

## CURB STALL WITH TAIL GRAB - Beginner to Intermediate Trick Tip



For all you flatland tricksters out there here's a relatively easy one to do.

**Step 1:** Approach a standard sized curb with about 3-5mph of speed. The slower you go the harder it will be to start the endo process but the faster you go the more chances you're just going to flip over. Basically a few mellow pushes into the curb should be good.

**Step 2 & 3:** Once you make contact with the curb throw your weight forward enough to lift the back wheels off the ground.

**Step 3 & 4:** As your back end goes higher you will need to level off the endo and stall the board. The idea is to be close to vertical but not quite. At your farthest stall point, go for the tail grab. Grab it. Smile and then let the rear end of the board go back to the ground. When you land try to keep some of this backward momentum in order to roll back out from the curb.

## THE MOUNTAIBOARD OLLIE!

A mountainboard ollie is a very basic maneuver but a very important one as well. It is more similar to a snowboard ollie than a skateboard ollie in that you get your spring from flexing the deck rather than tapping the kicktail. A mountainboard ollie is a good maneuver to know in order to ollie up curbs or over obstacles. Experienced riders will use an ollie right at the top of a jump lip to get even more air.



**Step 1:** - Start in a centered stance. You can do this standing still but with a bit of speed will make it easier.

**Step 2:** - Lean back onto your rear wheels flexing your deck. The further you lean the more flex you will get but don't lean so far back that you flip over.

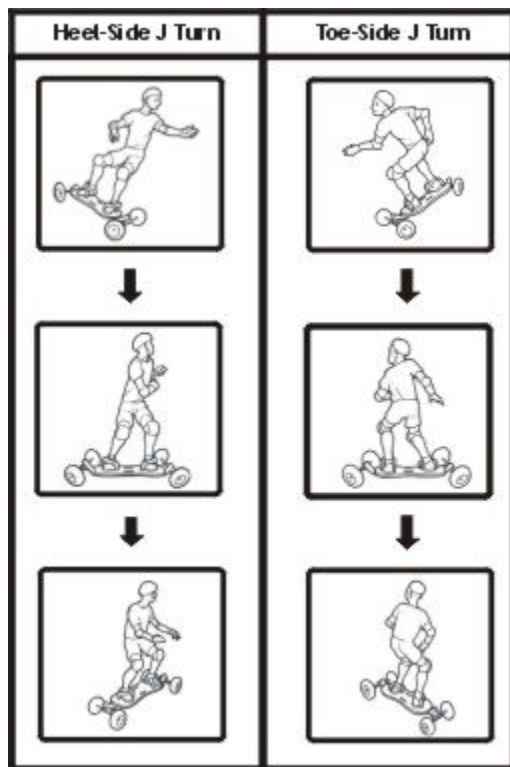
**Step 3:** - Right after you lean back and get a good flex in your deck launch yourself upwards and a bit forward.

**Step 4:** Ride out

**Variations:** Mountainboard Nollie - An ollie using the front wheel to compress instead of the rear wheel.

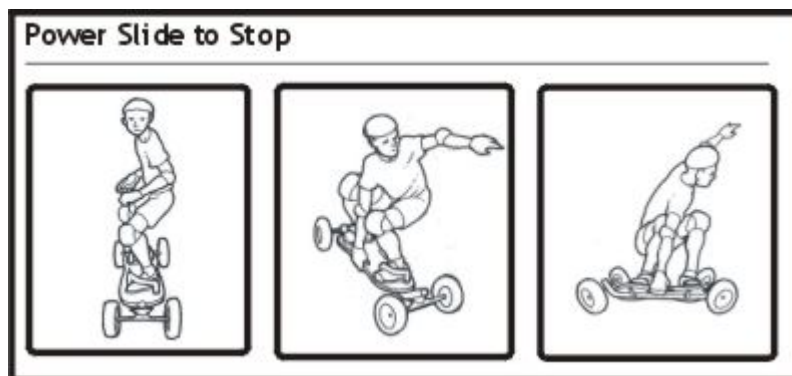
### How do you steer a mountainboard?

You steer a mountainboard by carving toe-side and then heel side making what we call J turns. Turning further up the hill will make the board slow down and eventually stop.



### How do you stop a mountainboard?

Turn the board real sharply uphill and you will stop the board. Also you can use a hand-held V brake but it is best to learn to stop without a brake by turning and power sliding. Like a hockey stop on ice skates.



## FRONT-SIDE NOSE ROLL 180!



**Step 1:** Pre-Wind - Head into the jump centered on your board. Wind your upper body 90 degrees.

**Step 2 & 3:** Unwind and Shift Weight - Throw your arms around into the direction you want to spin. At the same time shift your body weight from centered to over your front wheel. This will help stick your front tires in place as the rest of your board rotates around them.

**Step 4:** Ride Out - Now you should be riding out switch. One of the subtleties of this trick is to ride out straight and not under rotate or over rotate. The faster you go the quicker you'll want to spin.

**Variations:** Slide 180 and Jump 180 to be covered in future Trick Tips

## HOW TO DO A FLATGROUND BACKSIDE 180



Step 1: Come into this trick with a moderate amount of speed and wind your body in the opposite direction you want to spin. In this case Joel is pre-winding his body to his left but he will want to spin back to his right.

Step 2: Now lower your center of gravity a bit and start releasing your body in the direction you want to spin.

Step 3: As you start to spin pop into the air and start looking into the direction you want to go.

Step 4: Now start estimating how much more you need to hold onto your spin and adjust your body to come down.

Step 5: Try to land exactly 180 degrees from the where you started in step one. The closer you are to a true 180 the easier it will make riding away.

RACE TIPS by J Lee

Here are some simple things to practice in order to become a proficient mountainboard racer.

**#1 - Pump Rollers:**

There is a fine line between slowing down over a roller and speeding up. It's all in the timing. Suck it up as you start over it and then compress as you go over. Rollers are a good opportunity to make up some speed if you get a bad start.

**#2 - Riding in Traffic:**

Not with cars but other riders. Become comfortable with riders on your left and right as you head into a berm or jump. One key I've found is to get low. The lower you are the more sturdy you are when you get hit. Practice riding with friends in a tight formation.



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