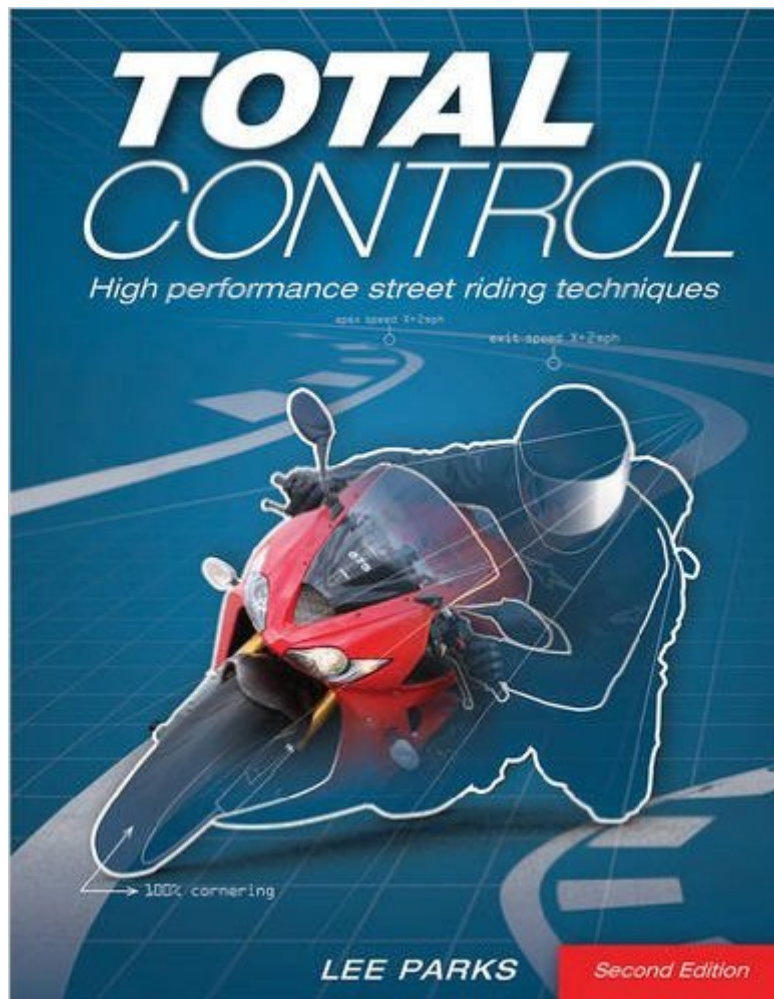


The book was found

Total Control: High Performance Street Riding Techniques, 2nd Edition



Synopsis

A completely revised version of one of the best-selling motorcycle riding skills books of all time. Today's super high-performance bikes are the most potent vehicles ever sold to the public and they demand advanced riding skills. Get it right, and a modern motorcycle will provide you with the thrill of a lifetime; get it wrong and you'll be carted off in a meat wagon. The line between ecstasy and agony is so thin that there is absolutely no margin for error. Total Control provides you with the information you need to stay on the healthy side of that line, providing a training course developed and perfected through decades of professional training in Lee Parks' Total Control Advanced Riding Clinic. This is the perfect book for riders who want to take their street riding skills to a higher level. Total Control explains the ins and outs of high-performance street riding. Lee Parks, one of the most accomplished riders, racers, authors and instructors in the world, helps riders master the awe-inspiring performance potential of modern motorcycles. This book gives riders everything they need to develop the techniques and survival skills necessary to become a proficient, accomplished, and safer street rider. High quality photos, detailed instructions, and professional diagrams highlight the intricacies and proper techniques of street riding and the knowledge gained will apply to all brands of bikes from Harley-Davidson and Suzuki to Ducati and Kawasaki to Honda and BMW and more! Readers will come away with a better understanding of everything from braking and cornering to proper throttle control, resulting in a more exhilarating yet safer ride.

Book Information

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Customer Reviews

Well explained topics, full of graphics and photographs, this book is a perfect aid for those riders wanting to get the most of their bikes. It deals with technical subjects like suspension set-up and aerodynamics, as well as human topics like attitude, fear and fitness. Don't get misled by the title, since the techniques taught there apply to every bike type, not only to hi-performance superbikes. Written in a plain understandable language and including just the right and needed math formulae, Mr. Parks leads the reader through the entire book without much pain even for the complete novice rider. He even adds the right amount of subtle humour also. Great book, highly recommendable.

Overall impression: First, the book "Total Control" was an exceptionally well paced and visually pleasing read! It is immediately obvious that you have spent a great deal of time and thought on the material placed within its pages. It's technical enough to clearly present the necessary data within the defined concept, without going so deep that it becomes difficult to navigate. Nor is it so simplistic that the reader would feel slighted by being overly "hand-held" or "kid-gloved". If there were three bears and some porridge handy, I'm sure "it's just right" would be the theme of the day. Details: While the majority of these concepts are not new to me, it is still nice to have someone else positively reinforce said concepts, and at times, distill them down to more accurate truths. This happened several times throughout the book when I would find myself nodding along with a passage, a bubble of remembrance surfacing in my mind as I recalled the event(s) that first led to the discovery of these factoids, usually in a much less desirable way. Often I had to set the book aside, while I mentally re-examined an idea I thought I knew backwards and forwards, yet was being presented from a different perspective. This of course, leads to additional insight and greatly increased understanding of not only the outlined principle, but also how these principles are all connected to one another. It's one thing to know a bunch of individual concepts, it is quite another to see them as a contiguous whole. Without doubt, the most enjoyable chapters in the book for me are Ch. 4, 5, and 6 titled "Fear", "Concentration", and "Right Attitude" respectively. The truths contained within these three chapters are so profound, so absolutely and undeniably essential in every aspect of life, that I am amazed that so few people actually address it! I have been saying the very same things, although not nearly as well, for years. Yet the response is almost always the same: Disinterest, Scorn or flat out Denial. No, it's much better to focus on "hard" data like horsepower, torque, weight and so forth. Until someone goes to a track, and has the ex-racer / instructor absolutely walk away from them at any point on the track, while on a machine that makes 50% less horsepower and weighs 150 lbs more than theirs, then clueless that someone shall remain. I should know, I was that someone. Believe me when I say that it is a humbling, and if you have the right mindset, incredibly

enlightening experience. Thank you for brilliantly explaining how the brain is the most important item to bring on a motorcycle ride! Second favorite is the chapter on low speed U-Turns. A beautiful and clearly photographed example of how it should be done! I've lost count of the number of riders I've seen employ the exact opposite form, as if they were somehow going to yank a several hundred pound bike around 180 degrees, and consequently end up falling quite flat on the pavement. Truthfully, I cannot fault anything within this book, except maybe the fact that I didn't write it myself!!! I am recommending this as a mandatory read for anyone who wishes to improve their motorcycling skills.

From my website ([...]) I did manage to buy a book, "Total Control" by Lee Parks. This book, is (in my humble opinion), the greatest motorcycle instruction book since the start of motorcycle instruction books. Very clear, very precise analogies to things that everyone deals with in real life, to help one better understand the art that is, motorcycling. One line that I read in the book struck me as something that I needed to do. "If you have not practiced riding with a bit of fear, you will panic when presented with the unexpected." For awhile, I was riding fast, but I wasn't really afraid of riding. I wasn't afraid of sharp corners or this and that, because I usually took them at speeds only slightly above average. I didn't have any fear. I need to work on riding with a bit of fear, so instead of letting the fear CONTROL me in a situation where I need my wits, not my reactions, I can let the fear flow through me, and use the wits. I also learned about steering my motorcycle more efficiently. The author talked about how most people try to steer with both hands around corners, and while they believe that their helping the motorcycle, in reality, their hands are actually fighting each other sub-consciously. I know, I didn't believe it either. What Lee Parks suggested doing, was relaxing the outside hand in a corner, so it's barely gripping the handlebar, and to push with the inside hand ONLY to steer/lean the bike over. HOLY CRAP! He was completely right. I'm not talking just a little bit, makes a 1/10th of a difference. I mean he was COMPLETELY AND UTTERLY on the money. I came into a 25mph turn on a road I like to test/learn my skills on, and I did as he said. I relaxed my outside hand, and at the latest point in the turn, I pushed with ONLY the inside hand, and started to turn. Only problem is, that my turning was so much more efficient, that I actually turned too much, and almost ended up as a pretty ornament on the inside guard-rail. Insane! I came up to the next tight left turn, and went a quicker than I normally would have (fear + testing out this new found turning ability), and I ZOOMED through it, without a problem. A 25mph rated turn that I normally took at 50mph, I was able to take at 65-70mph, just based on a new turning technique. This sh*t works people. These guys know what their talking about. And while you need to practice, I can

completely see how some of these books are manuals on how to get into the racing world.

I just finished reading this new version of this book and compared it to the previous (2003) version, which i also own. The new edition contains LESS information than the previous one. The two versions are overall the same (same chapters, same content, with some different pictures), but the major difference is that the new version omits all of the diagrams which teach how to practice. I have also taken the "total control advance riding clinic" course and these diagrams are the basis of the course. once again i am baffled as to why the new version of this book omits the most important features that are the most helpful to practice the teachings of the book

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