to be; shifting the reference point in a foot or so from the edge would be a better choice.

Eventually a rider knits his favorite road together with a set of emerging reference points. Taking the hypothetical turn from Trip Five provides an example. Entering the turn, the path stays wide to the left side, about a foot away from but paralleling the dashed

(Continued on page 134)



Racecrafters

INTERNATIONAL INC.

LOW PRICES • QUALITY BRAND NAMES • FAST SERVICE

HELMETS

All Colors, Sizes



BELL FREE SHIPPING!

Moto III **\$88.99**
 Star II **86.99**
 Magnum II **71.99**
 R-T **49.99**
 Trials **47.99**
 Star 120 **77.99**

Replacement Shields-Star II
 Clear or Smoke. 3 for **\$7.99**

SHOEI

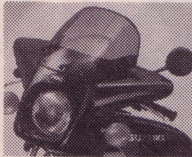
S-20 **\$51.99**
 S-12 **73.99**
 Z-G **99.99**

NAVA **\$79.99**
 Xtra Shield **75.95**



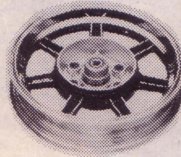
TAIL PIECE

Lockhart's fine aluminum rack. Strong, lightweight, attractive. Honda 750K/F, 650 (1979 only), Kawa 900-1000 ('73-78), Suz GS 550, 750, 850, 100. Black **\$94.50**. Polished **\$114.50**. Free Shipping. Also: Rack Factory & Amco. Call us!



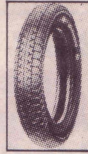
FM-2SPORT FAIRING

The trickiest yet! Aerodynamic, rubber-mounted, fits nearly all bikes. Black, White **\$129.00**. Metallic Silver, Burgundy, Blue **\$159.00**. Free Shipping! Kawa mirror **\$6.88**.



SPECIAL! 1 FREE TIRE with purch. 2 Lester wheels! Hon GL 1000 & BMW. **\$359.00**
 Hon 750/550 **\$319.00**
 Kawa/Suzuki **\$319.00**
 Price per pair. Optional Highlighted (polished) \$38 pr. Optional sizes avail. Limited offer. Subject to availability.

TIRES



LOWEST PRICES...
 FREE SHIPPING!



GOODYEAR GT II

5.10-17 **\$56.88**
 4.00-18 **49.88**
 4.50-18 **56.88**
 3.50-19 **45.88**

GOODYEAR HST

5.10-16 **\$68.88**
 5.10-17 **\$68.88**
 4.25-18 **69.88**
 4.75-18 **70.88**
 3.75-19 **56.88**

GOODYEAR EAGLE A/T

5.10-16 **\$47.88**
 4.90-18 **42.88**
 4.50-18 **45.88**
 3.25-19 **36.88**
 Add \$5.50 for Tubeless. Add \$10.50 for Raised White Letters.

CONTINENTAL K 112

5.10-16 **\$52.88**
 4.50-17 **51.88**
 5.10-18 **51.88**
 4.25-18 **49.88**
 4.00-18 **48.88**
 3.50-18 **46.88**
 3.25-18 Rib Front. **36.88**
 3.50-19 Rib Front. **43.88**
 Add \$5 for Tubeless

DUNLOP K81 & K81 MKII

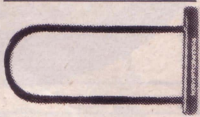
*5.10-18 **\$46.88**
 4.25-18 **43.88**
 4.10-18 **41.88**
 3.60-18 **39.88**
 3.50-19 **38.88**
 4.10-19 **42.88**
 *4.10-19 MKII **44.88**
 *5.10-16 **48.88**
 *Raised White Letters Avail. Add **\$6.00**

K 91 MKII

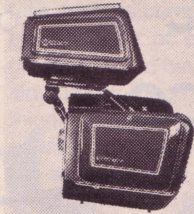
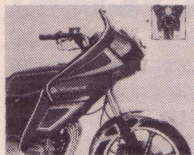
5.10-17 **\$59.88**
 4.25-18 **49.88**
 5.10-18 **55.88**
 4.10-19 **46.88**
 (Note: K81 MKII & K 91 may be used tubeless or w/tube).

Also: MICHELIN. Call for Low Prices!
REMEMBER: All tire prices include federal tax and all shipping charges.

BALANCE PLUS (ACP) Liquid Balancer 2 for **\$5.49**
TIRE MOUNT LUBE **\$4.00**
"BREEZER" Tire Tool **\$7.88**

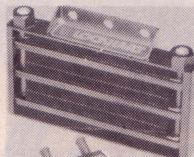


KRYPTONITE LOCK. Defies hacksaws, bolt cutters. World's finest motorcycle lock. **\$37.50**



VETTER FAIRINGS

Windjammer IV **\$289.00**. Vindicator **\$239.00** plus hdwe. Lowers **\$66.00**. Vetter Saddlebags **\$279.00**. Tail Trunk **\$169.00**. Cycle Sound **\$64.50**. Free Shipping on Bags, Trunks, Lowers, Fairing **\$20.00** anywhere \$28 Front. All Vetter options, accessories avail. Also: New Pacifico Shado Classic **\$359.00** plus hdwe.



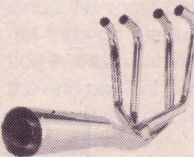
LOCKHART OIL COOLERS

The best-Complete kit. Honda, Kawa, Suz, Yam, Tri, Harley **\$67.77**. Bypass Valve **\$28.77**. (Extra capacity model 700 cooler also avail. Add \$13.50. Optional chrome add \$16.50).



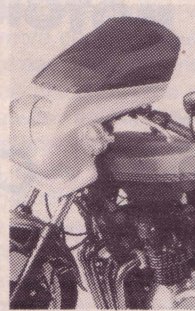
ECLIPSE TANK BAG

King of the tank bags. Also converts to backpack. Black, Blue, Red. **\$49.49**. Free Shipping!



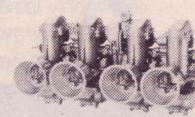
KERKER EXHAUSTS

4/1 Hon, Kawa, Yam, Suz. Chrome **\$164.00**. Black **\$154.00**. Free Shipping!



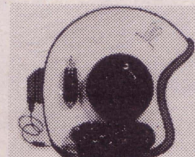
TRACY FAIRING

Look of the Eighties! Easy bolt-on. Nearly all bikes. Black or Silver **\$169.00**. Free Shipping.



29mm MIKUNI Famous Hi-Perf. Smooth Bores. Big Power Boost on Hon, Kaw, Suz Fours. Easy install. **\$289.00**. Accel. Pump **\$44.99**

QUARTZ HEADLAMP Super bright top quality French made. Nearly all bikes 500cc & larger. Includes bulb. **\$19.88**. Yam RD 350/400 **\$32.00**. Spare bulbs **\$7.75**.



HELMATE SPEAKER

Listen to AM/FM or CB while u-ride! **\$9.88**. Bi-Com-talk to your passenger **\$8.88**.



COBRA ALARM

Automatic. controlled by ignition switch. Loud, rugged, compact, easily installed. 1-Year warranty **\$46.88**

HI-POINT MX BOOTS **\$94.75**. Free Shipping!

Six Trips Continued from page 132

lane line. Braking begins where the dashed line becomes a double line, followed by a downshift. Using handlebar pressure, the steering change is made after passing a rough patch in the lane, with the bike now aiming for the painted line marking the edge of the road beside a prominent bush. Leaned over, acceleration begins and increases as the bike is straightened up and now heads for a spot about four feet to the right of the pothole. Accelerating past the hole, the rider now sets up for the next turn. When this process has been completed for the entire stretch of road, the rider has reached his goal; he can now truly operate the bike in an expert manner on this particular section.

The initial impression when beginning to quantify and analyze a road is confusion; the rider feels overwhelmed, inundated by too much input. The rider switches from one task to the next and then back again, becoming totally confused in the process. The most important step in tackling a road is to qualify turns slowly, one at a time. Don't attempt to analyze the entire two-mile stretch on the first trip. After turns are qualified, the road is a known quantity and then can be developed by picking and discarding paths and reference points until the final sequence emerges. With each additional trip, the rider is likely to concentrate more on the precise operation of his motorcycle, and he'll worry less about where he is or should be on the road—because he knows.

Working through the "Six Trips" cycle once will definitely increase the rider's level of skill, awareness and safety. With subsequent trips the rider cements these gains into permanent practice. Riders begin to apply these skills to every road travelled until this method of analyzing and concentrating becomes a habit. Expand and challenge yourself. Add some mileage to your favorite road, ride it in the opposite direction or find another good road. As your analyzing technique becomes more refined, the process becomes easier to apply and takes less time to master. But be sure to keep tabs on yourself: as you begin to ride expertly, your riding will be safer than ever, but it may also become faster than ever.

Eventually some riders may find themselves riding a road so quickly that turns some distance from one another in the beginning become interconnected, and it's necessary to alter paths because the exit from one turn is consistently affecting the procedure through the next. When this happens, speeds have increased to the point that it's really no longer safe to continue this practice on the street, no matter how expert you may be. At this point it's time for Trip Seven, the trip to the racetrack.

Buy yourself some leathers and go production racing; after reaching a certain level of proficiency, it's much cheaper and safer to do your analyzing on tracks, and it's much more fun. You'll be riding fast and well with people who, for the most part, do the same, and that's just the beginning of a whole new challenge.

ORDER BY MAIL OR PHONE
 TOLL-FREE:
 Calif. - 800-382-3600
 Other States - 800-423-5120
 or call 213-999-2811
FREE SHIPPING!



RACECRAFTERS
 7801 CANOGA AVENUE
 CANOGA PARK, CA 91304

FREE SHIPPING

On \$25.00 order-except fairings.

Remember - Prices INCLUDE Shipping (Except Fairings)
 Phone TOLL-FREE

CATALOG \$2.00

Or FREE with order

RACECRAFTERS • 7801 CANOGA AVE., CANOGA PARK, CALIF. 91304

Please Ship: _____

Name _____ Phone (____) _____

Address _____

City/State/Zip _____

Visa M-Chg. # _____ Exp. _____

M.O. \$ _____ Catalog \$2 (or FREE with order).

50% Deposit Required on COD. Prices good for 30 days. California residents add 6% sales tax.