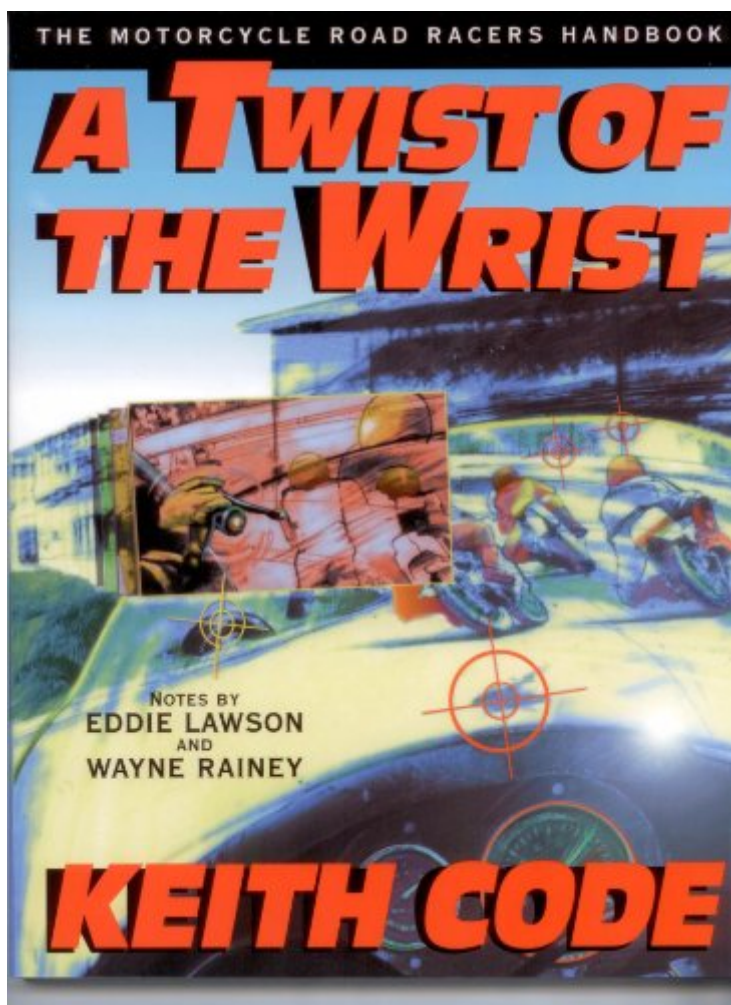


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# A Twist Of The Wrist: The Motorcycle Road Racers Handbook



## Synopsis

Here's everything you need to successfully improve your riding whether you are a novice or veteran, cruiser to sportbike rider. This book contains the very foundation skills for any rider looking for more confidence when cornering a motorcycle. Notes and comments by Eddie Lawson. Foreword by Wayne Rainey. A world-wide best seller since its first year of publication, *A Twist of the Wrist* has been read and re-read by street riders, novice racers and national and world champions. Translated into more than a dozen languages the demand for translation continues. Today, riders around the globe are riding faster, safer and with more confidence thanks to the step-by-step theory contained in this book.

## Book Information

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## Customer Reviews

*A Twist of the Wrist* (1) *Twist of the Wrist* 1 and 2 were recommended to me, along with *Proficient Motorcycling*, as guides to help beginners understand the mechanisms of riding motorcycles. I found *Twist of the Wrist* 1 was more involved with racing on a road course than dealing with daily

riding/traffic. However, physics are physics and many of the tips and strategies do apply in normal riding!! I have a collection of books on improving racing strategies in cars, and I found many of the tips and strategies can apply in normal driving. It's just that most people choose to ignore this and believe in one philosophy or the other. Keith Code's philosophy to riding, at least in the scope of this book, is found in racing. He does include some tips on basic concepts such as using the front brakes, rev-matching your downshifts, and counter-steering. Overall, *Twist of the Wrist 1* isn't as comprehensive or as solid for a beginner as *Proficient Motorcycling* by David Hough. That said, *Twist of the Wrist* is worth buying to read and to use as a reference in the future. Code enjoys using the \$10 attention span tool, which makes sense as much as it is annoying to see pop up every other paragraph. I feel that it would be better if *Twist of the Wrist 1* and *2* were combined, revised, and updated because *Twist of the Wrist 2* filled in a lot of the gaps left in the first, and includes more useful tips and the most common survival reactions (SR's). Overall: 4/5 stars, not as mandatory as *Proficient Motorcycling*, but still a good read. *Twist of the Wrist 2* is what I'd recommend if you had to choose between TOTW 1 and 2.

Keith Code has a unique approach to instruction, which is reflected in this book (and also its sequel, *A Twist of the Wrist 2*). Rather than providing a recipe for motorcycling success, Keith presents his experiences and provides them as food for the reader's thought. He frequently asks the reader to answer questions regarding the most recently covered topic and its applicability to the reader's riding. This style can be a little frustrating if you're looking for a highly technical treatise on high-performance motorcycle riding, but it does make the material considerably more accessible. The book itself covers many nuances of motorcycle riding (particularly on the race track, but with applicability to the street as well), ranging from topics such as cornering to braking to vision and body position. I view this book as providing a nifty bag of tricks for riders who want to up their performance on the track or on the street. If you're going to buy just one of Keith Code's books, I'd recommend buying the sequel (*A Twist of the Wrist 2*) because it covers some of the same ground and is updated to more modern riding styles.

I was really happy to find this book available for Kindle. I read it years ago and it made a huge difference in my riding. Then I took Keith's class, then read *A Twist of the Wrist II*, and with all that I went from a shaky street rider to a confident and proficient trackday rider and racer. I know this book saved me from making tons of mistakes and and/or crashing my bike. Seeing *A Twist of the Wrist* available for Kindle prompted me to buy it and read it again, and I'm so glad I did. Reading it again

now, with so much more riding experience, I found a ton of things that I had glossed over the first time that now mean SO MUCH more to me! Plus, the Kindle edition of the book has been updated and I found it easier to read and more current than the original book. Can't wait for better weather so I can go ride and work on my skills again. This is a must-read for anyone from casual street riders to those who race or aspire to do so.

This manual has helped me immensely to understand the science behind motorcycle road racing. It is well written and easy to understand. It provides workable lessons that can be tried and experienced to build your confidence and skills. I used it also as an excellent foundation to my attendance of a racing school. Keith Code is by far one of the most respected trainers in motorcycle riding and his techniques are globally recognized for their easy to comprehend style.

This book is probably one of the standards in professional motorcycle racing. It is intended for the track racing rider who wants to better understand the track and how to master it. It is not intended for the rider who wants to improve his road skills as most references are solely related to understanding the track and how to use continuous improvement strategies to increase your speed and lower track times. It is a very effective disciplined process that explains a variety of track geography, cambers and surfaces and how those will affect the mechanics and approach to every corner and elevation. If you are trying to improve your track racing skills or are considering going to a track day for motorcycling for the first time, there's a lot of good advice and illustrations for you to absorb here.

I think Keith Code does a great job explaining within 'A Twist of the Wrist' and 'A Twist of the Wrist II' related to cycle suspension and the smooth cycle turning performance -- for example, ability for the rider to control weight loading of front and rear wheel contact patch while cornering makes a difference for road traction, ability to steer the cycle in a new direction, and how to transition from throttle to brakes and back to cracking the throttle to get it done smoothly. What I learned, never thought about before; it follows, when you brake [dive] the front suspension under rider control for turning; as a result, it makes the cycle easier to turn because you have changed the 'rake' and 'trail' of the front wheel. It all makes sense and now requires I must practice turning more during street riding to take advantage of this new knowledge. Good book for the street cycle rider.

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