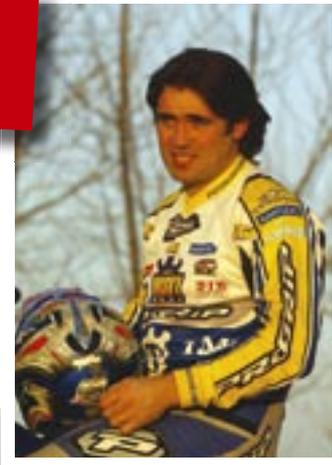


# TOP TIPS



WE HOPE YOU'VE HAD A CHANCE TO GET OUT AND PRACTICE SAND RIDING SINCE LAST MONTH. CHANCES ARE YOU JUST MIGHT HAVE, GIVEN THAT THIS TIME OF YEAR IT'S ABOUT THE ONLY TERRAIN THAT'S RIDEABLE. ANYHOW THIS MONTH IN THE SECOND PART OF OUR SAND TIPS WE'RE GOING TO HAVE A LOOK AT TWO TECHNIQUES FOR CORNERING, IN SAND. OVER TO KIW!

# SAND



# SIT DOWN CORNERING

Tight sandy corners mean one thing: sitting down, getting that inside foot out and laying your baby over, on max gas. Yep, there comes a time when cornering with your bum firmly seated on the saddle is the way to go. It's not an exact science, but it is a deliberate process. And in this sequence you can see the various transitions required, riding the straight, entering the corner, mid corner, then exiting.

Now the most important thing to remember is that you don't want to sit down too early. Don't think, 'corner coming up, must slow and sit down.' That's not going to work. No, in deep sand you power into corners. You want to maintain your rearward weight bias, you want to stay on the gas until as late as you dare, ease off the gas for only long enough as is required to get down to a cornering speed – it won't be much – and aim for a point in the corner where you want to most definitely plant the bike. You can't wander in; you have to be deliberate.

In this sequence I've got it in mind that I'm going to use a berm, I'm going

to hit it low, where it's firmest, ride it for a while then drive off it. Because I'm riding a wee 250F I won't slavishly follow it its full-length as I don't have the power for that to be effective. That said, in sand you mostly want to follow a corner, rather than try and cut it tight.

So you can see I've left it until the last moment to get seated, and I'm positioned mid-saddle not right forward, as in sand you don't need to load up the front wheel, it's got plenty to bite on already. I've also placed my bum over the top side of the saddle as I'm pushing the bike down with my thigh.

And the moment I'm hitting the berm I'm hitting the throttle, you accelerate in sand from the moment you enter the corner – even before you're turned. So you practically hit the power before you need it and you keep it on.

So mid corner I'm laying the bike over, I'm on the gas and I'm looking for my exit, which is very much to the inside of the corner. Lots of guys go wide which creates lots of whoops, whereas the inside line, being less travelled, will be smoother and so I'll get better drive.



# STAND UP CORNERING

Now there are times where sitting for corners is the worst thing you can do, where you'll consequently lose momentum, lose control and plain wear yourself out. Typically we're talking more open corners, but also corners where the whoops-bumps are too big to stay seated.

Again the technique is to be on the gas for as much time as you can. The most significant determining factor for line is going to be the contours. You're going to want to track the fastest line and if there's a massive whoop over the classical apex-clipping line then you'll deviate to whatever gives you most speed, most control.

Check out the picture sequence. You can see I'm using the bank, practically the side of a whoop to help turn the bike. It's a planned impact point. I've directed the bike toward that point, and leaned with the bike, hit the bank square, at all times with the gas on because if you chop the throttle, even for a second, the bike will not stay up. It's not an easy technique, you have to be committed. And as you can see I'm using the resultant deflection off the bank to set the course down the following

straight. I have to be standing as the following hollow tackled sitting would make for a real mess. As it is I launch off the bank and am able to wheelie over the hollow.

Remember, riding in sand is far from precise. You don't always go where you want to, but you do have to make your own line all the same. Tyre marks left by previous bikes are just that: marks, not ruts. Don't be fooled into following them for the sake of it. Also anticipate being bounced off course and having to use the next bump or a bank to correct your direction. If you do go wayward try to avoid chopping the throttle and attempting to steer out.

Yeah, not easy. Sorry about that. Still, very few people like sand, so if you practice plenty you'll really punch yourself high up the results table. And as well you'll get super fit.

Enjoy.

**Kiwi**

