

DISCLAIMER: This material is not intended as a substitute for taking a rider training course. We recommend that you work with a professional trainer before trying any of the techniques discussed, or do so at your own risk. Canoe West Media, Adventure Rider Radio and Coach Ramey Stroud do not assume any responsibilities for injury and damages, including and not limited to, yourself, another person, motorcycle, etc.

PRACTICE TIP

Pick A Good Training Spot. Sliding turns are easier to learn on a flat, hard-packed dirt—especially with a thin loose layer on top. Knobbies in sand will work but it's a lot harder to learn to slide.

LOWER BODY STEERING PRACTICE

Your body weight and boots on the foot-pegs will start turns but will not work all the way around or through a turn unless it has a very wide radius. Using body weight just starts the lean and reduces how much the handlebars need to be turned for any given corner.

- Set-up a straight row on markers/cones spaced about 25' / 8m apart.
- Start at one end and weave left and right through the cones weighting the foot-pegs to steer.

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STRAIGHT SKID PRACTICE

CAUTION: TAIL WHIP. As we get better and more confident we tend to go faster and faster. Rear wheel slides at higher speeds can cause something called a “tail-whip.” The sliding rear wheel steps out too fast or too far and the rider panics then completely releases the rear brake. The rear tire catches traction then flips back past the center-line of the bike to the other side. There the same thing happens. The rear wheel flips back and forth until the rider high-sides. The fix? Keep your skid turn speed low, say under 20mph/30kph. The alternative? Stay on the rear brake and take the low-side fall. Ouch!

- ABS must be turned OFF or disabled or use an Enduro-Pro software of some kind that allows rear wheel skids and spinning-up.
- Practice at about 20 MPH / 30 KPH on a flat hard-pack surface.
- Try to be precise. Have a marker where you want your front wheel to come to a full stop. Not just close but right on the money— that's your goal.

- When you are ready, head and eyes UP to your brake markers, pull the clutch in, stand on the rear brake and HOLD IT DOWN all the way! No feathering, no up and down, just hold it.
- As you brake, go into a braking position— Fold forward a little at the hips and bend your knees slightly to get your bum back and down a little. DO NOT extend your arms to locked elbows— this will cause you to lose steering control.
- Commit to the skid— hold it to a full stop. Then come forward into a neutral standing position and try to balance for a moment with boots on the pegs before you step down.
- Practice longer and longer straight-line rear brake skids. A common mistake is to let off the brake just before the turn rather than hold the skid around the corner.
- For a straight skid— if your rear wheel starts to slide off to one side, it means you or your bike or both were leaning left or right in the skid. That come later when we get to turning.
- When you can consistently rear brake slide to a full stop with your front tire on the marker and balance for a few seconds— you're ready to start working on turns.

BRAKE SLIDE TURN RECAP:

Straight-line skid to turn entry.

Keep the slide going. Don't let off the rear brake.

Chin up and keep looking around the corner

Move to the inside foot-peg to step the rear wheel to the outside.

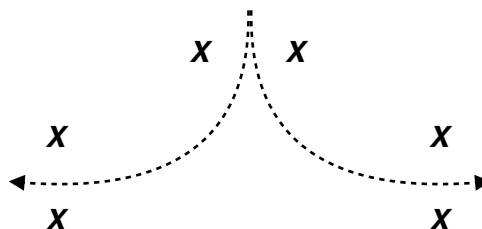
Keep your front wheel pointed at where you want to go.

Then roll on the gas before you release the rear brake.

Move your weight back over the bike as you finish the turn.

BRAKE TURN PRACTICE

Set-up six markers/cones as follows: two to complete the straight skid, then two for left-hand turns and two right for right that you have to go through to compete the brake turn:



POWER SLIDE TURN RECAP

Power slides are basically brake slides with the gas coming on earlier in the turn.

Always cover your clutch.

Do The Power Slide Turn As Slowly As Possible.

CHIN UP and Look through the turn.

Start the turn when you are almost stopped.

Move forward from the Braking position into an Attack position BEFORE you give it gas.

Get the RPM's up and smoothly OVERLAP your clutch release as you come off the rear brake.

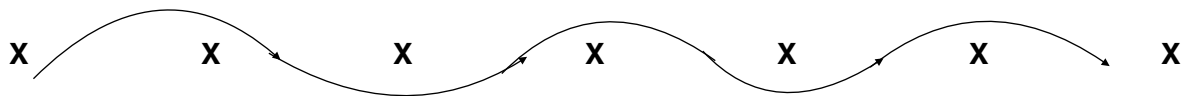
Control The Slide With Gas and Boots.

Keep The Front Wheel Pointed Through the Turn.

Finish The Turn With Controlled Power.

POWER SLIDE PRACTICE**EXERCISE 1**

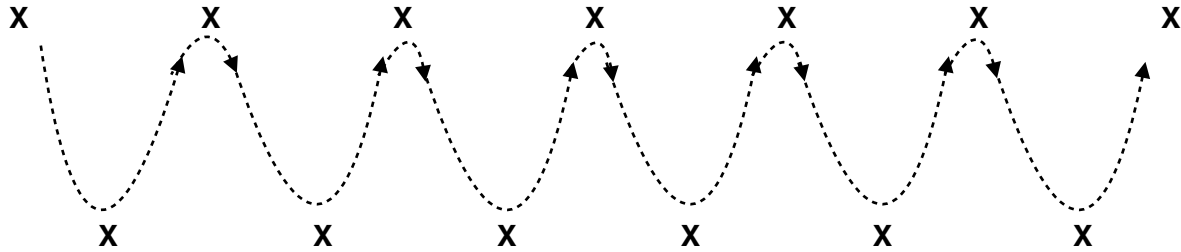
- Set up a row on markers/cones about 50'/15m apart.



- Start at one end and weave left and right through the cones. Use the foot-pegs and gas to steer. Blip the gas to break the rear wheel loose to slide the rear end around each marker. Power spin only at the cones, slow down in between markers (see video).
- Use the foot-pegs to straighten the bike up and go to the next marker.
- Chin UP and eyes ahead.

EXERCISE 2

- Set up two rows of off-set markers/cones about 50'/15m apart.
- Ride left and right to each marker.
- Try to slide your rear wheel to knock-over each marker with the rear tire.
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EXERCISE 3

Set-up six comes/markers as follows: two to complete the straight skid, then two left and two right that you have to go through to compete the slide turn:

