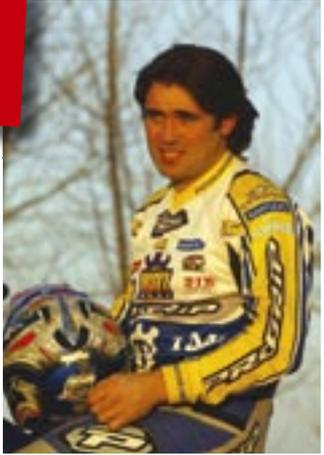




**PLAINED**

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# TOP TIPS



Every so often we end up heading in the wrong direction. That maybe because we missed an arrow, followed that gun rider into a dead end or just plain need to get back the way we came because the shortcut (ahem) we thought would be ace has turned out to be way too hard. So we need to do a 180. Yep, this month, with the aid of Jubba (well known for pulling 180s), I'm going to take you through two techniques for a quick about turn.

# PLAIN & WHEELIE PIVOT TURNS

# PLAIN PIVOT TURN

This one is for my buddy Jubba. He loves the quick pivot turns I pull while out testing, mainly because he usually ends up wearing the roost that gets kicked up. Talking of which, it's worth checking you're not going to spray a parked car, a bunch of spectators, or someone big like David Knight before you pull this one.

We've taken these images in a big field, by the way, for no better reason than it's easier to photograph, but typically you'll be using this technique because you're trapped in tight trees and any other way of turning is going to look like a 15-point turn.

Obviously you don't normally do this in a race unless you've found yourself facing the wrong way, after a crash maybe or, like me, you've completely lost the course, realised you're no longer surrounded by arrows and other competitors, just trees (eh Chappers?! You'll find you need to quickly turn round and find the course.



Here in this first pic Jubba's checking that no one's bearing down on him before he pulls the turn. The last thing you wanna do is turn right in front of someone.



Once you selected first gear and pulled the clutch in (with only a finger or two, so keeping some digits on the handlebars so you can manoeuvre the bike), move the bars into the direction you're turning, put the full weight of the bike on your inside leg with your foot in a firm place on the ground.



3-6

While building the revs start to feather the clutch, that is, let the clutch reach the biting point, then allow the rear wheel to spin and work the clutch and throttle together (more throttle, less clutch) in a short sharp manner, while pulling on the handlebars until the bike is facing in the right direction. It pays to turn your head to look in the direction you want to go as that automatically makes you pull the bars round. The bike will follow you like an obedient Collie. It'll help if you make sure you turn your foot with the bike too, just to be sure you don't stretch any ligaments during the turn.

It's a cool trick, and really it's a piece of cake, but obviously practice make perfect.

# WHEELIE PIVOT TURN

Now this trick is about 200% harder than the standard pivot turn, but if you can pull it off then you'll earn some pretty decent kudos.

Again, the idea is to turn the bike practically within its own length. It's advantage over the standard pivot turn is that if the ground is uneven and will hook up the rear tyre unexpected then this is safer. And you won't tear up the ground so much, if at all. The disadvantage is you'll be balancing something like 125-kilos of bike on its rear wheel and your one foot. So it takes plenty of strength and decent control.



So the idea is again to check the path is clear before you do this.



Now the idea is to loft the front wheel and get the bike to ark around your inside foot. To do this you need to be in first gear, ready to fire the clutch with one finger and ready to use your body weight as much as possible to swing the bike around.



3-6

To start, push down on the bars, depressing the forks - this will give you some rebound to help pick the front end up. As the forks rebound blip the throttle and ping the clutch so that you start a wheelie then pull on the bars while looking over your shoulder to bring the bike around. Keep you finger on the clutch to help stop the bike getting away and keep your right foot over the rear brake for the same reason. If it all feels like it could get away from you, dab that brake.

Needless to say, this technique is easier on lighter bikes. On big bikes you will struggle. It also helps if you have your inside foot on higher ground (say the crown of a two-track lane).

So yeah, it's a bit flash, real easy to get wrong. But if you can master it, it'll be a party piece you'll forever love showing off. And maybe once in a while it'll come in handy out on the trail. Maybe!

So that's it for this month. Hope it's helped. Stay on your minute guys, Kiwi.