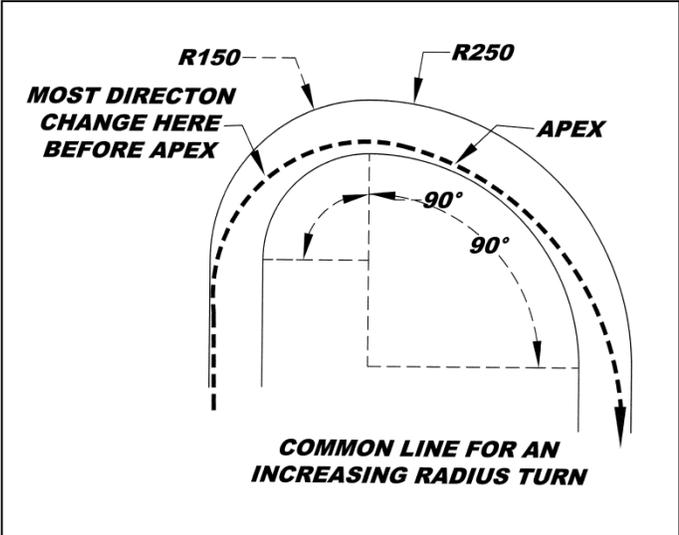


Refer to the drawing “**COMMON LINE FOR AN INCREASING RADIUS TURN**” This shows a relatively small overall radius turn. In this drawing you can easily see the riders gets more of the direction change completed sooner. He is now in a better position to pick and choose a different apex in the fast section. By trying several different apexes, he can then find the line which allows him to either carry a highest speed in the second half of the turn or get a good drive off and have a relatively high overall average down the next straight. Although this is the basic line for an increasing radius turn, it is actually a compromise between entry, mid corner and exit speed. It would be a good starting point regardless of the overall size of the turn. As the rider gets more familiar with the turn he may then try other types of lines and see how it affects his lap times.



Alternate Lines

As mentioned above, the overall size of the increasing radius turn will change the effectiveness of the standard basic line. A small tight turn, as in the drawing above, lends itself well to the standard or basic line. As the turn gets bigger, the actual time and distance in the turn also increases. At some point there is enough time and distance to try and alternate line. Notice the drawing “**LARGE INCREASING RADIUS**” This drawing shows a very large increasing radius turn with a small change in radius.

When the turn is of sufficient size, a double apex will be worth trying. The double apex will be composed of two **WTW** lines. As with a bowl turn, the double apex will allow the rider to carry a higher entry speed into the turn. The **WTW** line will let the rider drift wide at the midpoint of the turn. The rider will need to scrub off some speed here and get the bike turned. Once the bike is turned, the rider can apply a more aggressive throttle, earlier in the exit of the turn. A double apex line is a

