

# The Safety Corner

## SLOW LOOK LEAN ROLL

Many Gold Wing riders have trouble turning, mainly because they lack the proper techniques that instill confidence in their ability to handle the Gold Wing. **This article deals with turning techniques for the Gold Wing when it has obtained a speed greater than 15 - 20 mph.**

The *Harry Hurt Study* concluded that "*In the single vehicle accident, motorcycle rider error was present as the accident precipitating factor in about two-thirds of the cases, with the typical error being slide-out and fall due to overbraking or turning wide on a curve due to excessive speed or under-cornering.*"

The following outline explains the correct technique needed to negotiate a standard curve. (Standard being a curve, either left or right, no obstacles, loose gravel, or approaching vehicles.)

### **Path of travel:**

Set up at the outside of the curve to increase your line of sight through the curve and increase your turn radius.

Move toward the inside of the curve, then exit at the outside. This creates a maximum radius turn and minimum cornering loads. Use only where traffic and road conditions permit.

This technique is known as **SLLR:**  
**SLOW - LOOK - LEAN - ROLL**

Entry: **SLOW** prior to turning. Adjust your speed by braking and downshifting (if necessary) to reduce approach speed to entry speed. Entry speed is a speed that permits safe cornering and constant acceleration through the curve.

**LOOK** as far as possible through the curve for directional control, eyes LEVEL with the horizon.

Press left to turn left, press right to turn right.

**LEAN** left to go left (countersteering) and vice versa. Follow your desired path of travel.. Your body should lean with the motorcycle.

**ROLL** on the throttle. Gradual acceleration through the curve stabilizes the motorcycle by stabilizing the suspension.

**Exit:** Accelerate to straight-line travel speed.

These are among many of the techniques taught in the MSF Experienced Rider Course (ERC) available to all members. This Safety Corner is not a substitute for the ERC. The situations outlined do not ensure you have learned the proper techniques. Only by taking an ERC, with proper coaching by a MSF trained instructor, can you be ensured that you have been presented with the proper riding skills to make you a safer rider. I urge every member to enroll in one of the available ERC courses as soon as possible.

