

**Phi's Top Ten  
Cornering Tips  
For March 22<sup>nd</sup>, 2008**



1. When riding behind a certain LV group member, name will be withheld due to legal liabilities of the presenter, legend has it, that this person goes through heat shields and foot boards like there is no tomorrow. So when riding behind this LV board member, one has to make sure the fuel lines on one's bike are not leaking, because if they were, the sparks being emitted in front of you just may ignite those fuel leaks!!
2. If you want to push it, take it to the racetrack. Save your life and possibly others. Road conditions change everyday- wet, icy, dry, oily, sandy, leaves, and limbs,
3. Know your tire composition- Harder compounds will provide less traction, while softer compounds allows for more adhesion. Choose a tire based on your riding needs.
4. Tire Check- check the air pressure in each tire once a week and check the tires for tread wear. A lack of tread may have you picking out pine needles where you never thought pines needles could be found!
5. Tread Design- large block patterns with narrow grooves between the block generally have greater tread life and more stability, but less traction on wet surfaces. The opposite can said about tires with small block patterns with wider grooves.
6. Temperature is important to road adhesion. Warm tires have more adhesion, while cold tires have less adhesion. Warm those babies up before cornering hard.
7. Suspension- aggressive cornering riders should have a firm suspension set up on their bike.
8. Survey the corner on the approach- look for warning and speed signs, sharpness of the turn, surface condition, slope of the road, potential conflicts with approaching vehicles. Look through the turn keeping your head and eyes level with the horizon, and if possible, look to the exit of the turn or 12 seconds ahead.
9. Speed adjustment- determine the appropriate entry speed which allows for constant or gradual acceleration through the turn.
10. Select the ideal line through the curve- set up outside- ride through the inside- exit on the outside of the curve. Exception to the rule is the blind or unknown curve- enter on the outside and stay to the outside and exit to the outside.