

Chapter 1 : Riding The Mountains Down by Bettina Selby

*Riding the Mountains Down [Bettina Selby] on blog.quintoapp.com *FREE* shipping on qualifying offers. At the age of 47, Bettina Selby, mother of three grown-up children decided to cycle alone from Karachi to Kathmandu.*

At 47 she decided to take up travel, and selected bicycling as her travel medium. This book documents her journey in from Karachi to Kathmandu, and covers the eastern side of Pakistan from south to north, before crossing into India in the Punjab, Himachal Pradesh and Uttar Pradesh before heading into Nepal. Out the other side and back into India, she finishes very much in the style of Dervla Murphy no bad thing, obviously, this is the first of some nine bicycle travel books by Bettina Selby. Out the other side and back into India, she finishes up in Sikkim. Like every traveller to the India subcontinent, she struggles with privacy, personal space, group thuggery and pointless bureaucracy. Nicely written, amusing and engaging. Some quotes I enjoyed: I had travelled about 40 miles and my thoughts were turning more and more to food and drink a frequent preoccupation of cyclists when I was suddenly aware of a motorcyclist riding alongside, regarding me intently. I said nothing but proceeded with warning bells sounding loudly. The Kangra Valley grew wider the further east I went and villages and small towns became more frequent - squalid places these, in stark contrast to their idyllic settings. Dead dogs and bloated corpses of rats littered their muddy streets and the drains made their malodorous presence only too apparent. It was in one such place I experienced a particularly nasty incident which could have ended the journey right there. It happened around mid-afternoon when the day had become hot and sultry. I had no intention of stopping, but a man had stepped out of his little cafe as I passed and waved a bottle of soft drink at me. I stopped, but before I had even got off the bicycle a crowd of men and youths closed in around me. No one said anything, they just stood there slowly chewing betel nut and occasionally spitting the red juices onto the dusty ground in front of me. One fat youth pressed himself up against the front of the bicycle and was rubbing at his crotch while he leered into my face. The bottle had been opened in the meantime and was being tossed from hand to hand round the circle, until one of them thrust it suddenly at me as though he meant to strike me with it. At the same moment someone got hold of the back of the bicycle and twisted it over. Down I went in the filth, breaking my sunglasses and grazing my leg - though I was unaware of this at the time. Up to that moment I had been virtually paralysed with fear, but as I hit the ground I became so incensed with rage, I could have done murder. I could hear them laughing and jeering above me, and I hated them all. But somehow in the second or so it took for me to pick myself and the bicycle up the rage evaporated and I knew that I had to do something decisive to end this ugly scene before it became a tragic one. Then it was as though everything was happening in a dream - I could see their open jeering mouths, the betel-stained teeth giving the appearance of blood dripping. It was through this curious dream-like state that I heard my own voice, icy-calm and authoritative - as though I was addressing a class of fractious eight year olds. But for some reason it worked; the awful men fell back and I wheeled the bicycle through the space they left, trying not to hurry, or to show the fear now which perversely came flooding back. In retrospect now I think this was the most dangerous moment of the whole encounter, for had I rushed or shown the least sign of fear they would have been on me like a pack of dogs and there might have been another unsolved case of a missing Western woman. As it was, I waited until I was well clear before leaping on the bicycle and pedalling off as fast as my shaking legs would allow - the babel of sound pursuing me showing that the temporary lull was over.

Chapter 2 : How to Drive an Automatic Car Down a Mountain | USA Today

Riding The Mountains Down has 6 ratings and 2 reviews. Daren said: Very much in the style of Dervla Murphy (no bad thing, obviously), this is the first o.

Compared to roads in a flat country, roads in mountain areas have far more corners, and those corners are often really tight. Start in the outside Very important in the mountains is the line you ride through a corner. Always start at the outside: If the road is narrow, you can even use the part of the road for oncoming traffic. The advantage is that you will see oncoming traffic earlier than when you stay inside the corner. Look through the corner Hold on to the outside line for a long time. There will be a moment when you can look through the rest of the corner in one straight line. That will be the only time that you touch the inside line through the corner. Try not to reach the lane for oncoming traffic, in a left turn. In that case there will be space if you need more space, and at the same time you train yourself riding tight corners. And in a blind corner, you should not only expect cars or trucks, but also cows, horses, chicken, sheep or goat! Try to keep your head inside your own lane as well, in corners to the left or to the right in countries where you ride at the left side, of course. Looking ahead Often, you can see the road before you for miles and miles An advantage of riding through high mountains, is that the landscape becomes barren, without trees. That allows you sometimes to look far ahead. Looking ahead Before entering a hairpin or switchback, always look up or down, so you know in advance what you will encounter during the turn. Often, you can see through more than one corner even when the corner before you itself is blind. The more you try to see what is in front of you on the road, the more you know about the oncoming traffic, and where you can expect them. Never suppose that you have seen them all! Sometimes, a car may leave a parking place which was invisible, and suddenly appear without you having seen it in advance. Motorcrossstijl versus de bocht in hangen Motorcross-style, or supermotard-style You will probably have learned to push the bike down while sitting upright in tight corners, motorcross- or supermotard- style. Especially in hairpins, you often need all the ground clearance that you can find, because there may be huge height differences in the stretch of road that you ride. Take care Especially in hairpins, start far at the outside: Not enough throttle On the throttle Always try to keep the throttle open a bit during a corner. The corner will certainly be easier that way. If you descend, keeping the throttle open often is difficult, but do try, as it will make life easier. Stalling When your motorcycle is going to stall mid-turn, let it stall. If you ride steep downward and you have to brake, use the front brake. Why no rear brake downward? If you ride downward, almost all the weight of the bike is on the front wheel. Therefore, it is very easy to lock the rear wheel when you use the rear brake. In that case, the rear wheel will try to get past the front wheel, which will take you and the bike down. Try to use the compression of the engine to brake, and when you need more brakes, use the front. Try to keep the throttle open downward Preferably with the throttle open! Riding up is not a problem, most of the time; it is riding downward that is the most difficult. Try to use the engine brake: In a turn, open the throttle a bit. When it is so steep that your speed is too high, even in the first gear, you will have to use the brake as well the front, that is. Look in front of you Do you have fear of heights, and do you get dizzy when looking down? Concentrate on the road ahead, and look forward: When the surface of the road is a bit loose, let the clutch go slowly to ride away, until you feel the bike push into the springs. At that moment, you open up the throttle a bit, and you let go of the rear brake. Remember that you easily pull a wheely this way, especially when you are loaded with gear or with a pillion. Downward Downward, you come to a standstill with the front brake. Pulling away is even possible without the engine ;- How to park safely? Mind the other traffic Remember, when you park to enjoy the views, or to take a picture, that you park your motorcycle in a spot where it can be easily seen from both sides. Sometimes you think to see a spot that is perfectly fit to park, and it happens to be a spot to let cars pass each other on narrow roads. Sloping surface While parking, you will notice the results of the three dimensions in the mountains: So look where you stop, and check which foot to use to carry your weight. Foot on the back brake If you stop while riding upwards, you should make sure that your right foot can stay on the peg, because you need the back brake in that situation. Try to park you bike with its front pointing upwards: The side stand If you have to park with the

front of the bike pointing downwards, the bike could fall, even when parked in gear, because sometimes gravity pulls harder. And always try to check the situation with respect to riding away again. In principle, it is no big deal when you first have to let the bike go a bit downward, but if you would have to turn it at the same time, getting away could become a bit of a problem. Sudden change of weather Change of weather You may experience huge changes of temperature when riding upwards or downwards in the mountains. So always carry something warm, and especially something which keeps out the rain. What is also likely to happen, is that you ride in bright weather in the sun, and suddenly, after a corner, you enter a thick fog. The weather high in the mountains can change very suddenly, from summer to winter, from thunderstorm to clear skies, from snow to fog. So carry warm cloths, a jacket to keep the rain outside, and sunglasses. Slippery Above m, it may even be below 0 during summer, which means a chance of slippery roads, or even black ice. Not all tunnels have lights inside. In the Alps, this occurs frequently especially in Italy. Some of these dark tunnels have a sometimes very narrow curve as well! Slippery The road in a tunnel is often wet. Allowing people to pass When you are experiencing your first mountain kilometers, your speed will probably be much lower than the speed of people who are used to ride or drive in the mountains. Especially people living there will know each corner, and are able to ride certain passes blindfolded. Try to maintain your own comfort speed, and let people who are faster than you in corners, pass. When you are getting used to mountain riding, and your own speed gets higher, you will notice that some people will let you pass in the same way, and you will be grateful. So, check your mirrors often! Hou dus je spiegels in de gaten! Oncoming traffic The same politeness also applies to oncoming traffic. On many countries, there is no rule anymore that says that ascending traffic has the right of way. So just try to determine for whom it is most easy to stop which will often be you, the motorcycle rider. Most people who ride and drive in the mountains are very courteous, as you will notice, and it is a pleasant feeling to be one of them. The air becomes thinner, and your bike will receive less oxygen, while the amount of fuel stays the same: Some motorcycles will protest. The fuel consumption rises with a well running engine, fuel consumption will decrease in the mountains, and the engine seems to want to give up. The amount of air in the mixture will increase, which will compensate a bit for the decreased percentage of oxygen. It applies even more for the distance on the map: Also be aware of the fact that gas stations on top of mountain passes are rare.

Chapter 3 : How to Ride The Pipe Mountain Coaster in Revelstoke - Explore BC

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History[edit] The predecessor to the mountain coaster is the alpine slide , which came out in the s. Wiegand, a German company in Rasdorf , installed the first stainless steel tracks for the alpine slide in rather than the customary fiberglass or concrete tracks. The company later developed the first mountain coasters in Josef Wiegand, the owner, envisioned the idea of creating a roller coaster-type ride for ski resorts that would take advantage of the topography of the land, rather than building the structure to create the elevation changes that traditional roller coasters require. The company installed its first coaster under the "Alpine Coaster" trademark in This company was later purchased by Aquatic Development Group aka: The company is the first maker to add an anti-collision system that detects cars ahead, warns, and stops the cars when needed, among other safety feature improvements. They are also the only manufacturer that fully designs and manufacturers all of their products in North America. Tracks[edit] Most mountain coasters are installed by ski resorts as an added year-round attraction, or installed seasonally to augment income during summer months. The latter have easily removable tracks that are placed over the ski runs after the ski season. No concrete work is needed, except at the station. Closed-loop tracks include a lift system during the course of the ride. The one-way track of the Brandauer coaster in San Candido, Italy. Thrill elements on mountain coasters could include varying degrees of curves, dips and hairpin turns. Riders are advised to place their hands on the brakes at all times for safety reasons. Riders can opt for slower leisurely run or with minimal or no braking for faster thrilling rides. Riders are responsible to observe a safe distance as a common courtesy to the riders in front. Each car is equipped with shock-absorbing front and rear bumpers in case of collision, which occurs when riders are driving too fast and not leaving enough space for braking distance. Newer generation coasters are equipped with an anti-collision system that automatically apply the brakes if the rider gets too close to the car ahead. To secure the riders on their seats, each car is equipped with a three-point safety belt for the rider and a lap belt for the passenger. Tracks also have safety nets, especially on steep curves, as a precaution. The track is approximately 2,9km long, making it one of the longest mountain coasters in Germany. Alpine Coaster at Kolbensattel in Oberammergau.

Chapter 4 : Riding Tips | Mountain Sledder Magazine

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Chapter 5 : Tips for Motorcycle Riding in the Mountains

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Very important in the mountains is the line you ride through a corner. Always start at the outside: in a corner to the left you start at the right side, and in a corner to the right you start left. If the road is narrow, you can even use the part of the road for oncoming traffic.