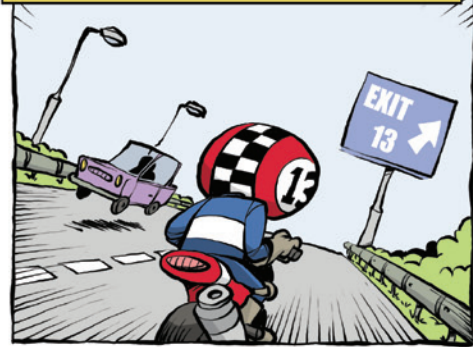
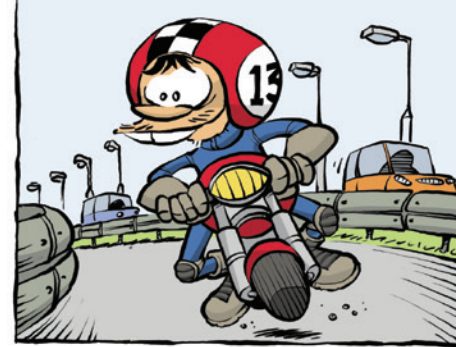




DECREASING RADIUS BENDS POSE A SPECIFIC RISK TO MOTORCYCLE RIDERS. IT'S EASY TO OVER-BRAKE, SKID AND LOOSE CONTROL. THESE BENDS ARE OFTEN FOUND WHEN EXITING A MOTORWAY FOR EXAMPLE...



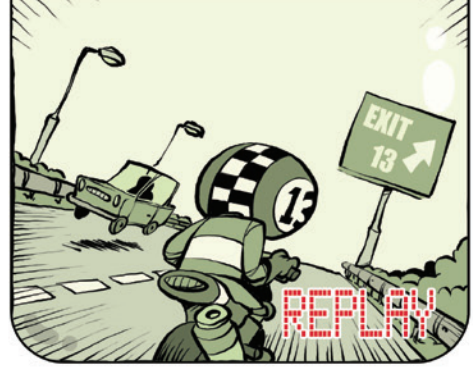
THE TRICKY PART LIES IN THE FACT THAT SUCH BENDS GET TIGHTER AS YOU GO THROUGH THEM.. SO AT FIRST IT MIGHT LOOK LIKE YOU'RE DOING ALL RIGHT...



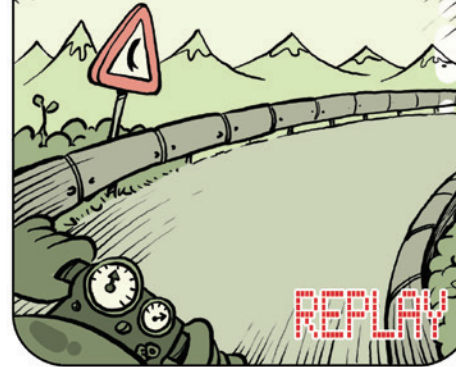
BUT YOU COULD STILL END UP BEING IN TROUBLE...



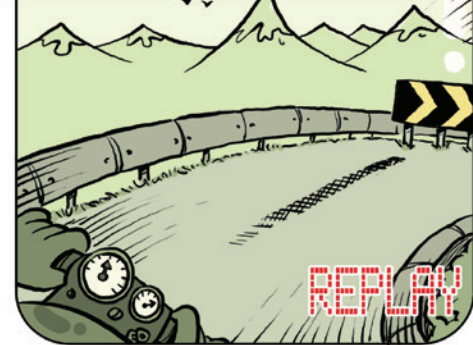
LET'S TAKE A CLOSER LOOK AT WHAT HAPPENED THERE WITH LUCKY 13. WE'LL SEE THAT GOOD OBSERVATION SKILLS ARE VITAL...



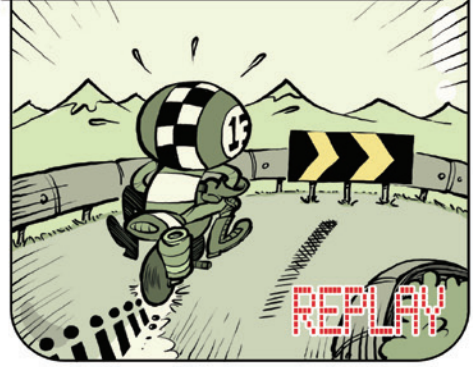
HERE LUCKY 13 ENTERS THE DECREASING RADIUS BEND. THE TRIANGULAR WARNING SIGN INDICATES A BEND AHEAD...



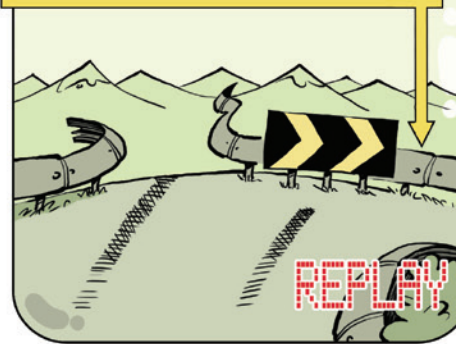
CHEVRON SIGNS TELL WHERE BENDS GET SHARPER... HOWEVER, LUCKY 13 DOES NOT NOTICE EITHER THE CHEVRON WARNING SIGN AND A TELLING SKIDMARK ON THE ASPHALT...



JUST WHERE THE CHEVRON SIGN IS PLACED, THE BEND TIGHTENS SUDDENLY AND LUCKY 13 TRIES TO BRAKE AND STEER EXTRA AT THE SAME TIME TO STAY IN THE BEND...



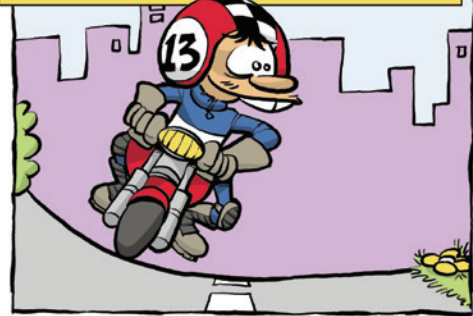
NOTICE HOW THE "ARROWHEAD" FORMED BY THE EDGES OF THE ROAD HAS TURNED TOWARDS US ! IN A CONSTANT RADIUS BEND IT WILL STAY STEADY, BUT WHEN THE BEND TIGHTENS UP IT WILL TURN TOWARDS YOU !



IN THESE SITUATIONS MOTORCYCLE DYNAMICS DO NOT ALLOW FOR STEERING AND BRAKING AT THE SAME TIME...



OKAY, SO THE BEST WAY TO DEAL WITH A TIGHTENING BEND IS NOT TO BRAKE BUT TO LEAN MORE AND TRY TO LOOK BEYOND THE BEND TO SEE WHERE IT GOES NEXT. IF YOU CAN'T SEE OUT OF THE BEND REDUCE YOUR SPEED EXTRA BEFOREHAND !



A LITTLE SPEED TO KEEP THE BIKE UPRIGHT WOULDN'T DO MUCH HARM THOUGH LUCKY 13...



A LITTLE SPEED TO KEEP THE BIKE UPRIGHT WOULDN'T DO MUCH HARM THOUGH LUCKY 13...

