

Mission possible



It works: in slow, then fast out



Lamb

» Be a corner exit demon

» 'Great road riders make huge gains over less skilled mates on corner exit,' says Giles Lamb, from leading British training company Rapid Training. It's here that, with the right technique, you can safely deploy vast amounts of power and pull dozens of bike lengths on someone who's waiting to get on the gas. Not only that, because you carry less mid-corner speed and lean-angle to set yourself up for the exit, you've got more safety margin too. It's a win-win.

'The secret to great exit drive starts with choosing the right line. Instead of barrelling in and swooping round on a long arc where you're leant over for a long time, you need to hang out wider for longer, slow down more, then turn quicker so you can see the exit is clear. Then you can stand the bike up and roll on the throttle quickly and smoothly, driving out while Mr Swoopy is still leant over wondering how you're going so quickly while carrying so little lean angle. In slow, fast out is a cliché, but there's a reason for that - it's true, and it works.' **More info at rapidtraining.co.uk**

ON ROAD

LEARN ONE NEW SKILL

As we know, when it comes to riding bikes, the learning never stops. And there is nothing quite like the satisfaction of acquiring a new skill...

» Weight the pegs!

» 'I can't believe how many riders just sit on the bike with all their weight on their arse,' says Steve Plater, ex-British Supersport champion, Senior TT winner and occasional trackday instructor. 'The pegs are not just bits of metal to rest your legs on, they're there to help steer the bike and give you feedback from the tyres.'

'Countersteering [where you push the right bar to go right and left bar to go left] is important, but most road riders naturally do it to some extent, whereas hardly anyone uses the pegs. If you put all your weight on the inside peg, the bike will naturally tip that way. On track you should sit on your feet, not on your arse, and ride the bike like a jockey. That's really more important than body position.'

'Mick Grant [former TT and GP winner] has never hung off a bike in his life, but at 78 he's way faster than most trackday riders because he knows how to make the bike steer. It also means that from the waist up, you can be totally relaxed at all times, so you can work the brakes and throttle effectively.'

For more information: focusedevents.be



Plater



Not recommended for road use, but you get the idea...

ON TRACK

» Master wheelies

» Jason Aldridge is co-owner of Stunt Asylum, and has taught hundreds of road riders how to wheelie. 'With a clutch wheelie, you set how high you want the wheelie with your throttle, and how fast you want the bike to come up with your clutch. So set the amount of throttle you want with the clutch pulled in then, a second or so later, let the clutch out. If you let it out fast, the bike will lift more quickly.'

'Once the bike is up, then it's all about throttle control, which is purely down to practise. You have to fight your instinct to slam the throttle shut - it's like when you lean too far back on a chair and have that instinct to shoot your arms forward. The way to beat the throttle-off instinct is to start with small wheelies and get comfortable with the bike coming up, then gradually increase the height.'

'The smaller and finer your movements, the nicer the wheelie will be. And when you touch the back brake, it has to be subtle.' **More info stuntasylum.com**



Aldridge

Successful wheelies: fight those instincts and be subtle

ON THE BACK WHEEL

'The secret starts with choosing the right line'