

Worcester & Hereford Advanced Motorcyclists



August
2016



The Chairman's Notes



Welcome to the newsletter. I would like to start by thanking Den Osbourne for organising probably the best Slow Riding Day WHAM have offered. What a fantastic turn-out. Feedback has been very positive from you all and many have mentioned how good an opportunity it was to test you and your bike in a controlled environment. Seems many of you particularly enjoyed the new set out and the braking exercise! It was another great team effort, on the Saturday set up and during the event.

We have had a successful season so far with training. We are above average for F1RST passes and significantly above for IAM Test passes. Over the last 12 months we have achieved above average test ready status for Associates within recommended timescales. Our quality first approach to training of Observers and Associates is certainly working and ensuring a consistency in standards. Well done team.

With the sun beating down it seems a bit strange to mention Christmas! However it is time for us to ensure we are booked and ready for the WHAM Christmas Dinner. Thank you to those who have contacted me or talked to members of the Committee to express their thoughts and ideas. Your views are noted and taken seriously. In addition we have the comments from the questionnaire earlier in the year. The last dinner was organised in Bromyard and a great time was had by all. We are conscious that you, the membership live in a large couple of Counties so we are exploring many options, including January when many of you don't have work parties.

I have just returned from a trip to London and then Suffolk on the bike. Over 500 surprisingly fantastic miles in 2 days (plus an attempt to do some work!). The roads follow old field boundaries so fantastic tight corners were regular and challenging. I really enjoyed Dynamic mode! I recommend this area if you are considering a weekend away this time of year. Riding between Lavender fields and past thatched cottages; classic English scenery - rich coming from a Welshman! If you have any places you would recommend please let us know or even write an article!

There still seem to be a lot of new bikes filling our meeting points, including special editions!! So send in a review and photos to whamnewsletter@gmail.com with some photos please.

Finally, I would like to let you know that Risto Kantolina, husband to Jill, was involved in a motorcycle accident recently. It appears that Risto was on his bike following Jill on her Harley when a vehicle pulled out of a side road hit him side on. The driver stated that she saw the first bike but not the second. Risto is currently in QE hospital receiving treatment. Our thoughts, and best wishes, go out to both at this difficult time.

Paul Whitcombe



Affiliated to the Institute of Advanced Motorcyclists. Group No. 3260

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The Wild Atlantic Way

by Mick Peakman



This years Motorbike trip saw us tour the West Coast of Southern Ireland, following for the most part, the 'Wild Atlantic Way'. The entire way runs from the top of Ireland all the way around the coast, right down to Kerry & Cork & is over 1500 miles in total. Unfortunately we didn't have enough time for the entire route so this report covers Donegal to Limerick which in itself is pretty amazing (the scenery that is, not the report).

Day 1 - Home to North Wales

We left Evesham Friday afternoon and headed for the American Diner at Leominster for lunch. The weather forecast had threatened rain mid-afternoon so the timing was perfect as we watched the rain pour down whilst we tucked into our burgers. As we finished, so did the rain and after a fuel stop headed off on a revised route to avoid the worst of the rain. Originally I had planned to ride via the Elan Valley but the advance forecast had thunderstorms that way. So far we'd encountered a few spots but nothing to worry about. Our new route which took us up to Craven Arms then across to Welshpool to pick up our original route proved inspired as we didn't see another drop for the rest of the day.



Day 2 - North Wales to Donegal

The ride through Bewys y Coed and the Ogwen Valley was just amazing for the views as indeed was the rest of the ride over to Anglesey.

Stopping for fuel on Anglesey we were entertained firstly by a guy not looking what he was doing and allowing the fuel nozzle to come out of the filler which flooded the floor and his trousers with petrol! Then as we were about to leave a car pulled in front of us and sat there for a few seconds before realising they were blocking us - sorry, no reverse gear on my bike!

The crossing was by catamaran and took just under two hours. No passports required and check in was via the booking reference only so easy peazy.

Heading out of the port of Dublin we were surprised to encounter a toll tunnel. Bikes and cars €3 at weekends, more in the week. There were also two more tolls before we moved off the motorway at €0.70 each which was not too bad and I was grateful that I had stowed some change in my tank bag. Our route took us along the N3 which was very quiet to Eniskillen which is actually in the North where we stopped for coffee and some snack supplies. The town looked really nice and would make a nice stopover - maybe next time

Our route crossed and recrossed the border a couple times before we finally arrived at what we thought was the B&B. An elderly gentleman opened the door & greeted us like old friends asking us how we were & had we had a good ride over. After the third or fourth time of asking us the same questions we realised all was not what it seemed. Anyway, he phoned his wife who came a few minutes later & explained to us that we were at the wrong house! Our actual destination was two doors up! They then offered us tea & biscuits but we declined on the grounds that it was raining, we were tired & were starting to think we were in Groundhog Day! Turns out he had Parkinson's disease. What a friendly couple though! Imagine that in the UK?



Deciding that we needed to eat we rode into Ballyshannon in the rain in search of food. Soon located we tucked into Fish & Chips but not before having my photo taken by a Rory Gallagher statue - turns out he was born in the town! Awesome!

Total mileage: 58 to Holyhead, 145 Dublin to Ballyshannon.

Day 3 - Tour of Donegal (or not)

We had expected rain so had planned an easy start. Breakfast was huge & set us up for the day. About 10:30 or thereabouts we decided to ride into Donegal for a look around the castle which was small but very nice & at €4 each pretty cheap. After that a quick coffee in the local bar, which looked like it did nice food. Our plan was a tour of the North but after less than a mile out of town abandoned the idea as it was raining so hard.

Day 4 - Donegal to Westport



Heading South towards Sligo, our first stop was the Ceide (pronounced Kay-J - 'J' as in Juice) Fields which was about 85 miles away. The roads started off as wide main roads but for the last 20 or so became smaller country roads but the scenery improved as we went with mountains springing up on all sides. Arriving at Ceide we walked up to the visitor centre & were told that a guided walk had just left so after an essential toilet visit headed out to catch up. The guide gave us a very interesting & at times amusing talk about the history of the area which dates back 6,000 years! Turns out it was

a farming area with a very extensive field & wall system found by accident by local farmers digging the peat. Excellent value at just €4 each although refreshments were pricey.

Next stop was Achill Island, about about 30 miles further on which proved very disappointing as it was a non-descript village with not much going on. We stopped for a coffee, then decided to head to Westport another 20 miles further.

Westport ticks all the Irish boxes; good food, excellent Guinness & a bar with live music!

Total mileage:167

Day 5 - Westport to Galway

Today was our shortest day at about 100 miles so we had an easy start, a late breakfast - full Irish of course, then after loading up, rode off in the direction of Louisburgh & a tour around Croach Patrick or the Diamond mountain as it is known locally. After a superb ride of 20 miles or so on quiet good quality roads including Doo Lough where we encountered a group of American bikers & spent some time discussing the merits of the RT vs the GS whilst we took photos, we popped out at Leenane to join the N59 to ride to Kylemore Abbey our main destination of the day. It is a real tourist trap & after changing into our civvies & using our new metal 'kit bag' headed into the Abbey.



It is quite expensive to get in being €13 each. The Abbey is okay but there are only a few rooms open. The small church was interesting - it is a cathedral design but really small. We decided against the walled garden which was reached by either walking or by free shuttle bus. We probably spent about 1 1/2 hours there including a visit to the souvenir shop. Leaving we had about 60 miles to ride on great roads with awesome bends but dubious surfaces requiring constant concentration.



Today we had no rain - a first!

Total mileage: 105 miles



Day 6 was spent in Galway which is well worth it as there is lots going on, some nice shops, lots of places to eat, a huge cathedral & a nice walk along the river. In the evening we watched the Italy vs Ireland Euro game which was won by Ireland - apparently was a good thing judging by the reaction in the bar!



Day 7 - Galway to Limerick

We set off about 10:30 in the rain which was a bad start but once out of Galway it improved a lot & by the time we got to Dunquaire Castle the sun was shining. The castle was pretty good & very photogenic but quite small.

Next stop was the Aillwee cave which turned out to be much more than we expected & gave us the choice of the cave, a mountain & woodland walk & a birds of prey exhibition. We elected to do the cave only which was €12 each! It was actually quite good value as we had a 40 minute tour & very interesting it was too.

From there we headed to the Poul nabrone Dolmen which was a tiny burial ground - much smaller than it looked on the internet! It was free to visit & there was a guy there making silver bracelets & nick nacks and another playing the flute so pleasant.

Soon away, next stop was Doolin for a late lunch. We found a suitable cafe & parked up. Suitably full we rode down into the village which was basically a tourist trap comprising a few shops, a pub & a chocolate store plus many coaches. Declining to stop we turned around and headed for the Cliffs of Moher. On arrival we discovered that there was a charge of €6 each! Basically they have stitched up the area so that there is no parking except in their car park. There is a Tarmac path up to the cliffs. Feeling like it was a massive rip-off we decided not to bother so set off for Limerick 45 minutes away.

Total mileage: 110 miles

Day 8 - Limerick to Wexford.

Before setting off for Wexford, we had planned to visit Limerick castle which is just out of the town but only took us 5 minutes to reach. Entry is €12 each but it is well worth it & probably the best castle we have seen on this trip. The first part is a comprehensive history of both Ireland & the castle itself & whilst interesting did cause a bit of information overload. Eventually we came outside via the underground mining section. There are several towers all of which can be explored both inside and out including the Royal Mint, Armoury and Constables quarters. There are also actors playing traditional parts with a musician who played the lute & harp for us. He was actually very good. In all we probably spent a couple of hours there & could easily have spent more time.



Leaving Limerick we were soon on our way to Wexford on the other side of Ireland, stopping at Tipperary for lunch which of course required the obligatory

photo call & obviously was a 'long long way'. The route over was along main roads & whilst pleasant, only served as a way to get somewhere. Wexford itself is a fairly quiet fishing village with not much going on, but pleasant & friendly enough, making a good final night in Ireland.

Total mileage: 140 miles

Day 9 Wexford to Home

After a very early breakfast (for us) we were on the road by 7:30 for the 12 mile ride to the Ferry port which was dispatched with ease - all roads lead to the Port it seems. Checking in was a simple as before, just giving them our Booking reference number. Being on a bike we were called forward almost immediately and were soon parked and sitting having coffee in the lounge.

The crossing is 3 1/2 hours so quite a bit longer than the Holyhead route, but then this was a ferry & not a catamaran. Rolling off in Wales, we followed the Sat Nav which took us a merry route around some small lanes and 'B' roads, eventually popping out on the main 'A' road where we met some of the ferry traffic - we knew this because we recognised one of the motorbikes. Turns out our route was mildly quicker but only by a very short amount, although we did lose some speed & time riding a stretch of newly resurfaced road which slowed progress considerably - after a thousand miles of trouble free riding, this would be an annoying place for a spill!

We rode steadily to the Brecons where we stopped for lunch at the base of Pen-y-Fan which was a nice place to stop. I was quizzed about my bike by an Ambulance Biker who asked if we had been caught in the thunderstorm - we hadn't, but had a bad feeling!

Lunch finished we set off for home and managed to do quite well until we got on the M50 where the thunderstorm finally caught up with us! It wasn't too bad though, being on the RT with the fairing up and moving fast we stayed reasonably dry. Eventually we arrived home about 5:30pm.

Total mileage: 12 miles to Ferry, 180 miles to Home



As a footnote, Ireland has more counties than just about any other country I can think of, here is the list of those we travelled through; Dublin, Meath, Cavan, Fermanagh, Donegal, Leitrim, Sligo, Mayo, Galway, Clare, Limerick, Tipperary, Kilkenny, Waterford, Wexford.

The Wild Atlantic Way is a superb ride, having many tourist attractions along its route. It is reasonably well signposted but a map is very useful to avoid following the Sat Nav too religiously as it will take you down some very thin roads if you let it! It is also easy to avoid sections to reduce the mileage if time is limited. There are plenty of websites devoted to it, one of the best being; www.ireland.com/en-gb/campaign/normal-campaign/2013/12/wild-atlantic-way/wild-atlantic-way/.

We are already planning a return trip in 2017, starting this time at Limerick and covering the entire Kerry & Cork Counties. As a nation, the Irish are one of the friendliest we have come across. We were approached numerous times to talk about the bike, where we had been & what we had seen by people genuinely interested. All of the accommodation was excellent & all would be recommended, although for real welcomes & proper breakfasts, the B&Bs would be hard to beat.

Bike Technology

By Derek McMullan

New bikes now include an ever increasing range of technology features, most of which are either some form of electronic governing – we'll call that electricravery – or an ever increasing amount of data on the ride.

Leaving aside the data aspects I'll stick to the electricravery as that factor does affect how the bike responds on the road.



Many of us are familiar with ABS, linked-brakes, Cruise and Traction control – the initial round of electricravery. More recently we've seen engine modes, suspension modes, and many other features introduced.

KTM have long been very reserved about electronics. For example, KTM were the last volume European motorcycle manufacturer to adopt ABS; they were forced into it by the German market requiring ABS for large-capacity machines. How things have changed now! Below is the range of electricravery used on the new 1290 Super Adventure.

KTM Electrickery

ABS Anti-lock braking system. This is switchable ABS modes so that it is now possible to allow rear-wheel locking for supermoto-style “backing it in” or in off-road mode to slide around in the mud. The ABS is also now “lean-sensitive” – so it knows how much grip is being used for cornering and so how much it can permit for braking whilst keeping it shiny-side up. Strictly for the brave there is also the nuclear option of turning it off altogether!

Linked brakes The normal arrangement on the Super Adventure is for the lever to operate both the front and back brakes together, however in Off-Road mode the brakes are entirely separated to allow a tail-happy approach to braking.

Traction Control Like many other manufacturers KTM have moved on from the initially rather coarse interventions with the ECU and now provide a reasonably sophisticated control, even taking into account the engine and suspension settings to adjust the amount of permitted slip – it ranges from prim to downright scary. Like ABS this is now “lean-sensitive” so that the bike remains shiny-side-up.

Suspension control Dial-up load conditions (rider, pillion and luggage combinations) and the level of damping applied (Sport, Road, Comfort and Off-Road). A semi-active system it monitors the suspension movement and riding style and adjusts the damping level by the second! The load level still has to be set whilst stationary although damping, as always, is adjustable on the move.

Engine Modes Controls the engine's power characteristics, includes:

- **Sport** – full power and a relatively aggressive throttle response.
- **Road** – still full power but with a gentler throttle.
- **Rain** – reduced power and a rather flat throttle response.
- **Off-Road** – reduced power and optimised low speed flexibility from the engine.

TPMS Tyre Pressure Monitoring System. Displays the current tyre-pressure on demand and has pre-set limits to warn of any pressure reduction.

MSR Motor Slip regulation. Detects conditions such as a steep descents or clumsy downshifts which might provoke a rear wheel slide and automatically adjusts engine speed to avoid the slide and provide optimal engine braking.

HHC Hill-hold Control. If the bike is on an uphill gradient application of the brake whilst stationary will apply the back brake to hold position for a short interval or until sufficient forward drive is applied by the clutch - so no more slipping back on the hills.

Cornering lights A great innovation! We're all used to the poor forward view at night when the bike is banked for a corner. KTM's solution is to use switchable LED arrays which only fire up when needed – so low light and leaned over – as soon as the bike returns to upright the LEDs are switched off. There are three LEDs each side for 10°, 20° and 30° bank-angle. They do work very well.

Gear shift warning A dashboard alert to change up. This is programmable in two stages so the flashing light can be taken as a “recommended” engine speed and the continuous light as “change now” point. The rider can choose whether these points are economy or performance driven.

Fingers crossed for KTM's electronic reliability!

Derek



Worcester & Hereford Advanced Motorcyclists

www.wham-motorcycling.org





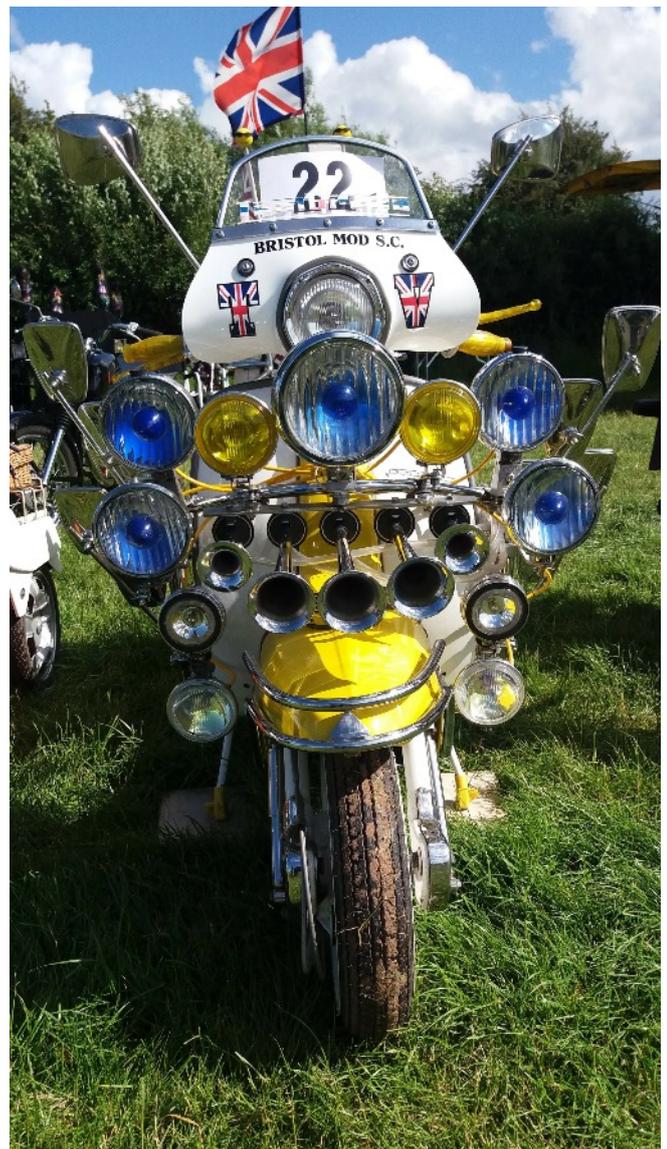
Stephen Woodhouse - IAM Pass
Observer - Eric Reynolds



Del has decided to upgrade to something a little more practical than the RT? This has greatly improved forward illumination and an audible warning system!

FROM THE WEB

Who says a Harley can't handle





It's May Day Bank holiday weekend. The sun is shining (hard to believe I know) and leisure hungry tourists migrate towards the nations hot spots. December's credit card bills are hopefully paid off. Everyone is happy.

Paignton holds its annual "Bikers Made A Difference" Festival (www.bmad.co.uk). The event supports the Blood Bike and Air Ambulance charities, close to the hearts of many motorcyclists. Over 5,000 motorcycles descend upon the Devonshire coastal resort. The weather is perfect, the bands are going to be loud and the beer tent is fully stocked.

Setting off early on the Friday, I'm leading a small group of motorcycling friends down to the festival. Covering 180+ non-motorway miles, we are all riding well and coping with the increase in traffic volume.

We are all carrying varying amounts of kit. Some riders are carrying only what they can fit in a small rucksack, whereas I have the luxury of panniers and a 55 litre top box. So in goes clothes, footwear, several aftershaves (recently divorced!), phone charger, puncture repair kit, tool kit and a first aid kit. Had to leave a pair of trainers out to fit the first aid kit in, but who knows when it may be needed, right?

Saturday morning arrives. I'm leading my riding buddies on an 85 mile circuitous route over the moors towards the tranquil market town of Tavistock, where we will take lunch, before returning to enjoy the melodious exhaust notes reverberating around Paignton and get ready for the night life. Passing through the quaint village of Widecombe-in-the-Moor, the increase in traffic is starting to grind to a halt as cars navigate roads that my Sat Nav adequately labels as an "Un-Named Road". This section of road is made more hazardous due to a cycle race in progress, later found out to have over 4,000 participants.



Arriving at the hamlet of Ponsworthy, we turn right and cross the "Ponsworthy Splash", a small stream which runs across the lowest point in the road.

The gravel strewn road starts to ascend rapidly, requiring a good level of motorcycle control.

I move out to pass a parked car, maintaining a safe distance from bicycle racers descending the slope, two or three abreast.

Scanning the road ahead, I catch sight of a cyclist travelling at a greater speed than those around him. He loses control and hits the parked car head on, 20-25 feet in front of me, at a speed in excess of 30 miles per hour.



The next 55 minutes would become an adrenalin fuelled race to help save someone's life. Details follow which some Readers may find disturbing.

If you've never attended a Biker Down course, or similar first aid training course, focussing on controlling the scene of a road traffic incident and providing first response first aid, please, get yourself on one.



+ 60 Seconds (Times are approximations).

I ask my riding friends to start controlling the traffic at the junction. A nearby cottage owner who heard the collision is already on his landline to the emergency services. No mobile phone signals are available, on any network, at this location.

Latex gloves on, my pillion rider and I assess the casualty, who after hitting the parked car, was then thrown into the adjacent wall. He is in a very bad condition. Lying on his back, facing downhill, he has sustained multiple head injuries, a dislocated left shoulder and ground part of his left elbow away. I am very explicit in warning anyone who is squeamish to stay back. The casualty is unconscious and breathing erratically.

+3 Minutes

All bandages at my disposal are used. I'm glad I left my extra footwear at home. The Devonshire Air Ambulance has been deployed. ETA = ASAP.

Distress sounds are heard behind us. A lady cyclist loses control, sliding down the road and narrowly missing us. She sustains nasty skin abrasions. Lycra may have some good qualities, but it has the protective factor against tarmac akin to that of tissue paper. I get someone to take over some antiseptic spray and plasters. A rider from my group proceeds uphill, using hazard lights and horn to signal his presence and shouting to other road users, warning of a hazard further downhill. He stops at a marshalling point and advises the event staff of the incident.

+5 Minutes

The casualty is drifting in an out of consciousness and is not responding to questions about his identity or where his pain is. Even so, we continue to talk to him and reassure him help is on the way. A search of his mangled bicycle by a helper reveals a small pouch containing a set of keys and a £20.00 note.

All we can now do is keep the Casualty as calm and comfortable as possible and wait for the emergency services to arrive. My friend has squeezed in between the car and the wall ensuring the casualty doesn't move his head as he drifts in and out of consciousness. We cover his torso with a foil blanket from my first aid kit. Every now and then the Casualty becomes semi-conscious and tries to sit up. He is strong, no doubt having more adrenalin coursing through his body than the rest of us have pumping through ours! I have to forcibly use my body weight to restrain him, not wanting his head or upper body to lift off the ground, risking further injury.

Some road users are getting impatient and verbally abusive, even after we advise them that emergency vehicles will need a clear route to the scene. Stress and adrenalin affects people in different ways. Asking for people to assist, to keep calm and reassure them all is under control is also part of the Biker Down course content.

+15 minutes

The sound of distant sirens and the distinctive noise of helicopter rotors lift our spirits. We tell the unconscious casualty that more help will be here very soon.

+20 minutes

The 999 Operator has instructed the Cottage Owner to stand at the accident site and wave a high visibility jacket above his head. The Air Ambulance has been hovering at a safe distance and makes an initial assessment of the scene. It now moves away to find a suitable landing area. The sirens aren't getting much louder.

+30 minutes

A Trauma Doctor and two Paramedics arrive on scene. The local terrain has forced their helicopter to a landing site nearly a mile away. Carrying approximately 25 kilos of equipment, over countryside in 20oC temperatures in an emergency situation is very demanding.



The Team Leader takes immediate control.
"How long ago did it happen?"

"What exactly happened?"

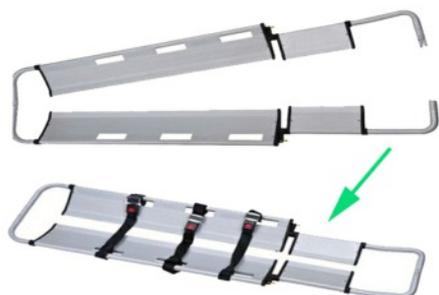
"Does anyone know his name?"

One Paramedic respectfully and speedily cuts away his clothing, whilst the other inserts an intravenous drip into the Casualty, providing an essential supply of liquid Paracetamol. I'm asked to place my left leg across the patient's knees to stop his attempts at sitting up. An Orthopaedic Surgeon, participating in the cycle event, offers his assistance and the Paramedics ask him to reset the dislocated shoulder. With his foot in the Casualties armpit, the Surgeon carefully straightens the man's arm. He then gives a quick, precise pull. A distinctive "pop" is heard. Job Done!

Continual readings are read out from various monitoring devices connected to the Casualty. An Oxygen mask is secured in place. The painkillers are working, the Casualty is resting.

+40 minutes

Ambulance and Police vehicles arrive on scene. The Police control traffic movement, preparing a clear route for the Ambulance to transport the Casualty towards the waiting helicopter. The Team Leader instructs his Colleagues how he wants the Casualty prepared for transportation. He assists his Team in fitting Neck, Pelvic and C-Spine braces. The Casualty, who has still not been identified, is carefully positioned onto a cleverly designed "Trauma Scoop" stretcher. It takes four people to perform this manoeuvre correctly.



[Trauma Scoop Stretcher](#)
: [Click Here](#)



+45 minutes

The Medical team are concerned at fluctuating blood pressure levels. They need to get him to the helicopter....now! With the assistance of additional medical personnel, the Casualty is carefully loaded into the waiting Ambulance. Thankfully, the sirens fade away quickly as the roads to the Helicopter have been cleared of traffic.

+50 minutes

Residual medical staff clean the scene of medical waste and debris, including my nearly empty first aid box!

My friend and I take off our latex gloves and carefully dispose of them. Our bodies ache from holding abnormal body positions for nearly 30 minutes, whilst assisting the Trauma Team.

Adrenalin provides a great chemical boost to the body and brain when needed. Our Ancestors needed it as a "Fight or Flight" response to the stresses of finding food and to avoid becoming food!

The downside of experiencing an adrenaline rush, is that after the danger has past, one's mind and body starts to return to a normal level of functionality. This takes time and it is during this transitional phase that one must rest.

+60 minutes

After 10 minutes of resting, we all kit up, deciding the sensible option is abandon the remaining 55 miles of the rideout and return to Paignton.

I approach a WPC who is controlling the traffic on scene, enquiring "Can you please advise the best route back to Paignton?"

She replies "Are you the motorcyclist who caused the accident?"

I cannot print my answer.

Conclusion



Having attended two Biker Down courses, I cannot recommend them enough to anyone who travels on our roads, whether for work or pleasure, as a driver, rider or passenger. I also recommend periodical refresher courses. There are many elements involved with a road traffic incident that need to be controlled, prioritised and actioned, until the emergency services arrive. Keeping your skills refreshed and learning new techniques, is vital to be effective, should the need arise.

It is surprising how many people don't know the correct procedure to remove a crash helmet, and under which circumstances they should remove it.

Having the knowledge, skills and training experiences to be able to make a difference at the scene of an incident, can save lives.

[Click here for Biker Down Course Information](#) [If you have a Facebook Account, Course Information Here.](#)

Let's make a difference! - Callum Rees





Counter (or Positive) Steering

Countersteering means that you, for a moment, in fact steer in the opposite direction to that which you want. This short, opposite steering movement (command) effectively makes the bike lean to the side you want to turn. Leaning the bike is absolutely necessary in order to turn the bike

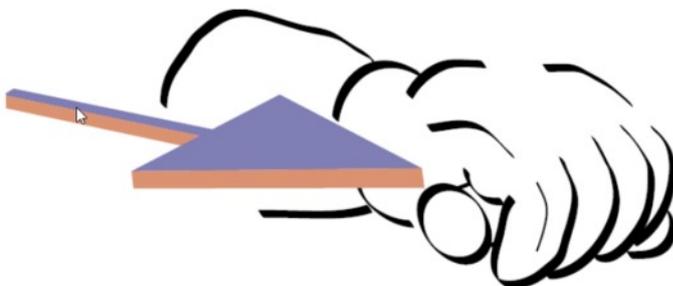
The countersteering is performed by giving a push forward on the handlebar on the side that you intend to turn. If you want to turn right, you give a short, precise push forward on the right handlebar. If you intend to turn left, you give a short push on the left handlebar. We call this 'push' a steering command henceforth – a 'positive' action.

Conscious countersteering is by far the most effective way of steering a motorcycle. Immeasurably more effective than 'body language technique', where you try to make the bike lean and turn by moving your body to the side.

You can always use countersteering to change the direction of the motorcycle – presuming your bike moves at more than walking pace. It is, however, extremely important that you learn exactly how hard you need to push. At normal speed, very little force is needed to achieve a serious change in direction.

When entering a turn, the sideways forces with try to tip the bike outwards. To counter this, there must be an equal force that 'pulls' the bike inwards. That is one of the reasons you must lean the bike into the turn: gravity will try to make the bike fall inwards. When in balance, these two forces make the bike go smoothly through the bend.

Countersteering enables you to quickly and precisely achieve the correct lean angle.



Counter steering: If you want to go right, give the right hand side of handlebar a gentle push

