

Manga Racing Schools Basic Fundamentals Check List

Technique/Obstacle	What it looks like	The Primary Objective
Starts	<ul style="list-style-type: none"> • Head and shoulders forward. Chin over bars. Eyes looking at the gate at an angle –not directly. • Elbows up-directly out and vertical. Shoulders square to bars. • Hand grip; in a position to allow the bike to be at ¾-full throttle when gate drops and elbows/arms become horizontal when gate drops. • Feet – In front of the pegs both feet down if possible, if not, left leg up. • Butt centered on bike saddle. 	<ul style="list-style-type: none"> • We want the rider’s weight as far forward as possible when we launch the start. • Our arms are our stabilizers. As we exit the gate the bike will shift left to right our arms give us the stability to control this action somewhat. • As the gate drops, both elbows drop from full vertical to perfectly horizontal as the bike and rider cross the gate. It is important they are level and even. This position is what gives the riders the most balance and control over what may happen next. • The feet must remain forward the pegs until the bikes horizontal position is stable. It is best when the rider can lock his knees on the shrouds until past the gate to deal with the jerking and bike shifting that takes place while gating. Once clear, up shift if possible with the rider’s heel as the feet come back to the pegs.
Corners	<ul style="list-style-type: none"> • Shoulders and head forward, chin over bars, arms in an attack position elbows out. • Legs Generally in front of the bike up near the front axle. • Eyes forward, not looking down. • For flat turns we want our butt crack on the outside corner of the seat –weighting that minor amount of wheel in contact with the ground. 	<ul style="list-style-type: none"> • Cornering is more about changing directions, under control, as fast as possible than it is doing it one way or another. • As we attack a corner we do it with our head and shoulders forward preempting the apex. All breaking is done before we enter the corner -generally. • At the apex; Inside leg is forward, outside elbow is out, roll the throttle on steady and in control. Releasing the clutch while simultaneously delivering more throttle. • In flat corners, as you enter the turn, keep your eyes forward, keep the gas on, get your butt crack on the corner of the seat, leg out skimming, stay in a higher gear, use the clutch to keep the power steady by feeding it slowly as you apex and exit, rolling more and more throttle on.

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<p align="center">Jumps</p>	<ul style="list-style-type: none"> • Head and shoulders over the bars, elbows out, attack position. • Knees/legs straight to slightly bent. Train them with straight legs; we know they will bend them! Stay away from the outhouse position..you get the point. • On the face the jump be sure the throttle is steady and appropriate all the way up and off the face. Wrist should be neutral/even horizontally. • In the air the rider’s knees should be bent and body in a neutral position on the bike. 	<ul style="list-style-type: none"> • Approaching the jump, we want a neutral bike attitude. Not nose down, not nose up. We want to be prepared for any rocks, bumps, square edges. Get into attack position!! • Going up the face, be standing, head forward, gas on. Balls of your feet!!!! Bike straight up and down. Keep the gas on until the rear wheel leaves the ground. You can adjust throttle position accordingly on the face to stay in control and not loop out. Do Not Apply Too Much Throttle. Learn the bikes power and how it reacts on jumps. Be patient!!! 50x doing the same jump is ok. Learn, be a perfectionist. Make them perfect. Short first long when ready. • The straighter our legs, the more we compress the bikes suspension, the more air/lift we will get under normal speeds. Lift is good for a beginner.
<p align="center">Attitude</p>	<ul style="list-style-type: none"> • Why be average? • Why do anything less than perfect? • Why go to the line without knowing we will win the holeshoot? • Set reasonable goals. 	<ul style="list-style-type: none"> • As the kids get older and more serious. The more it has to be important to them to be better than average. This has to come from within. You can’t beat this into a person. If they have it great if not for MX maybe something else. There will be something in life a person will take great amounts of pride in doing and being average at it will not be acceptable. Teach the principal. • Practice the little things that lead to the great things. Make practice fun. Work on braking drills for 3 hours in a practice session. Perfecting the stopping distances, the drags, etc. Same with corners or jumps. It’s not always about laps. Work drills and patterns. Make it fun. • Having heart and desire is what will win more races than the best motors or suspensions. You can’t teach this. It is either there or not. A quick mental check is to ask: If you knew you could win and not get hurt, would you try harder to win? If the answer is yes, you know what you have to work on. Confidence. Confidence will win more races than all things combined. A good parent is a confidence machine!! • We are headed to Winter Ams this year. I told my son to finish in the top 20. Get the point? Slow, methodical, challenges work best.