

## **Below is a good description of how to make slow tight turns on a big touring bike. It applies to most motorcycles of any size.**

This technique will turn your cycle around in a two-lane road, leaving about 6 feet to spare.

The key to making nice, tight U turns is centripetal force. It is the force you can feel when you hold a spinning top, and try to move it suddenly. The top resists - the faster you spin it, the more resistance you feel. To make centripetal force work to your advantage, you induce spin into your engine components by revving the motor. Not blipping the throttle, but by running up to, and holding at around 2,500 RPM. The centripetal force exerted by your spinning engine components under these conditions is considerable - more than enough to hold you, your bike, your pillion and luggage upright while you maneuver through your turn.

### **SLOW, TIGHT TURNS...**

- Pull to side of road and stop.
- Check mirrors for traffic approaching from the rear
- Check for oncoming traffic
- Signal your intention to turn
- RPM to 2500 and hold it there.
- Clutch out until begins to engage and move off. Do not fully release - allow to slip only. BOTH FEET UP.
- Control your speed by using the rear brake ONLY, and continuing to slip the clutch
- **\*\*KEEP YOUR HEAD UP - LOOK TO WHERE YOU WANT TO GO\*\***  
Failure to do so will result in you leaning the bike, which means you are approaching fall-over territory at low speeds.
- Using the rear brake to control your speed, come to full lock and begin your turn.
- KEEP YOUR HEAD UP, and aim to turn at about walking speed.
- KEEP YOUR HEAD UP - control your speed with the rear brake – maintain engine speed.
- Accomplished riders do not even need to take their feet off the pegs to execute this maneuver.
- After you have completed your graceful U turn, allow the clutch to engage fully and ride off into that sunset, to the admiration of onlookers and other lesser riders that have witnessed your skill and precision.

## **GUIDE FOR RELUCTANT DAREDEVILS**

If you are not so sure you can do this, try a little practice. A good venue is a parking lot, where you can go nice and slow and get the hang of slipping the clutch and riding the rear brake at the same time.

When you are making a U turn, you should do it at about walking speed or less - at 2500 RPM this can only be achieved by the use of both clutch-slip and rear brake.

Try a few low speed figure 8 turns, wide at first, then approaching full-lock. You will be able to do full-lock (bars against the tank) U turns in either direction with practice.

Get in the habit of keeping your feet on the pegs, so as you develop your balance and make use of the centripetal forces generated by using the motor. (Cops call feet-down riders 'paddle-foots', and feel it is a sign of only limited ability to control the motorcycle)

A few of you are saying - ..."Slip the clutch!?! NEVER!!" Believe me; the cost of replacing a worn clutch is much LESS than that of replacing a busted fairing.

### **SUMMARY**

1. HEAD UP HEAD UP HEAD UP HEAD UP
2. ENGINE SPEED CONSTANT THROUGHOUT TURN @ 2500RPM  
(higher if you want even more stability)
3. WALKING SPEED BY SLIPPING THE CLUTCH AND RIDING THE REAR BRAKE
4. FEET UP AND ON THE PEGS
5. CHECK FOR TRAFFIC IN BOTH DIRECTIONS BEFORE YOU START YOUR TURN
6. HEAD UP