

# EXTREME MOTOCROSS



# Terms and Conditions

## **LEGAL NOTICE**

The Publisher has strived to be as accurate and complete as possible in the creation of this report, notwithstanding the fact that he does not warrant or represent at any time that the contents within are accurate due to the rapidly changing nature of the Internet.

While all attempts have been made to verify information provided in this publication, the Publisher assumes no responsibility for errors, omissions, or contrary interpretation of the subject matter herein. Any perceived slights of specific persons, peoples, or organizations are unintentional.

In practical advice books, like anything else in life, there are no guarantees of income made. Readers are cautioned to rely on their own judgment about their individual circumstances to act accordingly.

This book is not intended for use as a source of legal, business, accounting or financial advice. All readers are advised to seek services of competent professionals in legal, business, accounting and finance fields.

You are encouraged to print this book for easy reading.

# Table Of Contents

Foreword

Chapter 1:

***Your Complete Riding Gear***

Chapter 2:

***Essential Tips In Setting Up Your Bike***

Chapter 3:

***Your Riding Style In Different Road Conditions***

Chapter 4:

***Riding With The Right Body Position***

Chapter 5:

***The Art Of Braking Smoothly***

Chapter 6:

***Easy Ways In Handling Acceleration***

Chapter 7:

***Be Careful With Cornering***

Chapter 8:

***Passing Skills Every Biker Must Possess***

Wrapping Up

# Foreword

Motocross is widely thought to be the world's most popular sort of motorcycle racing. Motocross is derived from a French term blending motorcycling and cross-country. Motocross tracks are commonly made up of hills, dirt roads, and mucky tracks and turns. The size of the courses allows up to forty riders to compete together.

In motocross, pro races are measured by time. A pro race commonly lasts for a half-hour. After this time, once the leader has crossed the finishing line, he is given a signal to show that there are 2 laps remaining. On the next lap, he is given the one lap to go signal and the race is completed at the end of that lap. This is called half-hour plus two laps.

Other motocross races might be determined entirely on laps, so that the first rider to complete a predetermined amount of laps is the winner. The first 3 riders to finish the laps are known as podium riders and win first to third positions.. Get all the info you need here.

## ***Extreme Motocross***

# **Chapter 1:**

## ***Your Complete Riding Gear***

---

### **Synopsis**

Having the appropriate gear for motocross riding will not only enhance the experience but will also ensure other factors such as safety and comfort, are also addressed.

The following are some of the recommended riding gear for the sport:

## **The Gear**

Boots – ideally the riding boots should come with a lot of different yet beneficial features. Having the appropriate amount of buckles would be one of the features looked for when making a purchase, as too many buckles would be too cumbersome to tackle. The soles of the boot should also be bonded for added insulation and impact resistant. There should also be a tough sole with a metal shank included in the feature, with general heel support and padding for optimal comfort.

Gloves – these should ideally be made of weather proof material. The tacky rubber index and middle finger surfaced tips would be helpful to optimize lever traction. Also having a pair that consists of lightweight twill on the backhand provides additional stretch and breathability features.

Goggles – getting a pair that can be used for all day comfort is a wise option to choose as this will allow combinations of true anatomical fit with triple layer face foam that wicks away any sweat buildup. The UV protection feature should also be part of the package along with others such as scratch resistant lens and anti fog treatments lens.

Helmets – the helmets should be designed to include rear vents for improved aerodynamics. The intake and exhaust vents for be well placed to ensure proper ventilation and cooling so that the rider

does not get overwhelmed by the heat generated from the body during the riding stint. There should also be a removable washable liner along with washable cheek pads and visors.



# **Chapter 2:**

## ***Essential Tips In Setting Up Your Bike***

---

### **Synopsis**

Setting up the bike would require some ready knowledge on the matter. This is to ensure all the correct choices are made based on the relevant information learnt. It would also help the individual to be able to make informed purchases, thus limiting any unnecessary expenses.

The following are some essential tips that should be considered when setting up your bike:

## **You Bike**

Before every ride the user should make it a habit to check the chain tension and lube it if necessary. The air filter should also be clean and changed as often as required. Giving the bike a general once over should also be done habitually before every ride, where the focus should be on tightening any loose bolts, spokes and any other parts that may come loose due to the type of terrain and stress the bike is put through. It would also be a good idea to clean the bike thoroughly after each outing as this would help to remove any foreign particles that may eventually cause damage to the bike. It would also keep the bike in optimal and functional conditions.

Checking the brake pads for wear and tear is also another very important tip when setting up the bike. Due to the terrain the bike are usually used on, the condition of the brakes would be of prime concern as in all times and situations, it could be the only feature that protects the user from serious injury. Other cables for fraying should also be checked regularly. The chain and sprockets would also need to be check to wear and tear as they usually have to absorb a lot of abuse due to the nature of motocross riding. The gearbox oil levels should also be kept at the recommended levels, as well as the engine oil levels.

# **Chapter 3:**

## ***Your Riding Style In Different Road Conditions***

---

### **Synopsis**

Although it may seem like just any style of riding for motocross racing will do when going out on a ride, however those interested in taking up this sport should be more aware of the fact that this is simply not true. Therefore it would be better to take the time to identify the style used by the rider and the bike as this would vary depending on the road conditions at the time.

The following are some riding styles used for different road conditions:

## **Style**

Freestyle – this is a riding style that is used with the main aim of performing stunts with the motocross bike. The surface is usually prepared such as a stadium track or a dirt track. Here the rider will perform varied movements and styles such as acrobatic stunts while jumping with the motocross bikes. The style here would not be as challenging as going on an outback run, where the terrain would be foreign and riddle with surprises, thus requiring optimal split second instincts.

Supermoto – this would involve the rider having to adapt to the style that is mainly for off road surfaces, although there are some race tracks that are converted to accommodate this particular type of motocross racing. The individual would have to maneuver around bumps, berms and jumps which are all part of the makeup of the circuit. The rider would also be expected to be able to ride metal ramps for the jumps and further demonstrating their capabilities.

Supercross – this style would involve more intense racing within specialized high performance off road conditions that are usually specifically designed to accommodate such activities. Here the rider is expected to be able to make tighter turns and more technical and challenging maneuvers.

# **Chapter 4:**

## ***Riding With The Right Body Position***

---

### **Synopsis**

There are several different body positions that are able to produce slightly different results with each varied use. These body positions are important to learn and use to ensure the best rides are experienced.

The following are some of the different styles and body positioning that is required:

## **Doing It Right**

Side slipping – the body position here would be in the fall line where the legs are flexed at the knees, ankles and hips. For the uphill motion it would have to advance by about one half a boot lengths over the downhill motion.

The direct fall line descent should be maintained parallel and the hips should also be parallel to the knees and ankles, while the shoulders would be in a position as close to the fall line in which the chest faces downhill.

This is sometimes referred to as the side slip in the sled position. The forward side slipping would be done by allowing the tops to point slightly downhill and by maintaining the body position similar to the description give above.

The backward side slipping would only be different in that the tips of the point are slightly uphill. The forward and backward side slipping must display smoother and controlled transition from forward to backward side slipping and back against while the body position is still maintained as above.

Snow ploughing – is where the individual must display a competent and controlled snow plough motion with good edge control with the ability to stop when needed. The body position should be central and balanced at all times, to accommodate any

sudden stops. Then there is the standard pivot turn, and here the combinations of all the above positions are required with some minor yet very important adjustments.

# **Chapter 5:**

## ***The Art Of Braking Smoothly***

---

### **Synopsis**

There are several different braking techniques that could prove to be very useful when going a fast speeds in motocross riding. Any sudden need to brake should be done competently and without endangering the individual and those around.



## **Braking**

Good braking and skill on taking sudden cornering positions, will help to make up positions that can prove to be winning points as most motocross races may not be savvy in doing, this is due to the fact that there is not much confidence in the style of braking and the individual's own capability of maintaining complete balance.

As the front brake of the motocross bike provides a ratio of about 70% of the overall braking power, the riders should be confident enough in applying the brakes without being nervous about the front end washing out. The rear brake doesn't provide as much stopping power but is just as effective in keeping the bike as stable as possible. Something to note would be the style in which the lower part of the body should be applied and that is to simulate the attacking the position of gripping the bike with the knees particularly when braking in rough areas, as this will allow the rider to keep control and take some of the strain off the arms and shoulders.

When applying the brakes around smooth corners, the weight should be at the back of the bike to stop the rear wheel from lifting. If however there are large breaking bumps, then the rider would have to centralize the overall weight to allow the bike to rock underneath over the bumps. If the centre is off camber, then there would be a need to redistribute the weight forward to weight down the front wheel to prevent that from washing out.

# **Chapter 6:**

## ***Easy Ways In Handling Acceleration***

---

### **Synopsis**

If the acceleration technique is not well executed, there is a good chance the motocross bike will move forward without the rider. This is often the case as most riders are unaware of the proper techniques required to execute accelerations competently.

Proper acceleration is among the actions often overlooked when it comes to fine tuning the skills in motocross riding. However with some careful practice, it would be quite easy to understand the fundamentals of accelerating and putting this understanding into practice

## **Acceleration**

Beginning the proper accelerating technique would require the rider to be properly positioned on the motocross bike. The body and weight displacement should be ideal for the style of acceleration intended. Being able to accelerate hard, without causing the motocross bike to lift off the ground, would take a little more than just some simple practice. Consistent practice will allow the individual to find the comfortable weight displacement that would accommodate any acceleration whether hard or light.

Observing the throttle would be one of the actions that should be considered. Applying the gas as soon as possible when the throttle is in engage mode would help to give the bike to push, however too much throttle application would result in the back end sliding out. It could also mean that without enough throttle the other would more than likely pass the rider, thus causing the rider to lose any favored positioning. Sometimes the rut can be used to facilitate in harder acceleration scenarios. Keeping the entire weight on the outside foot peg, would provide additional traction. Leaning forward would also help to provide the easy positioning of the centered posture in the seat. The fingers should always be lightly placed on the clutch in case the front end comes off the ground, where the acceleration could be disrupted.

# **Chapter 7:**

## ***Be Careful With Cornering***

---

### **Synopsis**

Most time the momentum in riding is lost to some degree when maneuvering at turns and taking corners. In order to avoid the loss, there would be a need to ensure the cornering techniques are well understood and mastered.

When approaching a corner, the rider should ideally be focused on what lies ahead, this making a good judgment call on the most suitable entry point for the corners. There should also be the need to be able to break rather roughly with the bumps having to be dealt with while concentrating on making the ideal entry line.

## **Corners**

Standing up in the attack position will allow for a more efficient braking execution and also create the need for the legs and arms to take on some of the impact made from the bumps. Finishing the braking move in one smooth motion while taking the cornering position should be done with the inside leg out and forward to keep the weight in the front wheel area.

With the leg out weighting the front wheel, there should be as much weight as possible on the outside foot peg too as this will allow the flat and off camber turns easily. The rider would need to remember a very important move when cornering in motocross and that would be to steady in and fast out motions where braking is held off as late as possible while still maintaining control of the bike. The fastest line through a corner will usually be sweeping line across the apex which is similar to that of road racers. However in this case the line can leave the rider vulnerable to an inside pass from the rider behind.

Understanding the three basic styles of corners which are bermed, smooth and rutted will help the rider focus on deciding the best technique to use. While attempting a berm, it would be better to entre it on a high and then turn and drive down the face as the exit is executed. For smooth corners, the rider would have to shift the seating weight to avoid the bike from spilling over.

# **Chapter 8:**

## ***Passing Skills Every Biker Must Possess***

---

### **Synopsis**

In order to excel in motocross, the biker would need to focus on ensuring the proper amount of skill are noted and ready to be used whenever the need for it arises. These skills may span over several different areas and may require some focused attention.

To begin with, the individual intending to take up this sport should seek professional advice as most of the successful motocross bikers are people who have been in the business for quite some time and are knowledgeable enough to be able to provide information on many aspects of the venture.

This advice could cover a vast expanse of topics related to motocross riding and would be very valuable indeed, as most times the advice given would be practical.

## **Passing**

The skills acquired are also pivotal in creating a competent motocross rider and its importance should not be underestimated. The set of skill acquired would very much depend on the style the individual intends to pursue on the motocross circuit.

The skill for racing would differ from the skill required for trail rides and the levels of competency will eventually dictate the quality of the motocross experience.

By watching or consulting other more experienced motocross riders, the individual will be able to assess the circumstances and safety navigational features, thus making the required decisions would be easily forthcoming.

Depending on the decisions made, the biker should be able to make the necessary preparations both mentally and physically to ensure the conditions can be easily and safely manipulated through the skills that would be required for the particular route taken at any given time.

The skill knowledge should be able to give the rider the necessary riding plan to help in the navigation capabilities in an effective manner.

# Wrapping Up

The famous words that say practice makes perfect, is not something to be taken lightly, as there is also of truth in this statement. In order to excel in anything particular the individual would have to be committed enough to physically and mentally set aside time and effort to fine tune the skill required to excel.

Scientific studies have been able to conclusive prove that variable practice definitely improves the brain's memory of almost all skills. The muscle memory retained through serious and constant practice will allow the individual to be able to call on this mental capability to create the physical results that are satisfying. Without this muscle memory, the mind and body will not be able to react instinctively when the need arises.

This is especially so in sports those require split second decisions and where reactive timeframes are the ultimate tests of the rider's skills. Practicing all the different styles and maneuvers will help the individual be better prepared for any "surprises" during the motocross riding experience. Better performance is only possible when the rider is able to perform the various different skills to overcome the obstacles of the course chosen.

Practicing will also allow the rider to be better prepared with a set game plan to be executed through the ride.



The skills demonstrated would generally be based on all the practice put into mastering the movements that are required to anticipate and execute all the techniques leant.

This practice will also help to prepare the body and mind to be alert for any circumstance, thus effectively minimizing the chances of sustaining any injury.

These skills will help the rider maneuver well in situations where there is little or not time for thinking. The muscle memory accumulated from the practice will help the rider automatically react favorably in any given situation when compared to a rider with little or no practice.