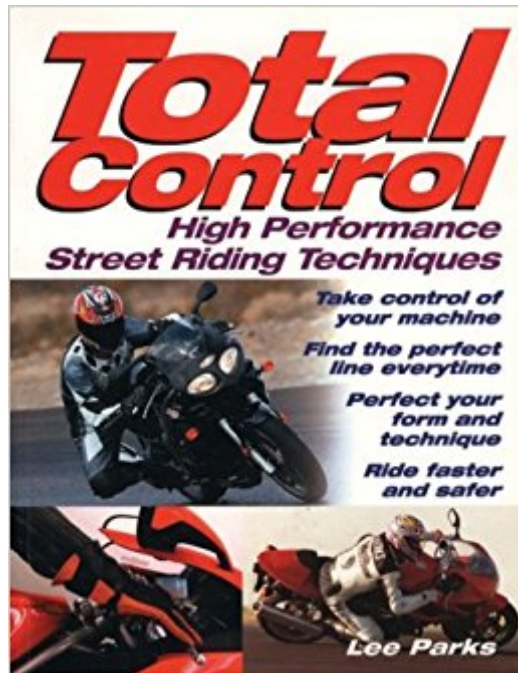


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# Total Control: High Performance Street Riding Techniques



## Synopsis

Today's super high-performance bikes are the most potent vehicles ever sold to the public and they demand advanced riding skills. 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. Readers will come away with a better understanding of everything from braking and cornering to proper throttle control, resulting in a more exciting yet safer ride.

## Book Information

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Average Customer Review: 4.6 out of 5 stars [See all reviews](#) (296 customer reviews)

Best Sellers Rank: #380,487 in Books (See Top 100 in Books) #47 in [Books > Sports & Outdoors > Miscellaneous > Motorcycle Racing](#) #130 in [Books > Engineering & Transportation > Automotive > Motorcycles > Repair & Performance](#) #149 in [Books > Engineering & Transportation > Automotive > Racing](#)

## Customer Reviews

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.

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.

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