



TOP TIPS



DROP OFF

They can be daunting, scary even, but big drop offs needn't be a hassle. As with most things, get the right technique and go into it with 100% commitment and you'll be dandy; hopefully. No you will, we promise.

Drop offs can be intimidating, but it's one of those things that once you build your confidence they'll become second nature. They're necessary too, as rolling off and coasting over a big descent will be slow and can also upset your composure to the point of toppling off. So, over the next couple of pages we aim to get you dropping off with style and grace, and – above all else – using the correct technique, which always makes things a hell of a lot easier. As you approach the drop off make sure that you are in the right gear, you don't want a gear that is too, with the engine screaming, but equally you don't want a gear that is too high, as you need to accelerate

cleanly upon landing. Regardless of what gear you're in (I think I was in second on this photoshoot) you'll need to cover the clutch with a finger or two. At the edge of the drop off (is it called the ledge?) you want to get your body further back on the bike, but not too far back, if you know what I mean – just a tad. Now, with the right amount of throttle and clutch control you should be able to build the revs and leap off the ledge keeping the front wheel from dropping. At this point care needs to be taken not to build the revs too high, or slip the clutch too violently, otherwise you will end up on your arse. With the bike on its arse. D'oh. Anywho, the basic aim is to prevent the front

wheel from dropping as you want to land pretty flat, however, if the back wheel lands just before the front that is dandy too. In the sequence pictured here I am landing on flat ground and there's a corner immediately after, so I am literary just dropping off without jumping any great distance, so that I can still make the corner. In some instances you might have some kind of down slope to land on; in this case you would do the same but NOT transfer your weight over the back. Instead, keep over the front and push on the handlebars, this should keep the front wheel down so that both wheels land together on the down slope. Should being the operative word – just get out there and try it!



Approaching the drop off make sure that you are in the right gear (in the sequence here I'm in second), in the stand-up ride position and transferring your weight towards the back of the bike slightly. Ooh, and bend your knees too.



As your front wheel leaves the drop off rock your weight backwards a touch and pull on the handlebars a smidgen. Just a smidgen mind, don't be a brute with it – be gentle.



Then, as your rear wheel leaves the drop off (I'm fed up of using the word drop off but I can't think what else to call it?) move your bodyweight forward and stop pulling on the 'bars. Just relax and the flight of the bike should remain pretty flat – that's what you're aiming for, a flat(ish) landing.



As you're about to hit the deck accelerate. This will prevent the suspension from compressing too much. As this is a flat landing it will, generally, be quite a harsh landing so it is important to have your legs and arms bent, thus using your whole body as a shock absorber – go down with the bike as the suspension compresses.



Once you're safely back on planet earth get back into the standing position as soon as possible and stay there until you approach your next obstacle.



TUITION

Chris Hockey offers one-to-one or group tuition, if you're interested in learning from the hairy one contact: 07971 447085; or email: chrishockey@endurotech.co.uk (www.endurotech.co.uk)

