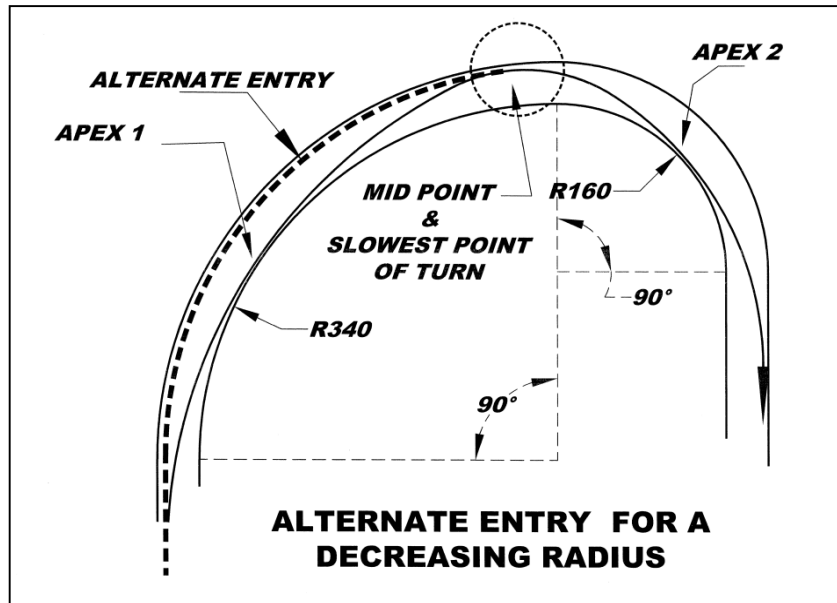


The Second Alternative

Refer to drawing " **ALTERNATE ENTRY FOR A DECREASING RADIUS** ". There is a second choice for a good line through a decreasing radius turn. As before, we will look at the turn as two turns in quick succession. This line has the same goal of getting set-up for the second turn. The only difference is where the rider decides to make a little trade off. The first line showed a slight trade off in the mid-point. This second alternative will have a small sacrifice of speed near the first apex. This entry line will have a broad sweeping curve around the first turn.

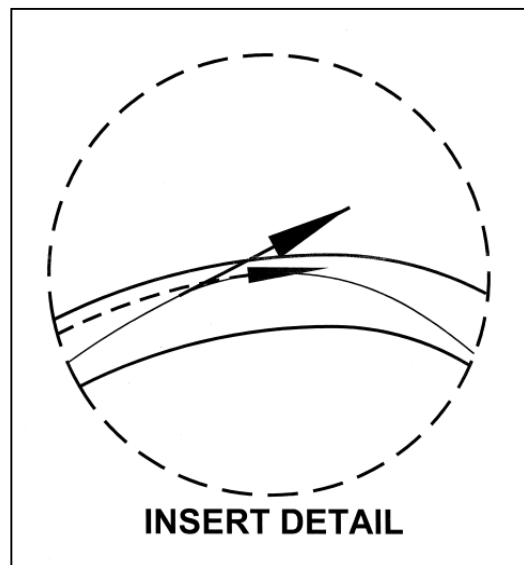


The dashed line represents the alternate entry into the decreasing radius. Notice that it doesn't actually apex the turn. It maintains a continuous radius all the way to the mid-point. At the mid-point the alternate line takes the same path as the first line through the second turn. What this line has accomplished is a slightly different angle as it approaches the mid-point.

Advantages

See "INSERT DETAIL". This is an expanded view of the two lines at the mid-point of the turn. Notice the bike on the alternate line (dashed) is actually pointed more into the second turn, while the bike on the basic line (solid) is still pointed off track. The result is the bike on the alternate line has more of the turning completed from the first turn than the bike on the basic line. With less direction change required for the second turn, the bike on the alternate line has a couple of advantages,

- 1) Higher Speed At The Mid-Point
- 2) Higher Entry Speed Into The Second Turn
- 3) Earlier & More Aggressive Throttle



Disadvantages

Refer to drawing " **ALTERNATE ENTRY FOR A DECREASING RADIUS** " above. The draw back or trade off for this line is in the first turn. You can see the radius of the alternate entry (dashed) in