

## INTRODUCTION:

Some of you know me, for those that don't, I'm Kevin Maret. I am working with you on starts this weekend.

Some history on myself:

- I raced professionally with Team Honda through 1993.
- Began teaching moto-x schools in 1994 while going to college.
- In 2000, I started a company called Tamer MX Inc. We manufacture and sell the Tamer Holeshoot Hookup.
- I invented the starting device and am the patent holder of the design, so all of these brands, they have a license agreement with me.
- Owned and operated a professional SX team from 1999 – 2011.
  - Hooters, Caterpillar and Jagermeister
  - Buddy Antunoz, Justin Brayton, Eric Sorby, Mike and Jeff Alessi, the Blose brothers among others.

## TEACHING:

Today, I want to discuss dirt and concrete starts and the importance of a starting device. First, there are different techniques taught by every instructor. None are either right or wrong. My best advice is to try all techniques and find what works best for you and perfect that method. The start is the most important part of the race.

## DIRT OR CONCRETE:

- Everyone teaches something different. Main thing to get across is:
  - Starts are very important
  - There are basic principals to starting
    - Feet position, body position, arm position, throttle, clutch
    - Starting device is important due to clutch engagement before gate drops
  - You need to use what works best for you
  - Practicing starts is essential
- Most important part of race
- Starting device OK use in stock class, use on concrete and use on dirt.
- Understand the lay of the land before hand, not at the moto start
- Find a gate with a decent, straight rut without mud
- 2 races on race day, 1 to first turn, 1 to checkered flag. If you win the first, the 2<sup>nd</sup> one is much easier

## DIRT:

### DIRT POSITIONING-

- Body position forward
- Head over bars, bars to your chest
- Butt in low of seat, pull your pants tight

- Lock your body to bike so when bike goes, you go with it
- Legs in front of pegs
- Arms down and out – Like a pull up for strength
- 1 finger on brake, 2 fingers on clutch (or 1 finger) NOT FULL HAND.
- 2 feet down, in front of pegs to help hold body forward in initial launch
  - You can try 1 foot down, make it the brake foot so you can shift. (RIDER PREFERENCE)

#### DIRT TAKE OFF-

- Clutch out until you feel bike chatter slightly (NO BACK WHEEL SPINNING BEFORE TAKE OFF)
- Front brake in holding bike in position (VERY IMPORTANT TO MOUNT DEVICE LOW ENOUGH)
- Smooth clutch release, yet aggressive in dirt
- No big wheelie, this causes you to let off throttle – START DEVICES PREVENT WHEELIE
- Throttle  $\frac{3}{4}$  - no blipping
- Never control wheelie with throttle, only the clutch
- Look at the gate beside you and at the finger holding the gate
- Shifting – some shift with heel others bring foot up and shift with toe
- Gear – I tell you 2<sup>nd</sup>, try 1<sup>st</sup>, try 3<sup>rd</sup>
- Gate drops, clutch out, front brake off, throttle full open all in 1 motion
- Now move body back to get more traction and get the front end light over the track
  - 450 has power, so body position is not as critical

Don't be ready too early. If you stare at gate too long, you go into a daze and then your reaction time is no longer there.

#### DIRT GATE PREP-

- Clean out where gate drops on the dirt and the metal part.
- Build a slight, long ramp or dirt over the gate, especially if it is a deep rut
- Remove the side of the rut so it is wide enough
- Don't fill in rut with dirt, you can not pack it tight enough – Unless it is really tacky dirt
- Clean out the rut
- Fill in the gape in the gate steel
- Use you heal to dent the dirt if tacky
- Pile dirt around rear wheel

## CONCRETE:

We do suggest a starting device for concrete also, but it has to be the right height on your fork guard and that is the reasoning for the double button device. Some dry slick starts are like concrete.

#### CONCRETE POSITIONING-

- Body position upright, weight back for traction to rear tire
- Butt in middle of seat, pull your pants tight

- Lock your body to bike so when bike goes, you go with it
- Legs in front of pegs
- Arms down and out – Like a pull up for strength
- 1 finger on brake, 2 fingers on clutch (or 1 finger) NOT FULL HAND.
- 2 feet down, in front of pegs to help hold body forward in initial launch
  - You can try 1 foot down, make it the brake foot so you can shift. (RIDER PREFERENCE)

#### CONCRETE TAKE OFF-

- Concrete pad real clean wherever there is concrete
- Use glove to brush off extra dust – you will be surprised how much dust still there
- Throttle ½ - no blipping – if wheel breaks loose = bad start
- Throttle and clutch control is key to driving off concrete
- There is dirt out there somewhere, so body position be ready to lock the body in
- Clean tire before entering concrete
- Dry hop lurch the rear wheel and move forward, don't just burn it in 1 spot – this will tell you what the concrete is offering from slick to course
- Patient with clutch – Don't just dump it
- Clutch out until you feel bike chatter slightly (NO BACK WHEEL SPINNING BEFORE TAKE OFF)
- Front brake in holding bike in position (VERY IMPORTANT TO MOUNT DEVICE LOW ENOUGH)
- Smooth clutch release, less aggressive than dirt
- No big wheelie, this causes you to let off throttle – START DEVICES PREVENT WHEELIE
- Never control wheelie with throttle, only the clutch
- Look at the gate beside you and at the finger holding the gate
- Shifting – some shift with heel others bring foot up and shift with toe
- Gear – I tell you 2<sup>nd</sup>, try 1<sup>st</sup>, try 3<sup>rd</sup>
- Gate drops, clutch out, front brake off, throttle full open all in 1 motion
- Body is back already to get more traction and get the front end light over the track
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And yes the Tamer double button device does work on concrete – the top button is for concrete, just like drag racers.

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