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1990 KXs



1990 RMs



1990 KTM



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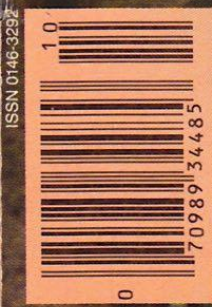
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Grey/pink #94

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White/blue #55

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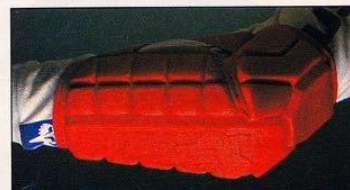
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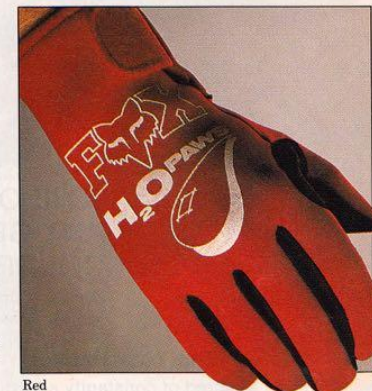
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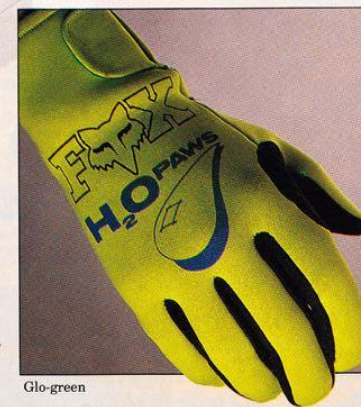
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WARNING: Much of the action depicted in this magazine is potentially dangerous. Virtually all of the riders seen in our photos are experienced experts or professionals. Do not attempt to duplicate any stunts that are beyond your own capabilities. Always use discretion and wear the appropriate safety gear.

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OCTOBER 1989



ON THE COVER:—MXA test pilot Larry Brooks wrings out the 1990 Yamaha YZ250 at Perris Raceway for Mike Koger who finally got a cover shot after all this time. Cover design by DeWest. Color separations by Valley Film.

OCTOBER 1989 / MOTOCROSS ACTION 7

HARDWARE FOR THE Hardcore.

THE 1990 YZ'S.

We could've sat on our laurels after racking up all those victories last year. But we sat on our YZ's instead. Ya think ya got what it takes to see what we did?

OK, then check out the YZ250's new engine. A 5mm-shorter connecting rod for increased crankcase compression.

New port timing and intake port. New YPVS shape and duration, and new cylinder head design. So if you liked the 250's performance last year —you ain't seen nothin' yet.

IMPROVED ENGINE PERFORMANCE ON ALL YZ'S.

We also made the 250's suspension better, front and rear. We gave the inner fork tubes a larger diameter so there's less stiction, and there's a new lever ratio and re-valved rear shock for a smoother ride. And stronger "works-type" front and rear

brake calipers — for more braking power with less lever effort.

To top it all off, the new YZ250 has a lower center of gravity—a new fuel tank, radiator and exhaust pipe. Does all this mean better handling? Better believe it!

REDESIGNED FOR A LOWER CENTER OF GRAVITY.

smoother action. And stronger "works-type" front and

NEW LOW EXHAUST PIPE ON THE 250.

OK, now let's talk new YZ125. The engine's got a new flattop piston, improved cylinder head, and

new port timing so it's got better low to mid-range power. And the inertia mass of the crankshaft was bumped up, so there's smoother power delivery.

The new 125's inner fork tubes have a larger diameter. There's new rear shock damping for

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YZ125



YZ250

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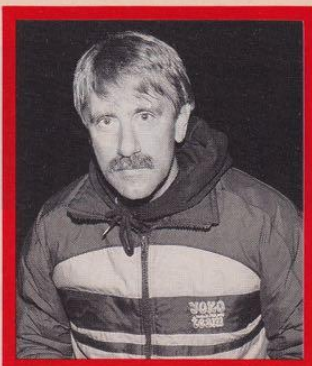
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On The Mainjet

By Roland Hinz



□ The oldest ongoing motocross championship is the Motocross des Nations. National teams were competing against one another for ten years before Bill Nilsson was declared the first official 500 World Champion, 15 years before Torsten Hallman won the inaugural 250 World Championship and a whopping 27 years before Gaston Rahier held the initial 125 trophy over his head. Motocross des Nations has been happening every September for the past 42 years.

No American team contested for the first 24 years. We finished tenth out of ten in 1971, improved to seventh the next year, fourth in 1973 and a phenomenal second in 1974. But by 1979 we were a no-show again (just like the first 24 years). We might never have returned to the Motocross des Nations had it not been for the enthusiasm of thousands of local American racers. *Motocross Action* started a fund-raising effort and by the early summer of 1981 we had raised \$40,000 from donations to field the 1981 American team. Unfortunately, we couldn't find any riders to ride for the team. All the established stars turned us down. Hannah refused to go. Suzuki said that Mark Barnett wasn't allowed to go. Yamaha wouldn't release Mike Bell or Broc Glover. In one of the sport's ironic twists, we had raised the money to fund the team but couldn't find a team. It was a shame!

At the last minute Roger DeCoster, no stranger to the glories of racing the Motocross des Nations, committed the entire Honda team to the effort (Chuck Sun, Danny LaPorte, Donnie Hansen and Johnny O'Mara). At that time these riders weren't the biggest names in U.S. racing, and when they arrived in Europe the Motocross des Nations promoters refused to pay the "no-name" American team its promised start money. Roger DeCoster insisted that the promoters live up to the rules of the event, but obviously the American team, which had gotten off to a rocky start, would have to go a long way to redeem themselves. And did they ever! They slaughtered the iron men of Europe—and have done so for the past eight years.

The 1989 American motocross team is winging its way to Gaildorf, West Germa-

ny, to try to win a record-setting ninth straight Motocross des Nations. This year's team is composed of Jeff Stanton, Jeff Ward and Rick Johnson. Ron Lechien, who won last year's Motocross des Nations 500 class, is the team alternate (should anything happen to the three chosen riders). Selecting the Motocross des Nations team is always controversial, and has historically been so. There was a major brouhaha back in 1974 when Tony DiStefano was chosen over Mike Runyard. Micky Dymond, who won two 125 National Championships, was passed over for Bob Hannah in 1987. And last year no one on the team wanted to ride the 125 class (each rider on the three-man team rides a different size bike). Jeff Ward finally agreed to be the tiddler pilot and, of course, upheld American honor with a win.

So who is going to ride the 125 this year? With the combined two-class starts at the Motocross des Nations, the 125 rider has a tough time winning overall—and all the riders want to come back from Europe as the hero, not the goat. With no 125 specialists named to the team, it's tough to follow the political infighting. The AMA claims that Jeff Ward has already done his duty on the 125 and shouldn't have to ride the small bike this year. They want Rick Johnson to be the 125 rider, with Stanton on the 250 and Ward on the 500. Johnson thinks that Ward should ride the 125 because he is smaller and more experienced. Ward believes that Johnson was fast enough to win the Mammoth Mountain Motocross on a 125, and he ought to be willing to take his turn. Jeff Stanton just wants to be on the team. He even rode a 125 for the first time in his life at the Unadilla 125 Support class to see if he could do it. As the three men and the AMA play cat and mouse, no one seems to be worrying about what's best for the American team—only what's best for themselves.

We at *MXA* have seen it all before. We remember when the AMA didn't care enough to even send a team, and we were hurt when all the stars refused to join the team when it was finally formed. Maybe it's time that we sent Damon Bradshaw, Mike Kiedrowski and George Holland—they'd be proud to go and hard to beat. □

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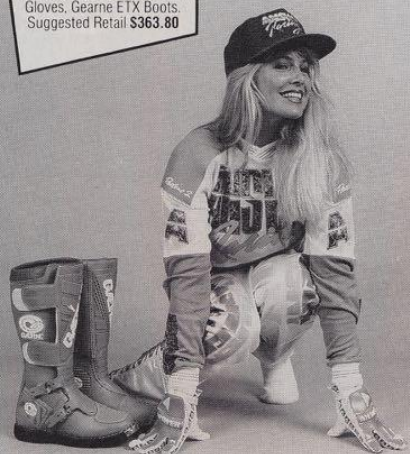
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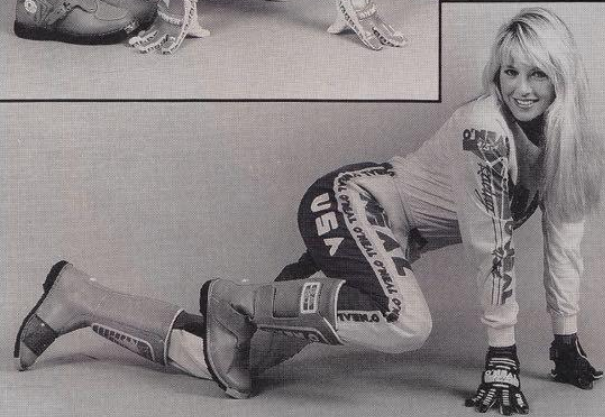
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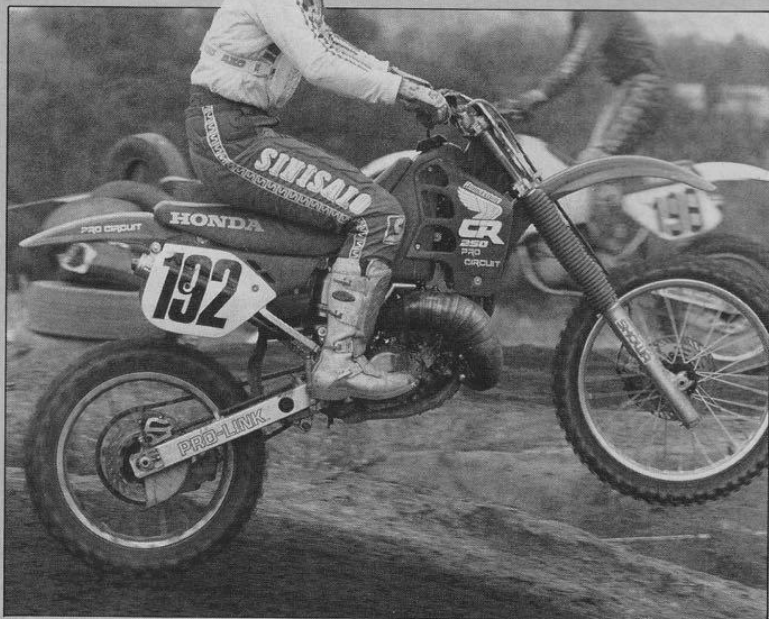
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Jody's Box



By
Jody Weisel

□ The checkered flag fell and I pulled off the track as practice ended. I'd been testing 1990 bikes all week long and really felt sharp for today's race. As I wheeled into my pits and climbed off the bike I noticed an old guy in plaid Bermuda shorts watching me.

"Great riding," he said as I pulled off my helmet. "You ride almost as good as Arnold."

"Thanks," I replied. I didn't know what he was talking about but I can accept a compliment with the best of them.

"I really liked the way you handled the whoop section. It reminded me so much of the way Arnold did it that it sent shivers up my spine."

"Who's Arnold?" I asked.

"Arnold Ditmuller," he replied. "Arnold was the greatest rider I ever saw. He was perfection in motion. You're a lot like him."

"In what way?"

"Like in the whoops. You hang off the back just the way Arnold did. Only Arnold had that extra-special something. He was perfect. Better than perfect!" he said with a glow in his eye.

"Nobody is perfect," I said. "Motocross is an inexact science. Sometimes things go the way we want and sometimes they don't. Perfection is a myth. Even after riding for ten hours on this track during the week, I came up short on the big double two times

during practice. I thought I was doing it perfectly, but still I'd hit hard."

"Arnold was perfect! He had the reflexes of a cat, superb depth perception and nerves of steel. Arnold was a born natural."

The guy in the Bermuda shorts had pulled up one of my lawn chairs and was flicking dirt off of my front fender while he babbled on about this great rider.

I'd seen a lot of natural riders in my time. Naturals are people who don't have to work at it. They don't train, sweat or put out any effort. When I think of riders with inherent God-given talent I always think of Marty Trips, Gaylon Mosier, Rich Eierstedt, Kenny Zahrt and Billy Grossi. I had never thought of Arnold Ditmuller. In fact, I'd never heard of Arnold Ditmuller!

"Where did this Arnold guy race at?" I asked the Bermuda shorts.

"Everywhere! Arnold used to work on his bikes during the week and then drive to the races by himself. He knew as much about shock settings and piston tolerances as any factory mechanic. He could fix anything on his bike with only a hammer and a bigger hammer," said Mr. Bermuda Shorts. "I remember once when Arnold got two flat tires on the first lap of a race, and even with the tires rolling off the rims he powered on to win. Then he fixed both flats between motos using only a screwdriver and a bicy-

cle patch kit and won the second moto."

"That's cool," I commented. "If I get a flat tire I go out and buy a new bike. Luckily, I don't smoke or I'd go broke buying cars once the ashtrays get full."

"Arnold wasn't lazy," said the man without a hint of sarcasm in his voice. "He worked a full 40-hour week, trained three hours a day, supported a wife and three kids, was president of the PTA, did volunteer work at a hospital and still managed to race at the upper echelons of the sport. Arnold was a man's man!"

"I'd like to meet this Arnold guy," I said.

"Does he still race?"

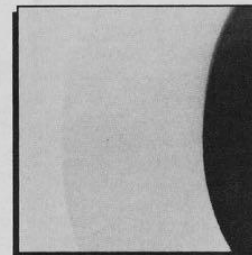
"No, he retired a few years ago," answered the guy as he rose to leave.

"Doesn't he still come out to the races?" I asked. "Even just to watch?"

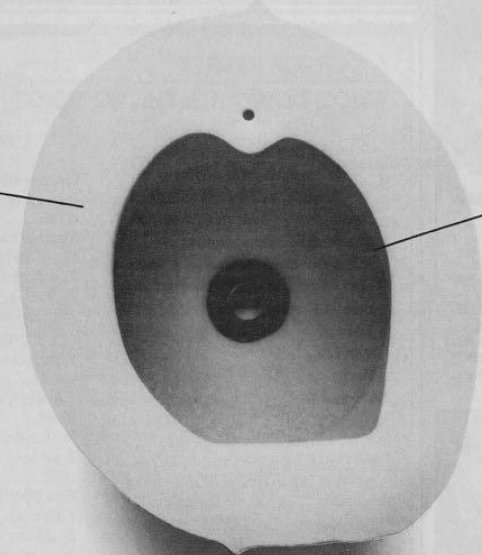
"To tell the truth," he replied, "nobody has seen him for years. It's just like he vanished from the face of the earth. Only a few old-timers, like myself, even remember him today. It's a shame because he was the greatest rider that there ever was!"

I was impressed. Obviously Arnold had been a very special person to have burned his image so deeply into this old codger's mind. As I pulled my chest protector off and reached for a drink of water, I saw the man in the Bermuda shorts get into a car with a woman and three kids and drive away. □

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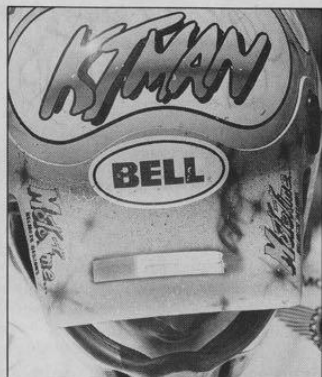
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...THAN ALL OTHERS COMBINED!**

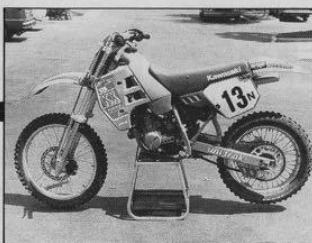
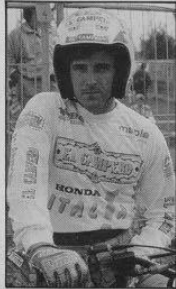


Amped out: AMP Research has been testing a prototype front fork that uses the same configuration as Formula One cars. It weighs less than conventional forks and early test reports claim that it feels great. It's designed by Horst Leitner.



KTM-man: Trampas Parker keeps on winning. The Louisiana native got hurt testing forks the week before the British 125 Grand Prix and showed up just to try to earn some points. Surprisingly, he won again.

No cigar: Corrado Maddii has retired from Grand Prix competition. The Italian's retirement was bittersweet because he failed to win the 125 Championship. Maddii came with in one moto of clinching the title in '84 but crashed in practice for the final GP and broke his leg. ►



◀ Optical illusion: Larry Roeseler had this special KX125 built for this year's ISDE. What's so special about it? It's actually a KX80 engine in a KX125 chassis. It pumps out mega-ponies, but not much torque.

MXA RACE UPDATE

WHO'S DOING ALL THE WINNING?

250 SUPERCROSS

Anaheim Rick Johnson (Hon)
Seattle Rick Johnson (Hon)
Seattle Rick Johnson (Hon)
San Diego Rick Johnson (Hon)
Miami Rick Johnson (Hon)
Atlanta Jeff Stanton (Hon)
Daytona Jeff Stanton (Hon)
Houston Jeff Stanton (Hon)
Tampa Jeff Ward (Kaw)
Dallas Jeff Ward (Kaw)
Pontiac Ron Lechien (Kaw)
Pontiac Jeff Ward (Kaw)
New York Jeff Stanton (Hon)
Oklahoma Jeff Ward (Kaw)
Los Angeles Jeff Stanton (Hon)
Supercross Champion ... Jeff Stanton

125 SUPERCROSS

Anaheim Jeff Matiasovich (Kaw)
Seattle Jeff Matiasovich (Kaw)
Seattle Jeff Matiasovich (Kaw)
San Diego Jeff Matiasovich (Kaw)
Miami Jeff Matiasovich (Kaw)
Atlanta Damon Bradshaw (Yam)
Daytona Damon Bradshaw (Yam)
Houston Mike LaRocco (Yam)
Tampa Jeff Matiasovich (Kaw)
Dallas Mike Kiedrowski (Hon)
Pontiac Damon Bradshaw (Yam)
Pontiac Damon Bradshaw (Yam)
New York Damon Bradshaw (Yam)
Oklahoma Mike Kiedrowski (Hon)
Los Angeles ... Jeff Matiasovich (Kaw)
125 Champion (West) . Jeff Matiasovich
125 Champion (East) Damon Bradshaw
125 Champion (E/W) . Mike Kiedrowski

AMA 125 NATIONAL CHAMPIONSHIP

Gainesville ... Mike Kiedrowski (Hon)
Hangtown ... George Holland (Hon)
Axton Damon Bradshaw (Yam)
Southwick ... George Holland (Hon)
Mt. Morris ... Larry Ward (Hon)
Red Bud George Holland (Hon)
Troy Guy Cooper (Hon)
Millville Guy Cooper (Hon)
Washougal Guy Cooper (Hon)
Binghamton Guy Cooper (Hon)
Steel City Guy Cooper (Hon)
Budd's Creek Guy Cooper (Hon)
Unadilla Guy Cooper (Hon)
Hollister Guy Cooper (Hon)
125 National Champion

AMA 250 NATIONAL CHAMPIONSHIP

Gainesville ... Jean-Michel Bayle (Hon)
Hangtown Jeff Stanton (Hon)
Axton Jeff Stanton (Hon)
Southwick Jeff Stanton (Hon)
Mt. Morris Jeff Stanton (Hon)
Red Bud Jeff Stanton (Hon)
Troy Ron Lechien (Kaw)
250 National Champion . Jeff Stanton

500 WORLD CHAMPIONSHIP

Holland Dirk Geukens (Hon)
France Dave Thorpe (Hon)
Austria Dave Thorpe (Hon)
Italy Eric Geboers (Hon)
Finland Jeff Leisk (Hon)
Sweden Kees Van der Ven (KTM)
USA Ron Lechien (Kaw)
San Marino Jeff Leisk (Hon)
England Dave Thorpe (Hon)
Belgium Dave Thorpe (Hon)

Luxembourg Dave Thorpe (Hon)
Switzerland Dave Thorpe (Hon)
500 World Champion

125 WORLD CHAMPIONSHIP

Italy Trampas Parker (KTM)
Spain Dave Strijbos (Suz)
Portugal Alex Puzar (Suz)
Holland Mike Healey (KTM)
Belgium Trampas Parker (KTM)
Germany Trampas Parker (KTM)
Czechoslovakia Trampas Parker (KTM)
England Trampas Parker (KTM)
Ireland Alex Puzar (Suz)
Brazil Alex Puzar (Suz)
Argentina Alex Puzar (Suz)
France Alex Puzar (Suz)
125 World Champions

250 WORLD CHAMPIONSHIP

Switzerland Jem Whately (Suz)
Austria Michelle Fanton (Suz)
Czechoslovakia ... Jean-Michel Bayle
Netherlands . Jean-Michel Bayle (Hon)
France Roland Diepold (Kaw)
Venezuela ... Jean-Michel Bayle (Hon)
United States ... Rick Johnson (Hon)
Germany ... Jean-Michel Bayle (Hon)
Sweden Jean-Michel Bayle (Hon)
Finland Jean-Michel Bayle (Hon)
Belgium Jean-Michel Bayle (Hon)
250 World Champion



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RINGS	REAR BRAKE PADS OR SHOES (SOLD BY SETS ONLY)	CLUTCH LEVERS	THROTTLE CABLES
CR80 1980-81 7.85 CR80 1982-84 STD. 14.50 CR80 1985 15.74 CR80 1986-89 7.85 CR125 1981-85 15.83 CR125 1986-89 8.80 CR250 1981-89 19.41 CR500 1984-89 23.27	CR80 1980-84 6.38 CR80 1985-89 8.42 CR125 1980-82 10.60 CR125 1983 85-86 12.68 CR125 1984 13.18 CR125 1985-89 20.96 CR250 1980-82 10.60 CR250 1983-86 12.68 CR250 1987-89 20.96 CR500 1984-86 12.68 CR500 1987-89 20.96	CR80 1980-81 53.83 CR80 1982 89 6.46 CR125 1981-83-89 6.46 CR125 1982 11.15 CR250 1981-83-89 6.46 CR250 1982 11.15 CR500 1984-89 6.46	CR80 1980-81 56.11 CR80 1982 7.69 CR80 1983-85 6.51 CR80 1986-89 7.20 CR125 1981-84 7.69 CR125 1985 6.97 CR125 1986-89 7.20 CR250 1981-83-84 8.58 CR250 1982 7.69 CR250 1985-89 7.20 CR500 1984 8.58 CR500 1985-89 7.20
GASKET SETS	SWING ARM BEARINGS (Each)	REAR BRAKE PEDAL	CLUTCH CABLES
CR80 1980-81 9.44 CR80 1982 8.81 CR80 1983 14.17 CR80 1984-85 14.32 CR80 1986-89 13.07 CR125 1981-86 11.02-14.61 CR125 1987 35.98 CR125 1988 39.00 CR125 1989 40.85 CR250 1981-88 13.07-16.41 CR250 1989 30.14 CR500 1984-85 14.06 CR500 1986 14.91 CR500 1987 16.89 CR500 1988 25.32 CR500 1989 22.35	CR80 1980-81 56.27 CR80 1982-85 9.88 CR80 1986-89 8.26 CR125 1981-85 9.08 CR125 1986-88 6.61 CR125 1989 7.69 CR250 1981-85 9.08 CR250 1986-87 6.61 CR250 1988-89 7.69 CR500 1984-85 9.08 CR500 1986-88 6.61 CR500 1989 7.69	CR80 1980-82 19.62 CR80 1983 11.26 CR80 1984-89 10.99 CR125 1979-82 32.20 CR125 1983 84 86 89 44.74 CR125 1985 87 88 43.56 CR250 1980-81 45.63 CR250 1982 50.75 CR250 1983 44.74 CR250 1984-89 41.63 CR500 1984-89 41.63	CR80 1980-82 7.69 CR80 1983 6.42 CR80 1985-89 6.17 CR125 1981-84 7.69 CR125 1985 6.97 CR125 1986-89 7.20 CR250 1981 8.89 CR250 1982 8.72 CR250 1983 8.22 CR250 1984 7.88 CR250 1985-89 6.69 CR500 1984 7.88 CR500 1985-89 6.69
CRANK ASSY.	SHIFTER LEVERS	SHIFT LEVERS	AIR FILTERS
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CR80 1980-82 3.28 CR80 1983-89 6.70 CR125 1981 3.28 CR125 1982 85-89 6.70 CR125 1983-84 5.20 CR250 1981-83-89 5.20 CR250 1982 5.41 CR500 1984-89 5.20	CR80 1980-89 59.64 CR125 1981 12.25 CR125 1982-84-89 8.88 CR125 1985-88 9.50 CR250 1981 12.25 CR250 1982-84-88-89 8.88 CR250 1985-87 9.50 CR250 1984 8.88 CR500 1985-88 9.50 CR500 1989 4.65	CR80 1981-82 528.53 CR80 1983-84 24.22 CR80 1985 25.17 CR80 1986-89 24.22 CR125 1984 36.27 CR125 1985-86 30.74 CR125 1987-89 29.57 CR250 1982-83 32.46 CR250 1984 36.27 CR250 1985-86 30.74 CR250 1987 89 29.51 CR250 1988 28.61 CR500 1984 36.27 CR500 1985-86 30.74 CR500 1987 29.57 CR500 1988 28.61 CR500 1989 29.57	
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510x18	Lowest
510x18	Lowest

WHAT'S THE DEAL WITH MAICO?

Dear MXA,

I have written to Maico America asking about their new bikes, and all I got back from them was a brochure with a picture of the new 500. I want to know how the new Maicos compare to the Japanese bikes of today. Most of the people riding MX these days don't even remember Maico. As you may have guessed, I have four Maicos and I would consider buying a fifth if I had some information on the quality. If you can't compare them in a shootout, maybe you could at least do a separate test on them. Is Maico too stingy to lend you a bike, or do y'all just not care?

Gary Hill

Dear Park, TX

A little of both.

IS HONDA BAILING OUT?

Dear MXA,

A local dealer told me that Honda is dropping out of motocross and that they are cutting down on the number of new CRs. The dealer also said that three out of four people are buying Kawasakis. Is this guy dreaming or what?

Chase "The Honda Rider"

Martin

Reno, NV

Dreaming isn't the word for it—hallucinating is more like it. This issue of MXA has photos of all the new 1990 Hondas, and while production numbers from each manufacturer are secret Honda has not significantly changed its production run over the last few years. In most 1988 motocross buyer surveys Honda represents 40 percent of the racing market, Kawasaki 25 percent, Yamaha 17 percent and Suzuki eight percent.

I NEED SPEED

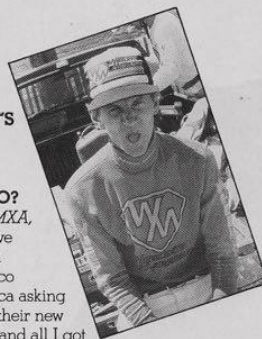
Dear MXA,

Last year I bought an '89 KX125. I plan on racing it soon but I don't think it has the speed to keep up with the newer bikes. I was thinking that maybe an Answer Roost Boost may help or a higher-octane gas (I run unleaded). Could you please offer me some advice or contacts in this area?

Guy Potuin

St. Paul, MN

We have had good luck with the Roost Boost on some models, but have never tried it on the 1989 KX125. Racing gas will



Mail Entries

get sponsored (I know I have not been racing long enough, but maybe someday . . .).

Jeff J.

Meridian, MS

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NEW IRON FOR THE '90s

1990 BIKES

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showroom tomorrow

□ Each year motorcycle manufacturers are stuck with the burden of trying to improve their bikes. One might think that the manufacturers can do no more to improve their bikes—there must be a plateau where the industry must tread water for a while. Wrong. The '90 bikes, like their predecessors, are new and improved. Some bikes abound with major changes, while others only have a few. But all the bikes reflect the innovative attitudes of their skilled creators. The *MXA* wrecking crew has compiled file cabinets full of information so you, our readers, can decide if you want a 1990 bike in your life. Stay tuned for full-on race tests of these puppies in the near future, but for now check out the changes and use the information to your best interest. Now introducing the 1990 bikes: The children of the future.

HONDA

1990 CR80 CHANGES

ENGINE:

No changes.

CHASSIS:

FRAME—New graphics and colors feature distinctive white frame and new bright red color.

1990 CR125 CHANGES

ENGINE:

HPP—(Honda Power Port) is new for the 125. **CYLINDER**—Porting specifications have been applied to the Nikasil-coated cylinder.

REED VALVE—The reed valve guide is integrated into the carburetor insulator (manifold). **PISTON RINGS**—Wider piston rings for greater durability.

CARBURETOR—Increase in carb size to 36mm.

CRANKSHAFT—New crankshaft has increased rigidity for optimum power characteristics.

HEAD GASKET—New head gasket design for better cooling efficiency.

CHASSIS:

FRONT FORK—New Showa 45mm inverted front fork.

HEAD PIPE BEARING—Larger-diameter head pipe bearing.

REAR HUB—New rear hub with new rim design front and rear.

CHAINGUIDE—Newly designed.

REAR SUSPENSION—New rear suspension settings improve the ride.

MASTER CYLINDER (REAR)—The rear master cylinder is relocated to inside of frame, and rear frame joint is moved inward to lessen boot contact.

FRAME—New frame geometry relocates engine and changes steering head angle. Added frame rigidity for strength, durability and handling precision. New wider footpegs for better rider control. New seat is taller with an increase in foam density (lower seat is offered as an option). New color and graphics with white frame and bright red panels.

1990 CR250 CHANGES

ENGINE:

REED VALVE—Redesigned reed valve along with new cylinder porting and new carburetor insulator.

VALVES—Redesigned springs and valves are incorporated in the Honda Power Port (HPP) for excellent low- and midrange performance.

CRANKSHAFT—New crankshaft with increased rigidity.

CLUTCH—New clutch assembly uses eight plates (instead of seven) for lighter lever effort.

CHASSIS:

LINKAGE—New linkage ratio with refined rear shock settings.

FRONT FORKS—New HRC-developed system refines action of the inverted front forks.

REAR HUB—Redesigned rear hub, as well as new rims front and rear.

EXHAUST PIPE—Smaller silencer and new pipe dimensions meet F.I.M. regulations.

HEAD PIPE BEARING—Larger-diameter head pipe bearing.

CHAINGUIDE—Improved for clearance.

FRAME—Redesigned frame geometry, added frame rigidity for improved handling and greater durability. New, wider footpegs and new seat density improve comfort. New reshaped fuel tank, side panels, rear fender, front number plate and radiator shrouds. New color and graphics with white frame and red panels.

1990 CR500 CHANGES

ENGINE:

CRANKSHAFT—New crankshaft balance factors reduce vibration.

REED VALVE—Reshaped reed valve body with a redesigned carburetor insulator improve low-speed throttle response.

CLUTCH—Clutch assembly uses eight plates (instead of seven), resulting in lighter lever effort.

CYLINDER—Reshaped cylinder head.

CHASSIS:

REAR HUB—Redesigned rear hub, as well as new rims front and rear.

FRONT FORKS—HRC-developed system refines action of the inverted front forks.

CHAINGUIDE—Improved clearance.

HEAD PIPE BEARING—Larger diameter.

SUSPENSION—New rear suspension settings.

FRAME—New frame geometry increases straight-line stability while maintaining cornering precision. New seat density and wider footpegs improve rider comfort and new colors and graphics with white frame body and bright red panels.

SUZUKI

1990 RM80 CHANGES

ENGINE:

REED VALVE—Reed stopper changed and reed pedal thickness was also changed.

INTAKE MANIFOLD—The intake manifold is shorter, moving the carburetor closer to the piston (12mm).

PISTON—A molten plasma is used as a spray-on hardening material on the backside of the piston.

CARB FUNNEL—Increases the amount of midrange power because of air induction.

CHASSIS:

REAR SHOCK—A piggyback shock with adjustable compression and rebound.

REAR BRAKE—The rear brake is now a disc brake instead of a drum.

CRANK PIN—Increase from 18mm to 20mm.

FRONT FORK—The valving is changed because of the new rear shock.

LINKAGE—Full floater design, swingarm changed and rear of frame also was changed to accommodate the design.

FRONT AXLE—The front axle has increased from 10mm to 12mm.

1990 RM125 CHANGES

ENGINE:

CYLINDER HEAD—The cylinder head has a



new shape and the compression ratio has been reduced.

CYLINDER HEAD GASKET—It has been replaced by O-rings which in turn has created a power increase.

EXHAUST PORT—The exhaust port is now 2mm wider.

EXHAUST VALVE—The valve is now 2mm lower.

AIR CLEANER BOX—Is new in the sense that the exterior holes are drilled at the factory and it has a splash guard to prevent material from

getting inside.

CLUTCH COVER—Suzuki now has a quick-release clutch cover for easier access.

WATER PUMP—Is positioned farther forward to avoid contact with rider.

CHASSIS:

MUFFLER—The pipe has been raised up 30mm.

FRONT FORKS—A new upside-down Kayaba design (an entirely new design).

REAR SUSPENSION—Change in compression and rebound damping, with a 16mm shaft.



1990 RM250 CHANGES

ENGINE:

CYLINDER HEAD—The combustion chamber is modified which increases the top end.

EXHAUST VALVE—The exhaust valve is modified to 2mm wider.

AIR CLEANER BOX—New in that exterior holes are drilled at the factory and has a splash guard to prevent material from getting inside.

CAM STOPPER—It has been increased to avoid inadvertent shifts.

GEAR TEETH—Shortened by .5mm.

SECOND GEAR RATIO—Is changed to a

lower gearing.

PISTON—A molten plasma is used as a spray-on hardening material on the backside of the piston.

CHASSIS:

FRONT FORK—All-new valving and re-designed damping.

REAR SHOCK—Now has a 16mm shaft.

CLUTCH COVER—Now a quick release for easier access.

WATER PUMP—Repositioned forward to avoid contact with rider.

CLUTCH PLATES—Come with a new material that is more resistant to heating up.

KAWASAKI

1990 KX80 CHANGES

ENGINE:

CARB—Smaller carburetor (Keihin PE26)—down 2mm. Allows for quicker low-end response with no top-end loss and improved midrange.

DIGITAL IGNITION—A new CDI, like the one featured on the KX125/250, will allow for compensation to ignition timing calculations. Both max horsepower and max torque have been increased by the new digital ignition.

CHASSIS:

FORK—The 1990 model features a TCV (travel control valve). The TCV system varies front fork damping using spring tension acting on the TCV mechanism.

REAR SHOCK—Constant orifice has been changed to increase compression damping force. Now all riders may use ranges 1 to 4.

1990 KX125 CHANGES

ENGINE:

RADIATOR—Dual radiators to raise cooling capacity.

CYLINDER—Redesigned exhaust port and scavenging port to boost power.

EXHAUST—Expansion chamber pipe redesigned to boost power.

SILENCER—Last year's circle-section silencer has been replaced with an oval-section silencer to reduce exhaust noise.

AIR CLEANER—Air cleaner duct and element capacity are enlarged to react more quickly to throttle commands.

CLUTCH—A "floating-type" clutch like on the KX500 has been adopted to improve engaging feeling.

IGNITION SYSTEM—A microcomputer now controls ignition timing according to the engine rpm.

PISTON—A concave-type piston has been adopted. The piston has only one compression ring to reduce surface contact area.

CARBURETOR—Jet block has been added in the bottom of the venturi to get turbulent-free air through the carb for better power transition.

CHASSIS:

MAIN FRAME—Completely new perimeter frame (box-section) has been designed to give exceptional rigidity for superior handling.* This is the first time the box-section frame has been used on production machines.

FUEL TANK—New slim fuel tank holds 8.5 liters of fuel. By using the perimeter it was possible to position the fuel tank lower.

REAR FENDER—Newly designed.

SEAT—Newly designed.

ENGINE SHROUD—Newly designed.

SWINGARM—"Double cross pipe"-type swingarm has been adopted. The other cross-pipe is added on just behind the swingarm pivot.

FRONT FORK—Upside-down cartridge fork (inner tube diameter: 41mm). Also featured are compression and rebound damping force adjustment.

REAR SHOCK—Ground clearance has been increased to 15mm, with installation of bracket.

*The fuel tank, side covers, rear fender, seat, engine shroud, swingarm, rear shock and front fork are interchangeable with the KX250.

1990 KX250 CHANGES

ENGINE:

CYLINDER—Redesigned exhaust port and scavenging port to boost power.

EXHAUST—Expansion chamber pipe redesigned to boost power.

SILENCER—Last year's circle-section silencer has been replaced with an oval-section silencer to reduce exhaust noise.

TRANSMISSION—Gears have been strengthened by broadening the width of teeth.

AIR CLEANER—Air cleaner duct and element capacity are enlarged to react more quickly to throttle commands.

CLUTCH—A "floating-type" clutch like on the KX500 has been adopted to improve engaging feeling.

IGNITION SYSTEM—Compensation of ignition timing calculation has been added to the '89 ignition system.

PISTON—Piston-pinhole surface has been treated with Alumite to increase durability.

CLUTCH COVER—New design which allows better oil flow and cooler operation.

CRANKCASE—Left crankcase has been redesigned to comply with transmission strengthening and ignition cover change.

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REAR SHOCK—Ground clearance has been increased to 15mm, with installation of bracket.

1990 KX500 CHANGES

ENGINE:

AIR CLEANER—A rotary shutter has now been installed on the side of the airbox which can be opened for additional air intake in dry

conditions and closed when operating in wet conditions; same style of airbox assembly as the '89 KX250.

FLYWHEEL—Diameter has been increased by 22mm to 111mm; flywheel effect is up by 14 kg/cm to 21 kg/cm to prevent the engine from stalling in sandy or muddy terrain.

CHASSIS:

FRONT FORK—An upside-down cartridge fork has been added to increase rigidity and advance fork performance.

HEAD PIPE GUSSET—A frame head pipe gusset has been added to reinforce the steering head pipe for precise handling qualities.

SWINGARM—The swingarm rear axle bracket has been changed to a one-piece type for 1990.

SUSPENSION ARM—For durability, production method of Uni-Track suspension has been changed from cast to forged aluminum.



YAMAHA

1990 YZ80 CHANGES

ENGINE:

No changes.

CHASSIS:

SEAT COVER—New seat cover with improved graphics.

HANDLEBARS—New red handlebars.

1990 BIKES

1990 YZ125 CHANGES

ENGINE:

PISTON—New piston has a flat crown to improve high-speed performance.

CYLINDER HEAD—Cylinder head volume is reduced 3.5cc to 8.0cc with a reduction in combustion chamber height from 11.2mm to 9.7mm.

CRANK—Crankshaft diameter is increased 1mm to 90mm to increase inertia mass. The



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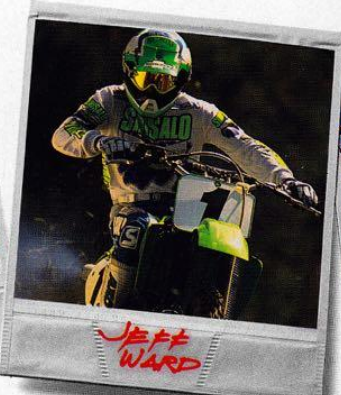
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1990 BIKES



1990 Yamaha YZ125

crank is also rebalanced to reduce vibration.
TRANSFER PORT—Transfer passage length is reduced and last year's paired port windows are combined into a single wide port on either side to improve performance at all speeds.

YPVS—A torsion spring and stopper are added between the YPVS linkage and valve to absorb linkage fluctuations and provide more accurate valve control. The valve's center diameter is increased 0.5mm to 21.5mm to improve midrange performance.

EXHAUST—Pipe dimensions are altered to match engine changes and improve overall performance.

IGNITION—The CD ignition unit produces a higher voltage and allows higher rpm.

GEARS—Second- and third-gear material is changed to KKG-8 spec chromoly steel for increased durability.

SHIFT SHAFT—To increase strength the shift lever shaft is no longer wasted in its midsection.

SHIFT PEDAL—The pedal's sectional shape is changed from an I-beam to almost square.

CHASSIS:

BRAKE CYLINDERS—Hydraulic lines have threaded ends that screw directly into the slave and master cylinders rather than having the old chrome union and bolt.

FORK—Red anodized upside-down fork has sliders increased in diameter 0.6 to 37mm for greater rigidity and smoother action. The outside taper of the stanchion tubes is increased to reduce weight. Twenty-way adjustable rebound damping is added to last year's compression adjuster. Revised damper cartridge provides better separation of air and oil for improved damping. A larger front brake hose protector at the lower end of the fork now has four mounting bolts for increased strength.

MONOCROSS—The rear shock is revalved for even smoother control of the rear wheel.

HANDLEBARS—Red handlebars bolt to two-way adjustable rigid mounting blocks. The blocks bolt to the triple clamps with a single bolt with the bars centered over the steering shaft.

BRAKES—Increased braking power along with more feel and reduced lever effort are the results of new smaller and much more rigid works-style brake calipers.

1990 YZ250 CHANGES

ENGINE:

CONNECTING ROD—The connecting rod is shortened 5mm to 125mm, in part to reduce primary compression ratio. Crankcase volume is reduced 64cc.

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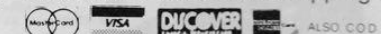
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1990 BIKES

CYLINDER—The cylinder is also reduced 5mm to 122mm to match the shorter connecting rod.

CYLINDER HEAD—Cylinder head volume is increased 0.4cc to 21.6cc. Combustion chamber shape is unchanged.

REED VALVE—The reed valve is moved 4mm closer to cylinder sleeve to reduce intake tract length and improve throttle response. Reed valve stoppers are modified to allow greater valve opening, 9.4mm to 10.6mm lift.

BOOST PORT—A boost port is added between the intake and left rear transfer port.

EXHAUST PORT—Exhaust port width is increased 2mm to 48mm. The upper edge of the port is now 2mm lower.

TRANSFER PORT—Transfer port shape and angle are modified for improved performance.

EXHAUST—An all-new low-mounted exhaust system for improved performance.

IGNITION—Flywheel diameter is increased 11.4mm while width increased 4.6mm to 36mm to almost double inertia mass for smoother power delivery. The ignition advance curve is also altered for improved throttle response.

SILENCER—To reduce noise a new oval silencer is used. The silencer is 68mm wide and 83mm high. Last year's was a 68mm round unit.

RADIATOR—To lower the center of gravity the radiators are mounted 40mm lower and 40mm rearward from last year's.

AIRBOX—A lip extends forward from the top front edge of the airbox to prevent water from the front wheel splashing into the airbox.

CLUTCH COVER—A two-piece clutch cover is used to simplify clutch maintenance.

CHASSIS:

BRAKE CYLINDERS—Hydraulic lines have threaded ends that screw directly into the slave and master cylinders rather than having the old chrome union and bolt.

GAS TANK—Capacity is increased to 8.5 liters.

SEAT—New seat is mounted 5mm lower than last year's.

MONOCROSS—Monocross linkage progression curve is changed for a smoother overall ride.

SWINGARM—Swingarm is now 15mm longer and has a stronger die-cast pivot area.

FORK—Red anodized upside-down fork has sliders increased in diameter 0.6mm to 37mm for greater rigidity and smoother action. The outside taper of the stanchion tubes is increased to reduce weight. Twenty-way adjustable rebound damping is added. A revised damper cartridge provides better separation of air and oil for improved damping. A larger front brake hose protector at the lower end of the fork now has four mounting bolts for increased strength.

HANDLEBARS—Red handlebars bolt to two-way adjustable rigid mounting blocks. The blocks bolt to the triple clamps with a single bolt with the bars centered over the steering shaft.

BRAKES—Works-style brake calipers are smaller and much more rigid than last year's.

SEAT COVER—New seat cover with improved graphics.

HANDLEBARS—New red handlebars.

1990 YZ490 CHANGES

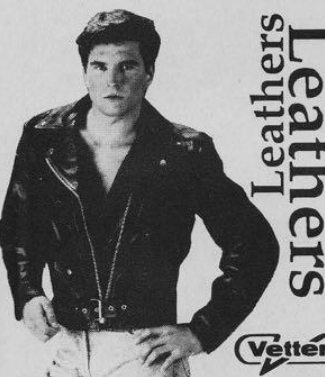
ENGINE:
No changes.

CHASSIS:
SEAT COVER—New seat cover with improved graphics.

HANDLEBARS—New red handlebars.



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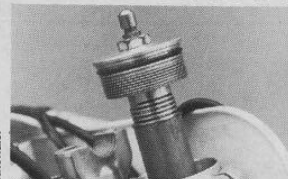
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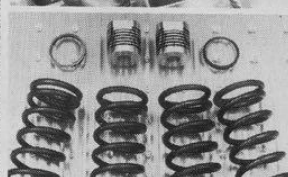
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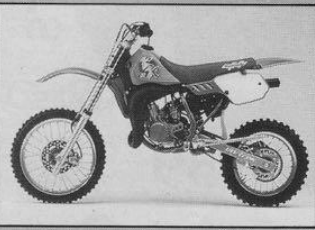
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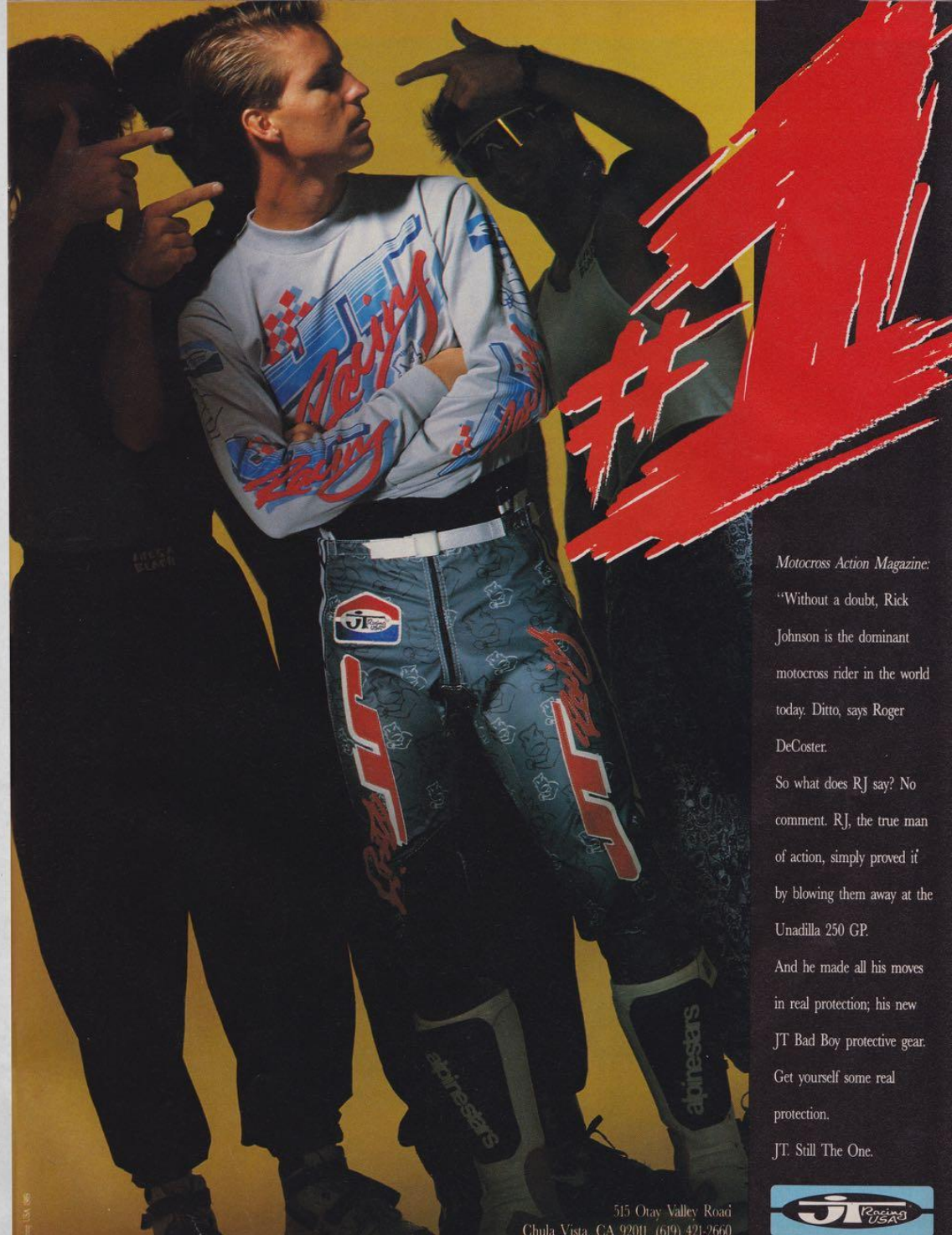
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□ By now everyone knows that last year we lost a veteran of the National circuit when Broc Glover took a job as a product developer for the KTM factory in Austria. Despite his talents, Yamaha let Broc go after an 11-year relationship so that they could start promoting the talents of a new, younger breed of riders. Broc, who wasn't finished with his career, took up an offer from KTM to race the '89 250 Grand Prix and have a hand in developing the 1990 KTM 250. It was KTM's desire to once and for all produce a bike that would suit the American style of motocross. For years they had relied on European riders and technicians to design the bike and, though it had been competitive in Europe, it had never proven itself popular in the States, where both the tracks and riding styles are distinctly different. The 1990 KTM 250 will be radically different from anything that's ever come from the Austrian factory—Broc Glover is making sure of that. The MXA wrecking crew caught up with Broc and his prototype 250 at the Unadilla Grand Prix for a testing session of the first available 1990 motocross bike.

THE ALL-NEW KATOOM

The first thing we noticed about the new KTM was the seating arrangement and bodywork. The gas tank has been lowered (a la Suzuki RM250) so the rider can easily slide up on top of the tank for cornering. The new appearance was just a harbinger of things to come—the bike is radically new. Broc said that it's easier talking about

the things that weren't changed from last year because there are so few. All the changes weren't without their price and Broc will be the first to tell of the hardships involved.

"I saw the plans and I could tell that the bike had potential. They were a few months behind in development, but I rode the first bike in February—some things need some serious work! We raced it a lot and problems surfaced quickly, which was good and bad. Normally, the problems we were having would've occurred during testing, when scoring GP points and the press wouldn't be things to be concerned about, but it also accelerated the R&D process. The biggest problem was the shortage of spare parts. We needed to be riding

the bike, and we couldn't always wait for spares or production-built parts. I broke a sandcast swingarm once because we couldn't wait for the forged one which would've been stronger. Not having spare cylinders was also a problem.

"All I know is that we worked our tails off to get the bike competitive. They worked so hard at the factory it was like a death march course. KTM's Jim Lewis and my mechanic Graham Kent worked tirelessly. But KTM is really committed to making a new, competitive bike. They're serious [so] nothing but better things will be coming from the factory."

TAKING A CLOSER LOOK

One of the biggest changes taking place for 1990 is the arrival of a case reed motor and TVC (twin-valve control) power valve which is adjusted externally. The reed valve will definitely help the motor burn fuel more efficiently while the TVC setup is designed to widen the powerband. The Nikasil cylinder will have different porting than that found on Broc's bike, which has raised transfers (too high for Broc's personal liking). Broc said that the production

porting specs will provide more power in the middle and less on the top, which is exactly what he was yearning for at Unadilla.

Broc has already gone through 11 different pipes this year. "Right now I'm using a Pro-Circuit pipe that works pretty well. Mitch has been working with us since February and has made five different pipes over the FAX machine! It's been helpful having him because unlike the engineers back in Austria who designed the motor, Mitch is a tuner and there's a big difference between the two."

The frame has all-new geometry plus an aluminum rear subframe that can be detached from the main frame. The 19-inch

See what Broc has brought: Broc's race bike is a prototype, but it is excruciatingly close to what the 1990 KTM 250 will look like. Virtually everything on the bike is changed and this could very well mark the reintroduction of European machinery into the American market on a wide scale.



Will this be the 1990 KTM 250?

RIDING BROC'S GP BIKE

MXA

PROTOTYPE

IMPRESSION

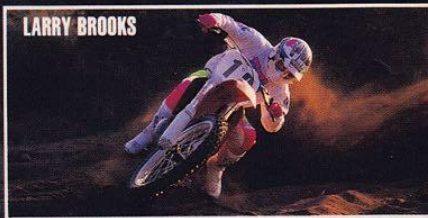


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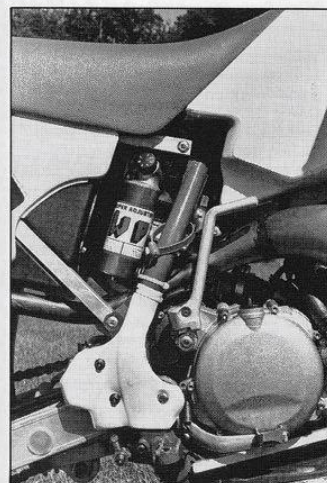
rear wheel will most likely still be mounted with Metzeler tires, although the European bikes are fitted with Dunlop. The rear linkage has also been beefed up while the White Power forks have new internals despite the same outward appearance as last year. When we asked Jim Lewis about the suspension, he promised us that the bikes would not arrive with the same overly soft damping found on the '88 and '89 models. "Broc was really critical about the suspension," he said, "and that pushed White Power to make some changes."

The swingarm, rear wheel, gearbox and clutch, as well as the bars and grips, are also all-new. The Keihin carburetor is one of the few things to return.

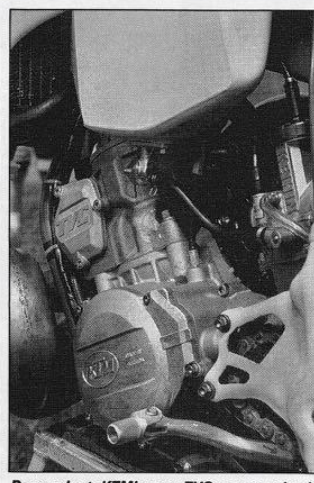
OUT ON THE TRACK

Since the bike we rode was not an actual 1990 production bike and the time we had on the bike was limited, it would be more accurate to call this a riding impression instead of a test. The MXA wrecking crew got to ride the bike on the world-famous Unadilla Grand Prix course. We found the bike's suspension to still be on the soft side, but since all Graham Kent did was wash the bike for us after Broc raced it, we knew that was how Broc liked it. The bike felt very much like a Japanese bike and the rider wasn't forced to accommodate the KTM's ergonomics. We were also surprised at how solid the bike felt—no rattle or loose feeling at all, which is especially impressive for a Grand Prix race bike. The bike had a light and nimble feeling to it, which made for real cut-and-thrust tendencies.

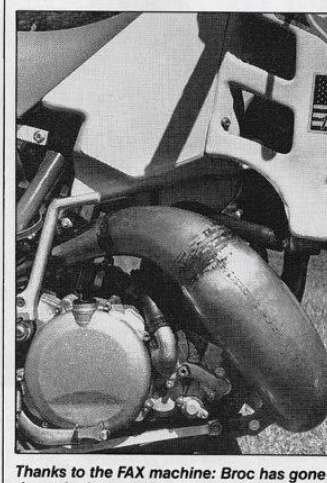
The revs built right away and once underway down Unadilla's extremely choppy



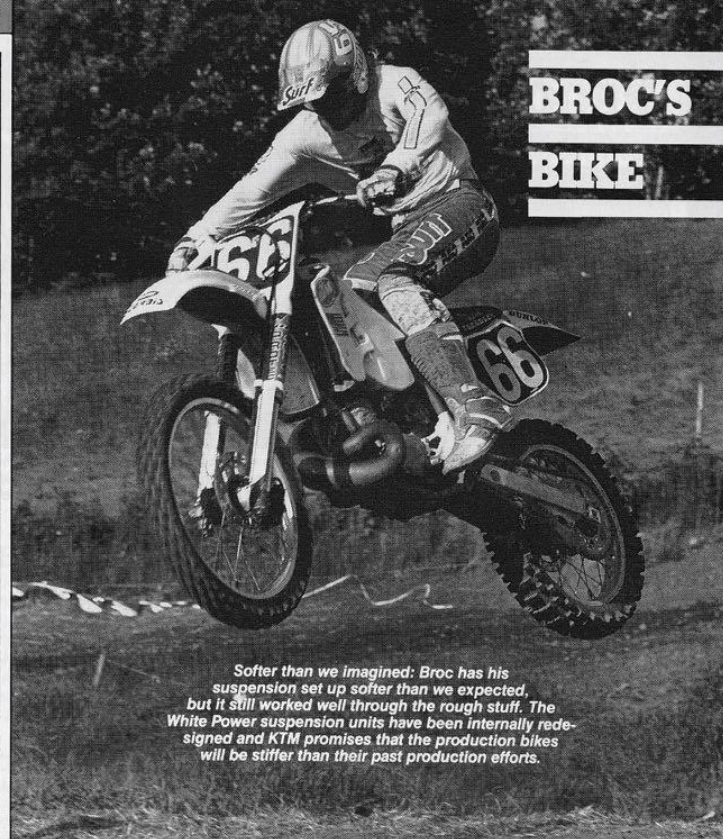
Alloy and fiber: A removable clutch cover makes access to the improved drive system easier, as does the new center-mounted oil-filler cap. The rear sub-frame is aluminum and houses an enlarged airbox.



Powerplant: KTM's new TVC power valve is totally new for 1990. The Keihin carb will come stock. The basic layout of the motor shares nothing in common with previous KTM designs. They took a close look at the competition and learned from them.



Thanks to the FAX machine: Broc has gone through eleven different pipe designs so far this year, five of which were designed by Pro-Circuit and delivered via long-distance phone lines. The alloy strut under the clutch case is a case guard which is supposed to be a production item.



BROC'S BIKE

Softer than we imagined: Broc has his suspension set up softer than we expected, but it still worked well through the rough stuff. The White Power suspension units have been internally redesigned and KTM promises that the production bikes will be stiffer than their past production efforts.

BROC'S BIKE



Power like a 500: The KTM 250 had a torquey powerband that felt similar to a 500, but as the power came on it was never overpowering like an Open bike. Even after racing two 45-minute motos the bike felt solid and tracked well. Fit and feel were similar to a CR250.



The bike we rode: The wrecking crew got ahold of Broc's race bike right after he finished the second moto at Unadilla. Broc wasn't happy with the porting, which was better suited for the fast European tracks, but spare cylinders for one-off bikes are hard to come by.

straightaways the bike tracked consistently. We agreed with Broc that as it was tuned it seemed torquey like a 500 motor and wicking the throttle never overwhelmed the rider with undue amounts of power. **THE JURY IS STILL OUT**

Since we didn't ride an official production bike it wouldn't be fair to criticize the KTM 250 we rode as if it were.

ment on the KTM 250 we rode as if it were. What we did ride we liked. With noticeable improvements in handling, braking and power, Broc Glover's KTM should prove to be a more than capable model to build upon and copy. The 1990 KTM 250 should definitely keep things interesting next year and we can all thank Broc Glover for that. □

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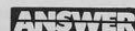
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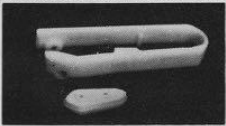


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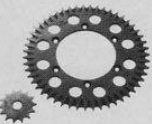
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KX 125/250/500 (1980-89) ... 36.95



Complete piston set. Piston, Rings & Circlips

KX 80 (all yrs)	\$42.95
KX 125 (all yrs)	51.95
KX 250 (all yrs)	59.95
KZ 500 (all yrs)	69.95

MAC TOP END GASKET KIT

HEAD, BASE & REED GASKET

KX 80/125 (1981-89)	\$ 6.95
KX 250/420 (1980-86)	10.50
KX 250 (1987-89)	8.50
KX 500 (1983-85)	11.40
KX 500 (1986)	16.45
KX 500 (1987-89)	10.95

CRANK REBUILD KIT



Consists of GENUINE KAWASAKI
factory parts. ROD, LOWER ROD
BEARING, CRANK PIN, and TWO
THRUST WASHERS.

KX 80 (1981-89)	\$43.95
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KX 125/500 (1988-89)	50.40
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KX 500 (1983-87)	88.50

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MOTOCROSS ACTION MAGAZINE

LEGENDS OF THE SPORT HALL OF FAME

Where heroes are fast forever

□ Motocross is a young sport. Only two
decades have passed since racing knobies
discovered American soil. With each pass-
ing race more stats, data and heroes are
added to the folklore of our sport. Unfortu-
nately, just as many great moments, brilliant
rides, memorable people, creative surges,
heartwarming happenings and innovative
products are erased from the collective
mindset of American motocrossers through
time and neglect.

Motocross has always relied on an oral
history to preserve its myths. Word of
mouth, bench racing if you will, has been
the primary record-keeping method for the
first two decades of American motocross.
Over the years diehard motocross fans have
recounted tales of races, racers, events and
highlights that they have witnessed. Some-
where is a star-crossed fan who was there
the day that Bevo Forte wheeled his Can-
Am into the Holiday Inn swimming pool.
That person preserves history when he re-
lates the anecdote. How many 15-year-old
minicycle racers today remember Tony Di-
Stefano, and of those what small percent-
age know that in 1974 Tony D was on his
way to becoming the first privateer to win a
National Championship, only to show up at
a local night race at Indian Dunes and
break his thumb? It's part of history, but a
part that fades with each new generation of
motocrosser. Roger DeCoster works for
Honda and won 500 World Championships
for Suzuki, but who remembers the man as
a 250 CZ rider?

Sure, *MXA* has been on the scene for al-
most 20 years, and through its old issues
and photographs preserves the moment,
freezes it in time, keeps Joel Robert, Marty
Smith, Jammin' Jimmy, Captain Cobalt, Pat
Richter and thousands of other forgotten
riders and ghost motorcycles forever

young. But even old *MXA*s fade, wear and
become ancient artifacts. To those who
once held one of those rare first issues of
MXA, the thought of sacking it in plastic
and encasing it in a vacuum would be
foreign.

You can't really appreciate modern mo-
tocross (bikes, riders, tracks, equipment or
philosophy) without understanding its
roots. To that end the *MXA* wrecking crew
presents the 1989 *Motocross Action* Hall of
Fame. We will induct the greatest names in
American motocross into that honorary in-
stitution. It is a tribute to the great riders
and pays off a debt of gratitude for the
wonderful moments they gave us so many
years ago.

HOW TO GET IN

WHAT IS THE MXA HALL OF FAME?

• Not every rider who ever threw a leg over
a motorcycle belongs in the Hall of Fame. It
is reserved for the best. Riders must stand
on line for admittance. Only the greats
shall cross the threshold. But who, what,
how and why?

WHO GETS IN?

To be eligible for the *MXA* Hall of Fame a
rider must have made a valuable contribu-
tion to American motocross. Why have we
limited it to such an ethnocentric entity as
"American" motocross? Simple! We are
Americans, and our history with the sport
and its heroes is a tight, compact and man-
ageable 20 years long. The sport itself has
European roots extending as far back as the
1920s. Riders whom no American ever saw
and with names we can't pronounce formed
the family tree of motocross, but our family
tree started in the mid-60s.

WHAT DETERMINES THEIR ELIGIBILITY?

To even be considered for the Hall of
Fame, in this its inaugural year and each
succeeding year, eligible riders must have
been retired from top-flight professional
racing for a minimum of five years. Yes, you
may demand that Bob Hannah be inducted
into the Hall of Fame immediately, but he
will not be considered for selection until
1995 (assuming he actually retires this
season).

The five-year rule is to enhance the his-
torical perspective of the Hall. Riders who
are still active are already in the limelight
and premature enrollment in the sanctified
chambers of the Hall of Fame might be
more of a reaction to current events than to
actual accomplishments. History has the
benefit of always having 20/20 eyesight,
even if it is hindsight.

HOW ARE RIDERS SELECTED?

Sparsely! Only four riders will be se-
lected annually. There is a waiting list and
many a deserving rider is on it. Their time
will come! Each year in the Hall of Fame is-
sue a list of 20 riders will be presented, to-
gether with a ballot. Next year's Hall of
Fame inductees must be selected from the
20 nominated names. There is honor for
those graced with selection on the nominat-
ing list, as well as into the Hall.

WHY HIM?

It is only natural to second-guess the Hall
of Fame selection committee; after all, what
do they know? Did we leave your favorite
rider off the nominating list? We hope that
some level of controversy does swirl around
the selection of riders for the nomination
list and the resultant ultimate honor be-
cause we want the Hall of Fame to generate
emotion, talk and, most of all, memories
about the great moments of motocross.

ROGER DeCOSTER

He spoke five languages . . . all of them fast

□ Without a doubt, Roger DeCoster is the "greatest motocross rider of all time." There has never been another rider with the style, charm, determination and winning record of DeCoster. Known as "The Man" during his 15-year Grand Prix career, Roger won five 500 World Championships, finished second twice, third twice and fifth four times. If that record wasn't enviable enough, Roger spent most of his off-season traveling around the world promoting the sport. DeCoster has won races in more countries than any other rider and that includes four straight Trans-AMA titles (1974-77), South American Championships and Japanese titles.

Today, the 44-year-old Belgian lives in San Pedro, California, and works as the World Motocross Consultant for the Honda Motor Corp. Roger is responsible for the development of CR models and race team coordination in both Europe and the USA. □

MXA HALL OF FAME

ROGER DeCOSTER'S RECORD

1966: 7th, 250 World.

1967: 5th, 500 World.

1968: 5th, 500 World.

1969: 5th, 500 World.

1970: 3rd, 250 World.

1971: 500 World Champion; 4th, Trans-AMA series.

1972: 500 World Champion; 2nd, Trans-AMA series.

1973: 500 World Champion; 5th, Trans-AMA series.

1974: 2nd, 500 World; Trans-AMA Champion.

1975: 500 World Champion; Trans-AMA Champion.

1976: 500 World Champion; Trans-AMA Champion.

1977: 2nd, 500 World; Trans-AMA Champion.

1978: 3rd, 500 World; 6th, Trans-AMA series.

1979: 6th, 500 World.

1980: 5th, 500 World.



In style: Roger DeCoster spoke five languages to go along with his five World Championships.

Top dog: Roger DeCoster was the greatest motocross racer of all time. He is, and will remain, the epitome of everything that is cool.



Rarity: Roger DeCoster hardly ever had to wear any number other than "one" on his bike. His duels with arch-rival Heikki Mikkola are legendary.



BRAD LACKEY

In search of the Holy Grail



Lucky break: Brad Lackey (6) pursues Andre Vromans (4). Vromans lost the World Championship when he turned the wrong way on the start of the final GP.

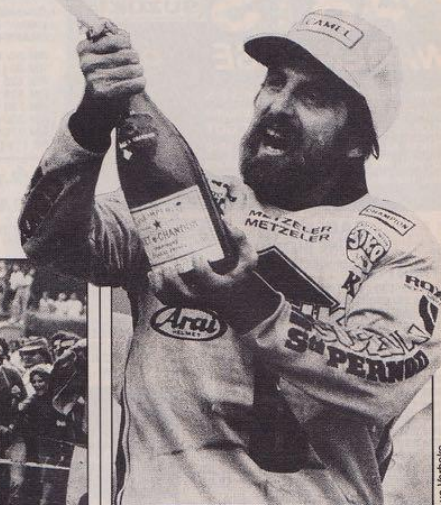
□ Brad Lackey bought into the traditions, legends and mysticism of European motocross as early as 1969. While other American riders stayed in the States, Brad packed up his family and moved to Europe. Brad won the 1972 AMA 500 National Championship and capped his career with the 500 World Championship in 1982. It took "Bad Brad" ten years between titles before winning the 500 World Championship (1982), but in 11 years on the GP circuit Lackey was often the lone American in Europe. He was the first American to seek Grand Prix fame, and in true Hall of Fame form he became the first American to achieve it.

Today Brad, 37, lives in his native Pinole in northern California and occasionally attends local races. He had ridden for CZ, Husqvarna, Kawasaki, Honda and Suzuki during his career. He made his last Grand Prix appearance as a one-race comeback in 1983 (he finished sixth). □

Green season: Brad Lackey almost won the 500 World Championship for Kawasaki, but Andre Malherbe took him out in the first turn of the decisive race. Malherbe won the title. ►



Swedish connection: Brad Lackey rode for the powerful Husqvarna factory during the early '70s. He was the great American hope.



Bubbly: Brad Lackey waited 11 years to spray champagne. He became the first American to win a World Championship, beating Danny LaPorte by two weeks.



MXA HALL OF FAME

BRAD LACKEY'S RECORD

- 1971: 2nd, 500 Nationals.
- 1972: 500 National Champion; 6th, Trans-AMA series.
- 1973: 5th, 500 Nationals.
- 1974: 10th, 500 World; 8th Trans-AMA series.
- 1975: 6th, 500 World; 7th, 500 Nationals; 6th, Trans-AMA series.
- 1976: 5th, 500 World; 2nd, Trans-AMA series.
- 1977: 4th, 500 World; 4th, Trans-AMA series.
- 1978: 2nd, 500 World.
- 1979: 4th, 500 World; 5th, Trans-AMA series.
- 1980: 2nd, 500 World.
- 1981: 6th, 500 World.
- 1982: 500 World Champion.

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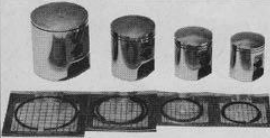
CABLES GENUINE SUZUKI

THROTTLE	
RM 80/100 (1975-89)	\$11.95
RM 125/250/370/400 (1975-87)	12.60
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RM 465/500 (1981-84)	12.60
PE 175/250/400 (all yrs)	12.60

CLUTCH	
RM 80/100 (1976-89)	\$14.50
RM 125 (1975-85)	14.50
RM 125 (1986-89)	18.80
RM 250 (1976-81)	13.85
RM 250 (1982-86)	18.25
RM 250 (1987)	25.40
RM 250 (1988-89)	18.80
RM 370/400/465/500 (1976-84)	12.95
PE 175/250/400 (all yrs)	12.95

FRONT BRAKE	
RM 80/100 (1976-84)	\$11.40
RM 125/250/370/400 (1975-84)	14.65
RM 465/500 (1981-84)	14.65
PE 175/250/400 (all yrs)	13.95

REAR BRAKE	
RM 80 (1977-89)	\$ 7.95
RM 100/125 (1976-78)	14.30
RM 100/125 (1979-87)	7.95
RM 250/370/400 (1976-78)	16.50
RM 250/400/465/500 (1979-86)	8.95
PE 175/250/400 (all yrs)	14.30



PISTONS - RINGS

GENUINE SUZUKI PISTONS	
RM 80 (1977-88)	\$25.50
RM 80 (1989)	33.50
RM 100/125 (1975-89)	34.60
RM 250 (1976-81)	43.50
RM 250 (1982-85)	39.70
RM 250 (1986-89)	41.40
RM 370/400/465/500 (all yrs)	48.20
PE 175 (all yrs)	43.95

GENUINE SUZUKI RINGS	
RM 80 (1977-87)	\$21.75
RM 80 (1988-89)	14.30
RM 100/125 (1975-89)	22.35
RM 125 (1987-89)	14.25
RM 250/370 (1976)	29.75
RM 250 (1977-89)	12.80 ea.
RM 400/465/500 (1978-84)	13.95
PE 175 (all yrs)	23.90
PE 250 (all yrs)	12.75 ea.

SALVAGE USED DIRT BIKE PARTS RM'S - PE'S CALL FOR PRICES

FORK SEALS

GENUINE SUZUKI

RM'S and PE'S (all yrs)	\$12.95 pr.
Bel-Ray Fork Oil	2.95

CRANK REBUILD KIT



Consists of GENUINE SUZUKI factory parts. ROD, LOWER ROD BEARING, CRANK PIN and TWO THRUST WASHERS.

RM 80/100 (1977-89)	\$51.95
RM 80 (1986-89)	\$7.25
RM 125 (1975-81)	\$2.50
RM 125 (1982-88)	71.75
RM 125 (1989)	58.95
RM 250 (1976-89)	87.25
RM 370/400 (all yrs)	79.95
PE 175 (all yrs)	64.80

MAC'S TOP END GASKET KIT

HEAD, BASE & REED GASKET

RM 80/100 (1977-89)	\$ 8.95
RM 125/370/400 (1975-85)	10.95
RM 125 (1986-89)	14.90
RM 250 (1976-81)	9.75
RM 250/465/500 (1982-88)	14.90
RM 250 (1989)	19.95
PE 175/250/400 (all yrs)	8.95



SUZUKI PARTS ANY PART ON YOUR SUZUKI MOTORCYCLE THAT YOU NEED "WE'VE GOT IT"

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FACTORY PORTING: Same specs used by National & International racers. Each porting job is designed for the type of power you need. Whatever it takes to put YOU in the winners circle.

ALL RM'S 1982-89 MODELS \$165.00

POWER BORING: The most critical service performed by us is CYLINDER BORING. We call our technique "POWER BORING" which is exactly what you get "MORE POWER." Included is:

- special factory clearances.
- all ports chamfered as SUZUKI recommends.
- exhaust bridge relieved to prevent seizure.
- special micro-honing for excellent ring seating.

ALL RM'S AND PE'S \$35.00 + PARTS

CRANK REBUILDING: RACING factory specs are followed. We use special factory tolerances and only "GENUINE SUZUKI PARTS." There's more power here when done our way.

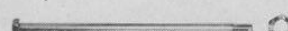
ALL RM'S AND PE'S \$35.00 + PARTS

ENGINE REBUILDING: Have your engine rebuilt to racing specs by the PRO'S. WE KNOW HOW TO DO IT RIGHT.

CALL FOR DETAILS

PACK UP YOUR CYLINDER OR CRANK. FOR PORTING
INCLUDE YOUR PISTON. ANY QUESTIONS?? CALL.

SWING ARM PIVOT SHAFT AND NUT KIT



Consists of FACTORY pivot shaft and castle nut.

RM 80/100 (1976-89)	\$ 8.95
RM 125 (1975-80)	10.95
RM 125 (1981-89)	19.95
RM 250/370/400 (1976-89)	16.95
PE 175 (all yrs)	13.75
PE 250/400 (all yrs)	15.60

SWING ARM BEARING AND SPACER KIT

Consists of two GENUINE SUZUKI swing arm bearings and two spacers.

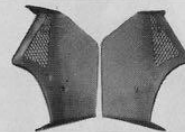
RM 80/100 (1976-85)	\$24.95
RM 80 (1986-89)	33.50
RM 125/465/500 (1981-88)	32.95
RM 125 (1989)	39.85
RM 250/370/400 (1976-80)	43.85
RM 250 (1981-89)	39.50
PE 175 (all yrs)	22.95
PE 250/400 (all yrs)	39.50

dust seals not included

THROTTLE GRIP

GENUINE SUZUKI. Inside plastic easy and grip. Complete throttle grip assembly.

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RADIATOR COVERS

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RM 250 (1984-89) 13.75 ea.
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Piston, Rings & Circlips.

RM 80 (all yrs)	\$42.95
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RM 370/400/465/500 (all yrs)	70.25
PE 175 (all yrs)	55.60
PE 250 (all yrs)	60.85

.030 .040 .060 .080 oversizes available

WRIST PIN - WRIST PIN BEARING

WRIST PIN	
RM 80 (1977-89)	\$5.99
RM 100/125 (1975-89)	6.60
RM 250/370/400/465/500 (1976-89)	5.35
PE 175/250/400 (all yrs)	5.35

WRIST PIN BEARING	
RM 80 (1977-89)	\$5.99
RM 100/125 (1975-80)	5.30
RM 125 (1981-89)	7.70
RM 250/370/400/465/500 (1976-89)	8.45
PE 175/250/400 (all yrs)	8.45

MAC "SUZUKI WORKS"
Same as FACTORY
RIDERS use. 4130
chromoly. RM'S AND
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Black... Gold... Blue

HANDLE BARS

SHIFT LEVERS GENUINE SUZUKI

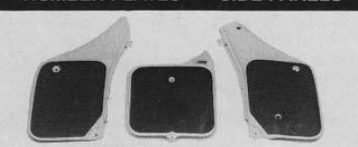
RM 80 (1977-89)	\$15.25
RM 100/125 (1975-80)	16.65
RM 125 (1981-89)	26.60
RM 250/370/400 (1976-89)	16.65
RM 250 (1984-88)	25.50
RM 250 (1989)	31.70
PE 175/250/400 (all yrs)	16.65



"ULTRA SEAL" RACING AIR FILTERS.
The NEW UNI FILTER with "ULTRA SEAL" has a built-in "Grease Groove" for easier application of sealing grease and a better fit for a PERFECT SEAL.

RM 125/250 (1988-89) \$19.95

NUMBER PLATES SIDE PANELS



ORIGINAL, designed to fit each year and model. BOLTS RIGHT ON. GENUINE SUZUKI.

FRONT NUMBER PLATE
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MAC'S PHASE III RACING FILTERS.



NEW IMPROVED dual stage foam air RACING filters, specially designed for RM's and PE's.

• Hi air flow • Superior dirt stopping ability • Proven effective in NATIONAL & INTERNATIONAL MOTO-CROSS RACING.

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PE 175/250/400 (all yrs)	15.95
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RM 80 (all yrs)	\$11.95
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PE 175/250/400 (all yrs)	13.95

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Finest quality. fits your RM exactly
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MAC SAFETY SEAT KIT
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PE 175/250 (all yrs)	35.95

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RM 125 (1981-86)	\$161.40
RM 125 (1987-88)	226.25
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RM 250 (1987-88)	228.75
RM 250 (1989)	219.75

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Over 180 pages of photos, drawings, charts, info on how to repair, service and maintain your dirt bike.

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The best FACTORY bearings you can buy.



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RM 125/250 (1985-86)	16.30 pr.
RM 125/250 (1987-89)	16.75 pr.

REAR	
RM 80/100 (1977-89)	\$16.95 pr.
RM 125 (1975-85)	16.95 pr.
RM 125 (1986-89)	20.75 pr.
RM 250 (1979-83)	16.95 pr.
RM 250 (1984-88)	21.60 pr.
RM 250 (1989)	24.95 pr.
RM 370/400 (1976-79)	21.95 pr.

Stator Plate Assembly GENUINE SUZUKI



RM 80 (1976-87)	\$ 89.80
RM 80/125 (1988-89)	123.20
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RM 250 (1989)	119.70
PE 175 (all yrs)	102.20
PE 250/400 (all yrs)	92.35

EBC BRAKE PADS

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indicate front or rear



SUZUKI CLUTCH PLATES

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CHAIN BUFFER SET



RM 80 (1977-88)	\$15.80
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RM 125/250/370/400 (1975-79)	11.95
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RM 125/250/465/500 (1982-87)	21.25
RM 125/250 (1988-89)	31.95
PE 175/250/400 (all yrs)	17.95

FENDERS



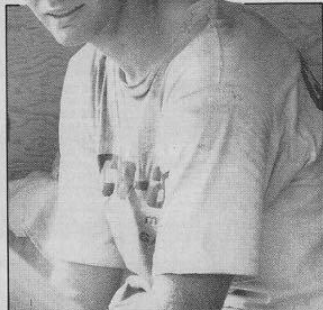
ORIGINAL... TEAM SUZUKI
Fit perfectly for each year and model.
No Drilling Holes. Bolts Right On.

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RM 100/125/250 (1975-81)	43.90
RM 125/250/465/500 (1982-89)	41.25
PE 175/250/400 (all yrs)	41.25

GARY JONES

The big gun of the Jones gang

□ Gary Jones' induction into the *Motocross Action* Hall of Fame was a sure thing as early as 1974. The tall, lanky, grinning Californian is the sport's only rider to have won four consecutive 250 National Championships. Regarded by his peers as a "money rider," a man who came through when the chips were on the line, Gary was the first American National Motocross Champion (1970) and the first American to win an international series against European competition (1972 Inter-AMA series). Literally born into racing, his brother DeWayne was a factory rider and his father was team manager of several factory teams. Gary won National titles for Yamaha, Honda and Can-Am before a serious leg injury cost him two years (1975-76) during his competitive prime.



All-rounder: Gary Jones came to motocross with a background in dirttrack, speedway and desert racing.

Today, Gary lives in Oceanside, California, with his wife and two children. At 35 years of age, Gary still races and has been the dominant force of Vet pro racing over the last four years. He works as a test rider for *Motocross Action* magazine and manages a concrete company. □

MXA HALL OF FAME

GARY JONES' RECORD

1971: 250 National Champion; 3rd, 500 Nationals.

1972: 250 National Champion; 2nd, 500 Nationals; Inter-AMA Champion.

1973: 250 National Champion.

1974: 250 National Champion; 7th, Super Series.

1982: Score Off-Road Champion.



Teacher: Gary Jones gives a young Kent Howerton a lesson in passing tactics in 1973.



Hired gun: Gary Jones won Number One plates for Yamaha, Honda and Can-Am during his four-year reign.



Factory rider: Gary Jones was the only American rider to own his own motorcycle company—Jones Ammex.





HOLY KAW.

Wait'll you see what's going down in the 1990 KX lineup. We've spent the past season redesigning, lightening, strengthening and improving just about everything on every machine from the scrappy KX60 on up to the awesome KX500.

The 80 gets digital ignition and a new carb for increased power and a wider power band. And Total Valve Control on the front fork helps the mighty mini King of the Hill handle better than ever.

The 125 chills out with dual radiators and pumps up power with a new exhaust chamber and redesigned ports. A floating type clutch gives you a smoother feel. And get this. A completely new box section perimeter frame. First ever on a production motocrosser.

Result? More rigidity for better handling and a lower center of gravity. Up front, a 41mm upside down type fork with both compression and rebound damping adjustments.

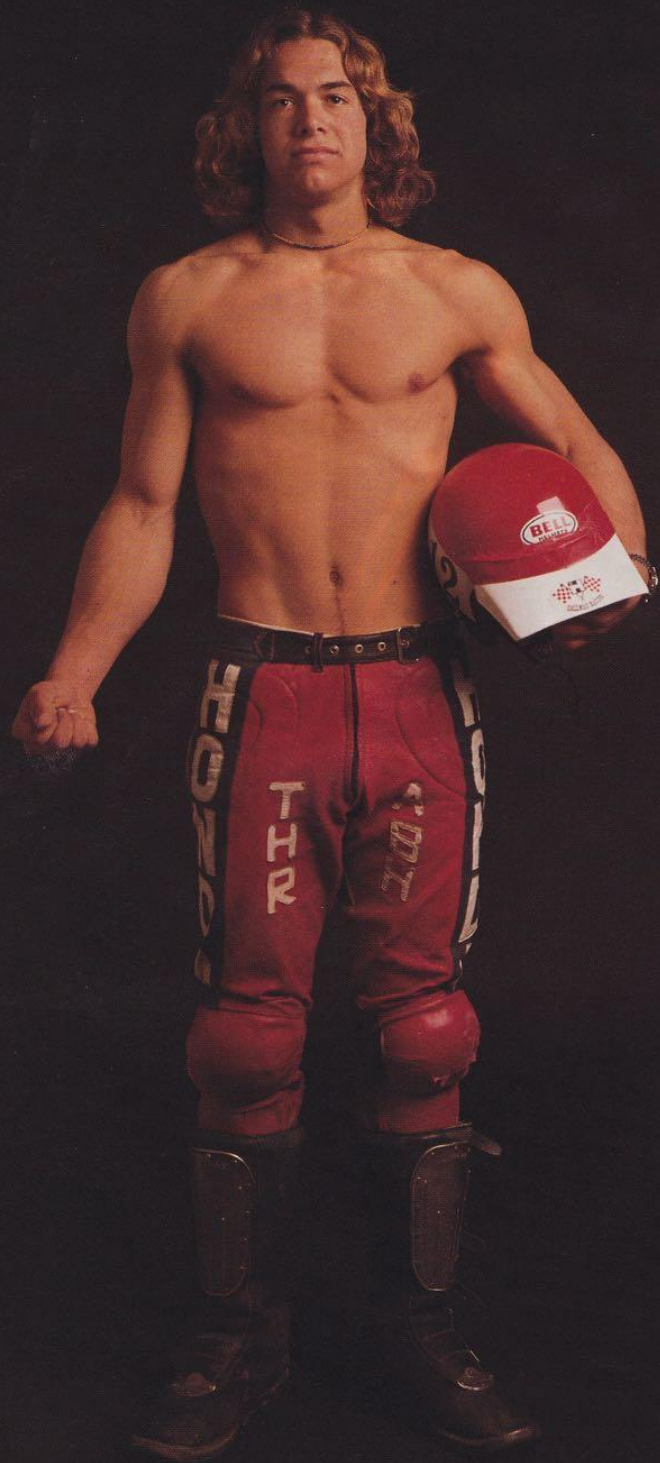
The new frame and fork have also been fitted to the KX250. Along with a slim line fuel tank, new rear fender, new seat and new engine shroud. Engine cooling capacity and power are both up as well.

Our big gun, the KX500, gets a higher compression ratio, a larger diameter flywheel and rotary shutter air box. We've beefed up the transmission, and added a stronger, harder suspension arm for more durability. Naturally, the upside down cartridge fork leads the way.

All of which adds up to the strongest, quickest, best handling KX's ever built. The answer to a motocrosser's prayers. And a true curse to the competition.

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Always wear a helmet, eye protection and proper apparel. Never ride under the influence of drugs or alcohol. For closed-course competition use only. Adhere to the maintenance schedule in your owner's manual. Specifications and price subject to change without notice. Availability may be limited.



MOTOCROSS ACTION HALL OF FAME

MARTY SMITH

America's bionic teenager



Teen idol: Marty Smith was America's first motocross hunk. Teenage girls collected his photos and crowds gathered at the back of his pits.



Maturity: Marty Smith proved he was more than a 125 rider when he won the 1977 500 National title.

Double duty: Marty Smith was the only rider to try to win a 125 World and 125 National Championship at the same time. Jet lag city. ▶

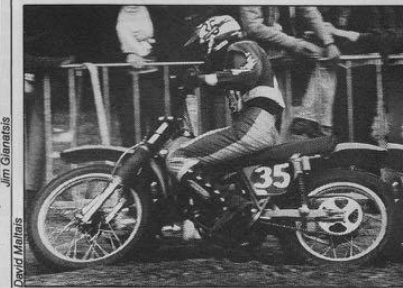
□ To millions of Americans, Hall of Famer Marty Smith was the epitome of motocross in America. The long-haired San Diego teenager captured everyone's imagination during the motocross boom in 1974. The combination of Marty Smith's teenage charm, his red-white-and-blue jersey and the phenomenally successful Honda CR125 came at a time when virtually every local rider wanted to be a 125 star. Often referred to as a "teen idol," Marty Smith won the first-ever AMA 125 National Championship (1974), repeated in '75 and fought both Bob Hannah in America and Gaston Rahier on the Grand Prix circuit in 1976. If Marty was disturbed by his two front losses in 1976, he didn't show it and came back in 1977 to win the 500 National Championship.

Today, Marty Smith lives in his hometown of San Diego and manages his investments. For recreation he races an occasional Vet Pro motocross or desert race (even winning the King of the Desert crown in 1985). □

MXA HALL OF FAME

MARTY SMITH'S RECORD

1974: 125 National Champion.
1975: 125 National Champion; 2nd, Super Series; 8th, 500 Nationals.
1976: 2nd, 125 Nationals; 3rd, 125 World; 8th, Supercross.
1977: 500 National Champion; 2nd, 250 Nationals; 5th, Supercross.
1978: 3rd, 500 Nationals.
1981: 6th, 500 Nationals.



ON THE WAITING LIST

1990 NOMINEES: AT THE GATES OF HEAVEN

• You may never grow to appreciate the MXA Hall of Fame—many of today's current riders will scoff at the idea of running photographs of 40-year-old riders from the past—but stop and take a look at what the men whose names are engraved on the Hall of Fame plaque achieved. Would any of today's riders have packed their bags at age 17 and flown off to a Communist country to learn the sport from the bottom of the ladder? **Brad Lackey** did! What about a man who earned four 250 National Championships in a row, rode three different brands of bikes and then designed and built his own motorcycle brand? **Gary Jones** did! How many of today's riders earn adulation, fame, money and the 125 National Championships at a tender age, and still manage to be humble and decent?

Marty Smith did! Will any of today's riders leave an impression of goodwill and charm while stringing together a career that lasts as long, wins as many titles, earns an unprecedented outpouring of love from the fans and is synonymous with the word "greatest" as **Roger DeCoster** did?

These four riders earned their place in the Hall of Fame, and in 1990 four of the 20 men presented below will be honored in the same way. These are the men whose full story has yet to be told. It is up to you to help select the 1990 Motocross Action Hall of Fame inductees. Carefully consider your choices, mark the four men you believe deserve the honor and let your voice be heard. •



Ake Jonsson: In 1972 Swede Ake Jonsson had one of those series that we all dream about. Ake won nine of 11 Trans-AMA events and became a household name in homes from Copetown (Ontario, Canada) to Saddleback (California).



Bengt Aberg: With two 500 World Championships to his credit, Bengt Aberg lived and breathed motocross. Bengt raced his last Grand Prix at age 42, almost 20 years after his career began.



Heikki Mikkola: The fierce-looking Finn had the formidable task of competing against Roger DeCoster. He managed to beat DeCoster in '74, '77 and '78 in the 500 class, and took a hiatus in 1976 to win the 250 World Championship.



Adolf Weil: His resemblance to actor Paul Newman made the 13-time German National Champion an instant star in America. Adolf won the 1973 Trans-AMA series by winning five out of ten events.

◀ **John Banks:** Americans will always remember the booming thunder of John Banks' Cheney four-stroke at the 1973 USGP. John finished second overall in the inaugural (1970) Trans-AMA series.



Torsten Hallman: As the first European star to visit the United States, Torsten Hallman is largely responsible for igniting an American interest in motocross. Hallman won four 250 World titles.



Harry Everts: As a 17-year-old kid, Harry Everts came to America to race for Puch. He returned home to Belgium and won the 1975 250 World Championship and '79, '80 and '81 125 World crowns.



Gerrit Wolsink: Although Gerrit never won the 500 World Championship the Dutch sand rider was the master of Carlsbad. He won the 500 USGP in 1974, '75, '76, '77 & '79.



Gaston Rahier: After winning the 1975, '76 and '77 125 World Championships Gaston jumped from Suzuki to Yamaha, and Yamaha to Gilera. After retiring from motocross he won the Paris-Dakar Rallye for BMW.



Mike Bell: After a successful career at Team Yamaha, including the 1980 Supercross Championship, Mike Bell took up mountain bike racing and won the Mammoth Mountain Kamikaze race.



Mark Blackwell: An eye injury suffered in Europe ended Mark Blackwell's rise as the number one American, a title he earned by winning the 1971 500 National Championship.



Donnie Hansen: 1982 was a dream season with a nightmare ending for Donnie Hansen. He won both the 250 National and Supercross Championships only to crash practicing for the Motocross des Nations. He was never fast again.



Rick Burgett: Considered by many to be a crasher, Oregon's Rick Burgett made them eat their words when he dominated the 1978 500 National Championships. He broke his collarbone a week later.



Gary Semics: In a career that started in American motocross' infancy and still goes on, Gary Semics had factory rides, raced GPs and won the 1974 500 Super Series title.



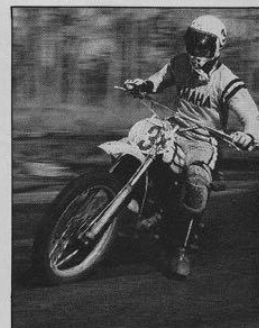
Tony DiStefano: Hired by Suzuki as a 500 rider, Tony DiStefano shocked the motocross ranks by winning three consecutive 250 National Championships (1975, '76, '77). His career was cut short by a workshop accident.



Jimmy Ellis: During his prime Jimmy Ellis raced the foul-handling Can-Am's. The Connecticut rider took the Canadian bike to the 1975 250 Super Series Championship.



Jim Weinert: Jammin' Jimmy was the wit of American motocross, but he was as fast on his bike as he was with the jokes. Weinert was 1974 and 1975 500 National Champion and 1976 Supercross Champ.



Pierre Karsmakers: After the Dutchman won the 1973 500 National Championship and '74 250 Super Series title, the AMA passed a rule that effectively kept foreign riders from winning National Championships.

Steve Stackable: The lanky Texan rose to fame as a Maico factory rider. He and the German steed earned the 1975 500 Super Series title. Steve later rode for Teams Suzuki and Kawasaki. ▶

OFFICIAL 1990 MOTOCROSS ACTION SELECTION BALLOT

As a long-time fan of the sport of motocross, I cast my four votes for the riders I believe contributed the most to the sport. It is fully understood that my ballot represents my belief that these riders exemplify the spirit, traditions and standards which I hold sacred.

(Place a check mark in the box next to the riders you wish to be included in the 1990 Hall of Fame. Only four check marks are allowed per ballot.)

1990 HALL OF FAME NOMINEES

AMERICANS

- ☐ Mike Bell
- ☐ Mark Blackwell
- ☐ Rick Burgett
- ☐ Tony DiStefano
- ☐ Jim Ellis
- ☐ Donnie Hansen
- ☐ Pierre Karsmakers
- ☐ Gary Semics
- ☐ Steve Stackable
- ☐ Jim Weinert

EUROPEANS

- ☐ Bengt Aberg
- ☐ John Banks
- ☐ Harry Everts
- ☐ Torsten Hallman
- ☐ Adolf Weil
- ☐ Ake Jonsson
- ☐ Gerrit Wolsink
- ☐ Sylvain Geboers
- ☐ Gaston Rahier
- ☐ Heikki Mikkola

Carefully mark your ballot and mail it to MXA Hall of Fame, 10600 Sepulveda Blvd., Mission Hills, CA 91345.

MOTOCROSS ACTION HALL OF FAME

WHERE TIRES MEET DIRT

AMERICA'S GREATEST RACETRACKS

• There are hundreds of significant race tracks in American motocross history. The roll call of memorable names includes Honda Hills, Unadilla, Lake Whitney, Rio

Bravo, Carlsbad, Washougal, Red Bud, Southwick, Indian Dunes, Livermore and Puyallup. But when the Hall of Fame names were presented two tracks stood out in the minds of all those who appreciate the unique contributions that racetracks make to the sport—**Pepperell** and **Saddleback**.

Neither track exists today, both having been closed down by encroaching urbanization, but the memories that were born on those hallowed grounds live on. Pepperell,

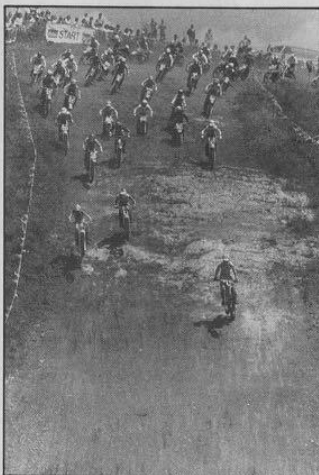
Massachusetts, was really the birthplace of American motocross. It was the first stop on the European invasion back in 1967, and Saddleback Park (in Southern California) was the last stop. It was the place where the Europeans made their last great stands before being unseated from the top ranks by the fast young Yanks.

There will never be another Pepperell or Saddleback, but we'll always have the memories. • □



◀ The grand view: Saddleback Park was America's first full-time riding park. It had two motocross tracks, trials section, speedway track, BMX course, hill-climb, quarter-mile oval and off-road car course. This is the view from the top of Suicide Mountain.

Limited entry: Saddleback's Suicide Mountain was a near-vertical ascent that climbed four steeply terraced stair steps. Only 11 riders in history ever managed to jump from one stair step to the next. Phil Larsen was the first to do it. ▼

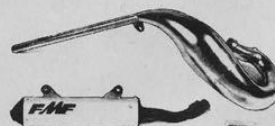


Bygone days: Saddleback closed in 1984 because of the high cost of insurance for the 900-acre riding park. Today the pits and track are still sitting in perfect condition—behind a barbed wire fence.

◀ Downhill: Banzai Hill was a four-story drop-off that tested a rider's nerve quotient. Crashing at the bottom of Saddleback's Banzai Hill was a common occurrence. Broc Glover (1) leads the charge in 1979.



BE A WINNER WITH TRI-PRO



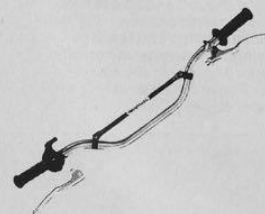
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Kevin Marsh, 17 yrs., rides a 125 Tri-Pro Kit Bike. A student at Naperville Central High School, Kevin started riding 80 Yamahas five years ago and graduated to a 125 Yamaha in 1986. Sidelined this year with injuries, Kevin is shown here competing at the Lake County Fair Supercross. Kevin is one of the selected few who ride on the winning Tri-Pro team.



MOTOCROSS ACTION HALL OF FAME

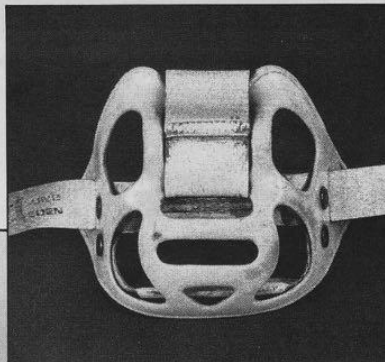
ON THE DRAWING BOARD

ARTIFACTS FROM A BYGONE ERA

• It was an ugly little plastic thing. Hanging from a rider's mouth with 40 minutes of accumulated dirt, sweat, spittle and grime attached to it, the Jofa mouthguard had little to recommend it as an icon of the sport—but it is. That funny piece of white plastic is as much an historic artifact to motocross as the Liberty Bell is to American scholars or the Shroud of Turin is to religious zealots.

Something as small and insignificant as a hockey player's mouthguard, which is where the Jofa was borrowed from, could have enough significance to be immortalized as a Hall of Fame exhibit. The **Jofa mouthguard** takes its place among the memorabilia that in its day helped shape motocross. • □

Jofa mouthguard: When the European riders first brought the sport of motocross to America in the late '60s the U.S. teenagers couldn't figure out what they were wearing on their faces. It looked like a vegetable strainer. It wasn't long before the Jofa mouthguard, which the Euro stars had borrowed from hockey, became the ultimate fashion statement. While the Jofa has disappeared from the motocross scene it still provides maximum style points in BMX. ►



Full Bore boots: Before 1970 the largest supplier of motocross boots to the American racer was K mart. Lace-up lineman boots were all that was available until the popularity of the Full Bore motocross boot swept the nation. Full Bore boots are a true Hall of Fame artifact with their steel toe plate, sewn-on stripes and seven buckles. Retail price for a pair of Full Bores was \$59.95. ►

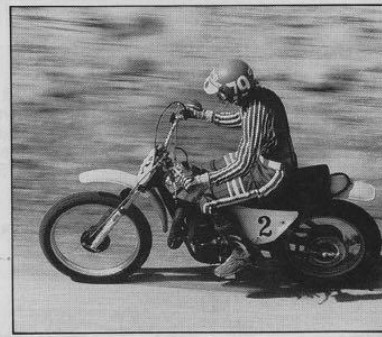
Yamaha Mono-shock: The 1975 YZ250 may never earn a place in the Motocross Hall of Fame, but its Tilkens-designed single-shock system gets inducted in 1989. The Mono-shock's early success (the 1973 250 World Championship) was due more to the amount of rear wheel travel than to the single shock. ►



◀ **Under covers:** Originally labeled the Moto-Shock, the production version was universally called the Monoshock. The nitrogen-charged shock was hidden under the gas tank.

In action: Hakan Andersson's success in the 250 World Championships had everybody drooling to race the first production model. It didn't live up to expectations with its awkward double airboxes, twitchy handling and excessive weight. ►

Bell Moto-Star: During the 1975 Trans-AMA series Roger DeCoster suffered a horrible crash when his works Suzuki snapped in half off of a 70 mph jump at Livermore. DeCoster survived the crash, but suffered facial lacerations. The shocking thing was that Roger DeCoster had been testing Bell's new full-face Moto-Star helmet before the race, but elected not to wear it. He wore it from that day on, and so did thousands of American motocrossers. The Bell Moto-Star helmet was the first full-face motocross helmet to become universally popular. It earns its place in the Hall of Fame because Roger DeCoster didn't wear it that November day in 1975.



KILLER K-9s

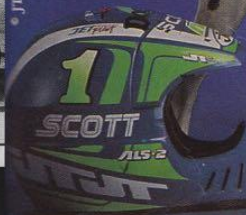
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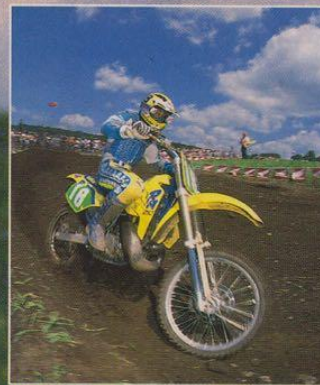
1989 250 U.S. GRAND PRIX: ROUND 7

Johnson says hello again while Hannah bids farewell

By Zapata Espinoza



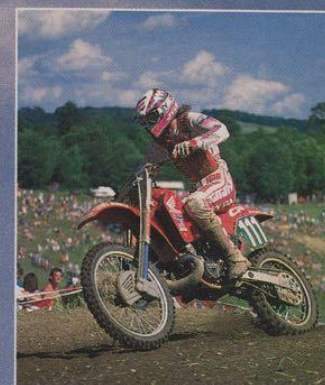
Man with a mission: Rick Johnson came to Unadilla determined to prove his talents to the world after a three-month layoff. He did just that as he roosted away for the win in each moto in his usual calm and collected manner.



Nothing to prove: Bob Hannah showed incredible speed working up from bad starts and he easily could've had a top-five finish but neither he nor his fans seemed to mind his ninth overall. Hannah still went out a big hero!



From the city of cheese: Third in points coming to Unadilla, American Rodney Smith left in fifth after having a bad day in front of the countrymen he came to impress. Rodney lives in the Italian city of Parma and is considering switching to the 125 class for 1990.



Where's he from?: Jean-Michel Bayle lives in France and can barely speak English, but he races with an American license and American flags on his bike. Bayle seemed content to let RJ win knowing that he wasn't in contention for the 250 title, which Bayle is most likely to win.

THE WOODSTOCK OF MOTOCROSS?



1989 250 U.S. G.P.

□ Like the epic music festival that took place on ol' man Yasger's farm 20 years ago, when the Grand Prix circus comes to Unadilla it unleashes a wild, collective energy among the fans that is uncommon in this latter-day age of yuppie regimentation and responsible behavior. A motocross race at Unadilla is like no other in the country. The course alone is something that most of us only dream about—riding it would no doubt send the average racer to a heightened state of nirvana! Laid out in the rolling green hills of upstate New York, the race has a carnival-like atmosphere and some of the craziest spectators on the planet! But it wasn't just another race . . . it wasn't just another Grand Prix . . . this year's 250 Grand Prix at the historic Unadilla facility in rural New York was something much more. As the results showed, the event was a coming-out celebration that definitely marked the re-ascendancy of Honda's Rick Johnson to the throne as the current king of the sport. After more than three months off from racing with a serious wrist injury, his remarkable runaway win was indeed something special.

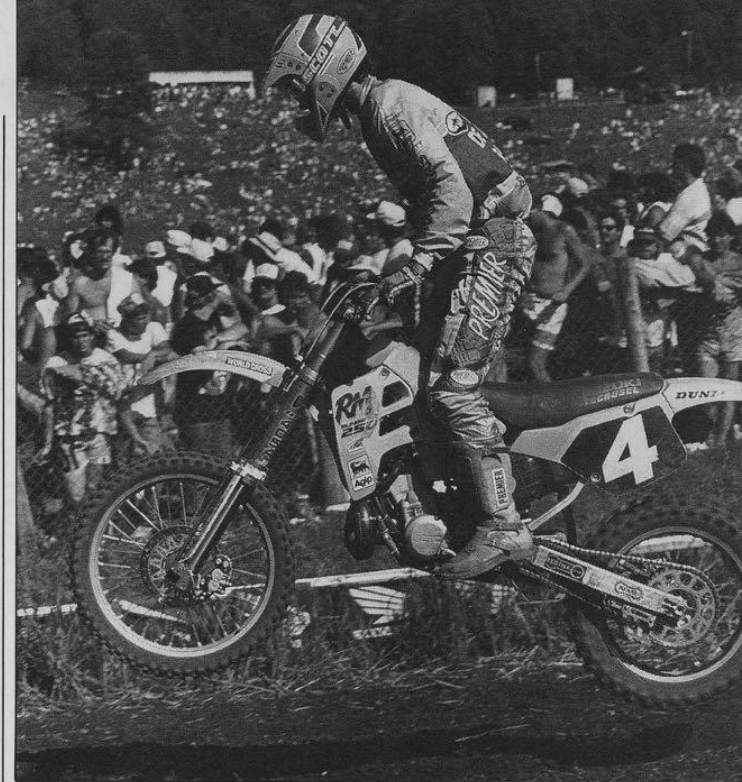
But there was something more. This year's 250 Grand Prix marked the end of an era in American motocross. Bob Hannah, who for the last 13 years has maintained his status as one of the sport's biggest heroes, chose to use this event to mark his official retirement from racing. Despite his reluctance to race the full schedule of events for the last few years, "The Hurricane" has not lost a single fan, and at Unadilla it appeared as though every fan he has ever had came out to cheer him on. The veneration displayed by the Hannah loyalists was impressive and Hannah obliged them by staying until late in the night to sign every autograph asked of him. Once a champion, always a champion!

A LOOK AT THE EUROS

Picture-perfect weather greeted the international contingent of riders on Saturday morning when the first qualifying practice sessions got underway. After two months of near-continuous rainfall, the famed Unadilla grass track was in prime condition. With the green blades approaching heights of nearly two feet on some areas of the track, all of the bikes were being outfitted with the most aggressive knobs available. As perennial motocross hero Roger DeCoster commented, "The loam is so thick here that you need a 600cc two-stroke—I wish I was riding today."

Many spectators, no doubt swayed by the usual verbiage that touts the speed of Americans compared to the Euros, were surprised at the speed displayed by some of the international figures. Current 250 GP points leader Jean-Michel Bayle (still riding

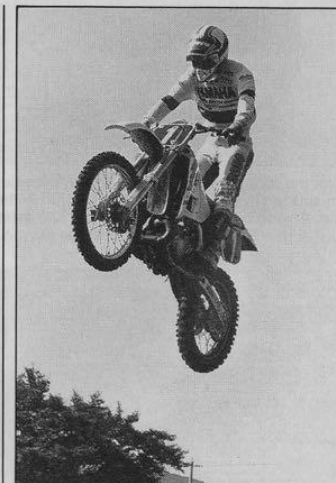
◀ **Long season:** For Broc Glover (66) Unadilla was his first race on American soil in 1989. He did win, but he styled for awhile.



Grabbing big air: Reigning 250 World Champion John Van den Berk was a crowd favorite as he exited Gravity Cavity lap after lap with spectacular aerial leaps. Van den Berk was impressive as he diced for the lead with Rick Johnson in the second moto after a bad coil ruined his first moto drive.



Comeback charge: Micky Dymond was happy about setting fast time in Saturday practice, but poor starts and banners getting stuck in his rear wheels both motos took some of the fun out of Sunday. Still, Dymond rode a strong and impressive race for fourth overall. He should be a real threat in the 500 Nationals.



Privateer power: Holland's Gert Jan Van Doorn came to Unadilla with a trick Suzuki and powered his way to a sixth overall finish after day-long battles with fellow privateer Peter Johansson who finished fifth. Gert did an excellent job holding back Micky Dymond for fourth in the first moto.



Rodney's ride: American Rodney Smith came to Unadilla with his trick Chesterfield Suzuki that has an alloy gas tank, white plastic and a burgundy frame. The team is run by former factory Suzuki rider and 125 World Champion Michele Rinaldi and is the unofficial factory Suzuki squad.



Not the trick stuff: Germany's Roland Diepold almost didn't get to race when his bike was misplaced in transport. Currently eighth in the overall standings, when his basically production bike arrived he qualified 13th fastest. Diepold is an aggressive rider and looked fast at Unadilla, but finished out of the top ten.



What the World Champ rides: Reigning 250 title holder John Van den Berk prefers to run a production-based YZ250 tuned by American John Slenzak while teammate Pekka Vehkonen (right) prefers a full factory motor with a totally different-shaped pipe and cylinder. The frames are also different from the '89 Yamahas.

1989 250 U.S. G.P.

with an American license, though he can barely speak the language) looked blazing fast on his Honda France red machine. Yamaha teamsters Pekka Vehkonen (on a factory bike) and John Van den Berk (on a production bike) were also circling the course at a furious pace with Van den Berk grabbing crowd-pleasing air as he leaped out of the infamous Gravity Cavity lap after lap. Other fast Euros included Gert Jan Van Doorn and Peter Johannson, mounted respectively on a privateer Suzuki and Yamaha. Having just arrived from the last event which was held in Venezuela, many of the GP regulars were suffering from the fatigue of jet travel and worrying about getting their bikes from the airport in time to ride.

WAVING OLD GLORY

On the American side of the fence, Rick Johnson was mentally preparing himself for his first serious race since coming back from the wrist injury which kept him out of the entire spring season. Though scoring victories at the Mammoth Mountain motocross just weeks before, the Bad Boy was still unsure of how he would stack up against such heavy competition. Also coming back from an injury was Suzuki's Johnny O'Mara, who was looking exceptionally strong on the track and mentally determined to score some results. Surprising to some, but not to others, Yamaha's Micky Dymond set fast time in Saturday's practice session. Micky's natural talents are easily identifiable, but like O'Mara they rarely seem able to rise above a continuing stream of hard luck. Yamaha's still up-and-coming Mike LaRocco looked impressive as he was putting in an out-of-the-ordinary ride on a 250.

Two Americans of note were Rodney Smith and Broc Glover, the only two Americans who are following the GP circuit full-time. Smith, aboard the white-and-burgundy Chesterfield Suzuki, was currently holding down third overall in the series and looking forward to putting on a good show for the American crowd, which was still somewhat unsure of just who he is. Having made his name first as a factory Yamaha rider in Brazil before moving to Italy to ride for ex-World Champion Michele Rinaldi's Suzuki squad, Rodney has never been stateside long enough to attract a domestic following. A hero in Italy, Rodney is deserving of more American support due to his strong showing in the GPs over the last two years.

After 14 years on the National circuit, Broc Glover, on the other hand, would be deserving of having his bust chiseled in the Mt. Rushmore of American motocross heroes. His seven months away in Europe this year as a KTM factory rider have done little to diminish his support among the legions of motocross fans who flocked to Unadilla. It was indeed ironic to see the red, white and blue waving with loud partisan support



Welcome to the Holiday Inn: Even though this would be the only Grand Prix event attended by Suzuki's Ronnie Tichenor, things were just as serious as at any National. His mechanic was only one of many who stayed up late in the hotel's parking lot making sure everything was in order. Unfortunately all the hard work was for naught when Ronnie ran out of gas in the first moto and crashed hard in the second.

when Glover went by, only to see the same crowd silent when Smith followed soon thereafter. Though finally feeling at home with his new prototype KTM, Broc was still frustrated with the lack of spare parts, namely a cylinder with porting that would better accommodate the hilly Unadilla course.

WATCHING THE CLOCK

When the gate dropped for the first moto, it was Jean-Michel Bayle rocketing to an early lead which he extended with each lap. The front-runners sorted themselves out early with Johnson following the Frenchman ahead of O'Mara, Vehkonen and Jan Van Doorn. While the racing in midpack was furious, only two riders were making their presence known: Micky Dymond and Bob Hannah. Both suffered from bad starts and were doing an incredible job moving up. On the tenth lap Johnson finally caught Bayle and passed for the win. With half a lap to go the top five riders were settled for the finish—until once again, as happened to him while leading the GP in 1986, Johnny O'Mara pulled to the side of the track with another empty gas tank. With the crowd behind him the whole way, Hannah had made a magnificent charge up to ninth place at moto's end.

O'Mara decided not to bother with the second moto. A bad blister on his hand, coupled with the obvious heartbreak of the first moto DNF, was all he needed to resign for the day. Making matters worse was the fact that when he voiced concern about the gas situation he was told by Suzuki not to worry—they had calculated the gas consumption of the RMs to be good for 45 minutes. The certainty by Suzuki personnel was undermined further when O'Mara's teammate Ronnie Tichenor also ran out of gas in the first moto. It was a major mistake on Suzuki's part because O'Mara could've been in contention for the overall. None of the European Suzukis incurred fuel-consumption problems since they were all run-

ning larger-capacity alloy tanks. For the second moto Tichenor's bike was fitted with a larger RMX enduro gas tank.

John Van den Berk holeshot the second moto but was soon relegated to the runner-up position when Johnson went by on the first lap. Except for a late-moto crash when he briefly lost the lead to Van den Berk, Johnson was all by himself for the remainder of the moto. Ronnie Tichenor was putting in a beautiful ride in fourth until he took a nasty fall. With the retirement of Hannah, Suzuki needn't look any further than Tichenor for an able replacement. Hannah was once again left to battle for the whole moto as he worked up to 12th. However, with Van den Berk and Bayle securing the second- and third-place finishes, it was apparent that these Europeans are catching up to the Americans in terms of speed and conditioning.

DID BOB HANNAH FINISH SECOND?

As the box trucks were once again being loaded up and the spectators flowed to the trophy presentation, a happy Jean-Michel Bayle, waiting to take his place on the victory podium, stood nearby with his parents, all regaling in his day's performance which extended his GP point lead. But Bayle, along with third overall finisher Vehkonen, would be deprived of their just rewards when the trophy presentation turned into an American spectacle celebrating instead the exploits of not only Johnson but Hannah and 125 support class winner Jeff Stanton. While most of the fans were caught up in the patriotic delirium of the moment, many of the GP regulars were clearly upset at the lapse in Grand Prix protocol. This was just another case of American ethnocentrism and belligerence that no doubt leads to the Europeans' dislike of us.

But a better weekend at Unadilla couldn't have been imagined. Ward Robinson's undulating farmland course lived up to its reputation of being the finest motocross course in America. Rick Johnson

SPOT THE DIFFERENCE

SOMETHING ABOUT THE HILL PEOPLE

• While the GP at Unadilla is likened to the Woodstock music festival that took place nearby 20 years ago, there are in fact important differences. The summer of 1969 found America in the midst of a counter-culture revolution. The theme for the four-day concert was peace, love and music. As with any large group of young people, the event suffered its fair share of problems, although they were not of the same nature as those which plague Unadilla year after year. Though attempts are made at passing off the excesses of certain spectators as good ol' fun, they are in fact quite serious. Bob Hannah may describe the crowd as the greatest fans in the world, but in fact they certainly must compete for the title of the worst, because there's more to being a spectator than just cheering on your favorite rider.

At the campsite across the street from the racetrack some of the saddest examples of human behavior were proudly on display. Despite the near-constant patrols by the police, unruly, drunken spectators still ran free, accosting any woman who happened



The men in blue: It's unfortunate when the only way that spectators will act civilized is when they are under heavy police guard. The worst part was when race fans who didn't partake in the drunken revelry were chased away.

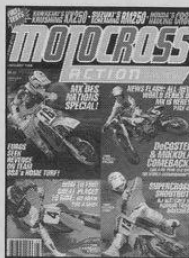
onto the grounds. More than one boyfriend was thrown to the ground as he tried to fend off the attackers. Cars were vandalized and bombs exploded in a disheartening display of drunken and depraved individuals taking out their aggressions on innocent bystanders who just wanted to come out and enjoy a day at the races. More than one group of people were seen packing their vans, vowing never to return. This type of behavior is inexcusable and certainly detrimental to the sport itself. If ever there was a good reason to ban all alcohol from the area, this would be it. Something must be done before real motocross fans who are attracted by the racing, not the alcohol, are totally driven from the race. Rick Johnson himself would have agreed when he was repeatedly slugged in the face as he made a helmetless parade lap with Bob Hannah. No champion or true fan deserves such treatment. •

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MOTOCROSS BACK ISSUES

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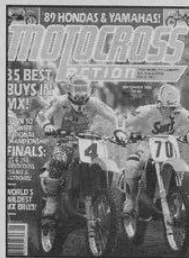
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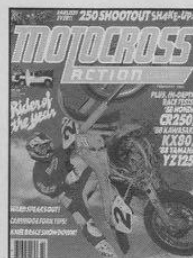
JANUARY '88
CR80, RM250, KX250, Thompson/Goodwin Supercross Controversy, Map of Eastern MX tracks, MX des Nations.



MAY '88
CR500, KX500, KTM 500, YZ490, ATK 406 & 604, Tire Shootout, Jetting Secrets, Florida Winter Series.



SEPTEMBER '88
Troubleshooting the '88 125s, 125 & 250 SX Wrap-Up, 250 National Wrap-up, '89 Honda & Yamaha Previews.



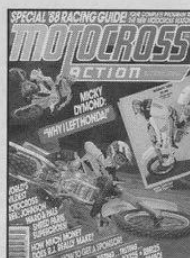
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YZ125, KX80, CR250, 250 Shootout, Map of Canadian MX Tracks, Ward Interview, Knee Brace Shootout.



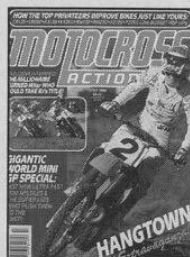
JUNE '88
European Special: Jobe's CR125, Vimond/Geboers Interview, Seattle & Daytona SX, Guide to MX Schools.



OCTOBER '88
'88 125/250/500 Bike Test Reviews, Rick Johnson Interview, 500cc USGP, Mammoth MX, Red Bud National.



MARCH '88
RM80, RM125, KX125, Paris SX, Dymond Interview, How To Get Sponsored, How Much Does RJ Make?



JULY '88
World Mini GP, Hangtown, CR250 Troubleshooting, Guide to Suspension Experts, Holland/Kalos Interviews.



NOVEMBER '88
'89 KTM 350, Dirk's CR250, Unadilla 250 USGP, Guy Cooper Interview, Where Are They Now?, Ponca City National.



APRIL '88
20 Years of MX Special, DeCoster Interview, Celebrity Crash & Burn, 125 Shootout, Golden State Opener.



AUGUST '88
Troubleshooting the KX250, Guide to Bike Stands & Numbers, Pontiac/Dallas/Tampa & NY SX, 125 & 250 GP Coverage.



DECEMBER '88
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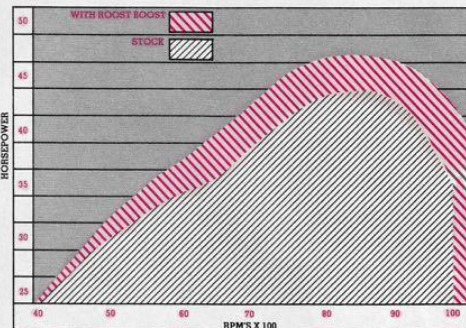
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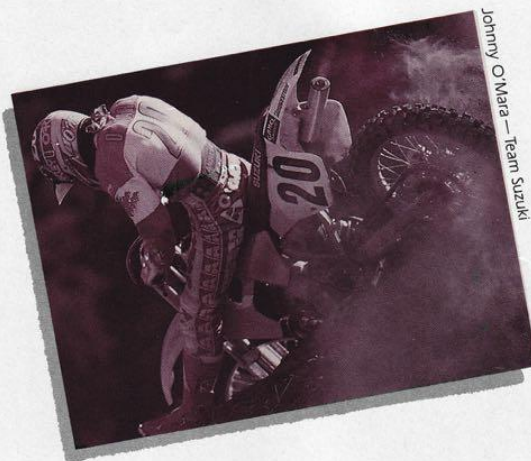
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Johnny O'Mara — Team Suzuki

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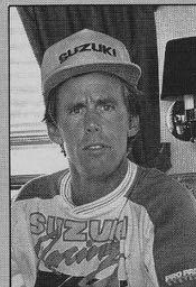
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1989 250 U.S. G.P.



HANNAH
CALLS IT
QUITS

IT HAD
TO END
SOMETIME

• He burst on the scene as a rookie riding the first water-cooled Yamahas in 1976 and when the season was over he had displaced the then unbeatable Marty Smith to win the 125 National Championship. It was with the same sort of ferocity that Bob Hannah attacked every race, every lap for the next 13 years. The winningest rider in AMA history until Rick Johnson finally surpassed his record, Hannah represented a new age of riders in America—deadly serious and willing to do whatever it took to win. Bob Hannah's battles with Kent Howerton for the 250 National crown and Roger DeCoster for the Trans-Am overall are legendary, and who can forget the time at Anaheim Stadium when Hannah's charge to the front was thwarted lap after lap by a then unknown rookie and teammate? After finally making his pass, Hannah turned around and made a rude gesture at the rider, whose own name we would come to know quite well—Rick Johnson.

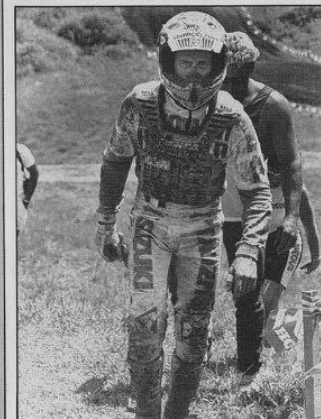
Long after the race was over a party was thrown in the pits for Bob Hannah. It was attended by both fans and those in the industry who supported Bob along the way. Hilarious stories of their adventures with Bob were told by the likes of Bevo Forte, John Savitski, Dave Arnold, Brian Lunnis and Larry Maiers. In the ultimate tip of the hat, Roger DeCoster came on stage to tell of his own respect for Bob and to recount their glorious battles of the past. Both laughter and tears swept through the audience as they witnessed the end of one of the most exciting motocross careers ever. Like Pierre Karsmakers, who brought American riders to new levels of fitness back in the '70s, Bob Hannah can be credited with instilling a fierceness never before seen. He excited entire stadiums, kept hill-sides of fans pinned to the fence and helped inspire an infinite number of kids to try to follow in his footsteps. For all of that the sport has definitely prospered, and it was a good thing to see that enough people cared to send him off with something other than the ungracious finality that so many other retired heroes have encountered. Bob Hannah may be gone from racing, but he will never be forgotten—never. •



Roasting the Hurricane: After the races there was a going-away party for Bob Hannah and the second best part of the event was when (l to r) Keith McCarty, Roger DeCoster, Brian Lunnis, Bevo, Larry Maiers and John Savitski (standing behind Hannah) told their favorite story about life with Bob. The best part was when Bob was finally paid back for all the body autographs he's given when a crowd of women charged the stage and got revenge.



Proving his diversity: Jeff Stanton came to Unadilla to ride the 125 support class as a warmup for the 500 National that will be held there in October. After missing morning practice, Jeff still ran away with both motos after dicing with teammate Mike Kiedrowski and Yamaha's Damon Bradshaw.



The long walk back: After holding down third for the entire first moto, Johnny O'Mara's Suzuki sputtered to the side of the track with half a lap to go when it ran out of gas. The same thing happened to the O'Show in '86 when he was in contention for the overall win. Johnny passed on the second moto.

proved that he is able to conquer any adversity that comes his way and still come out on top. The GP circus was on to the next event in Germany, where Rodney Smith and Broc Glover will continue to represent America and Jean-Michel Bayle will doubtlessly continue his winning ways, though whether as a Frenchman or American still isn't clear. Of all the outdoor events to attend stateside, the 250 Grand Prix at Unadilla is certainly it. Few things can match the pageantry and color of the visiting European riders and their fans, and certainly nothing can rival the sight of young lions like Johnson and Bayle attacking the course as they do. Racing at Unadilla epitomizes all that we believe the sport to be—fantastic. □

RESULTS: UNADILLA 250 GP

1. Rick Johnson Hon
2. Jean-Michel Bayle Hon
3. Pekka Vehkonen Yam
4. Micky Dymond Yam
5. Peter Johansson Yam
6. Gert Jan Van Doorn Suz
7. John Van den Berk Yam
8. Shaun Kalos Yam
9. Bob Hannah Suz
10. Mike LaRocco Yam

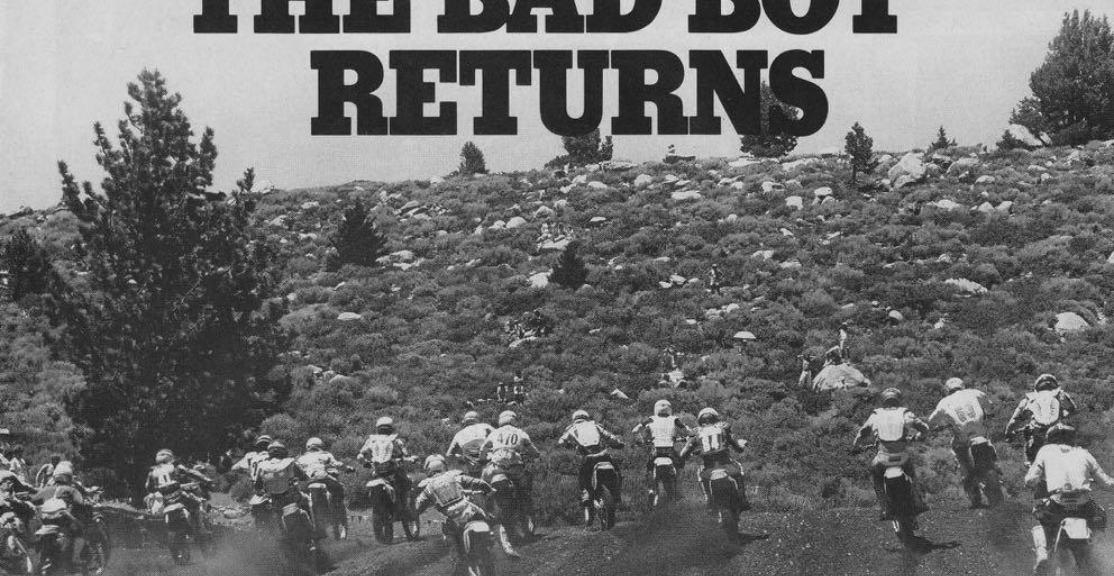
125 SUPPORT

1. Jeff Stanton Hon
2. Mike Kiedrowski Hon
3. Damon Bradshaw Yam
4. Larry Ward Hon
5. Chris Coleman Kaw

PAST WINNERS OF THE USGP

- | | | |
|----------|------------------|-----------|
| 1978 ... | Marty Trippes | Hon |
| 1979 ... | Kent Howerton | Suz |
| 1980 ... | Kent Howerton | Suz |
| 1981 ... | Neil Hudson | Yam |
| 1982 ... | Kees Van der Ven | KTM |
| 1983 ... | David Bailey | Hon |
| 1984 ... | Ron Lechien | Hon |
| 1985 ... | Johnny O'Mara | Hon |
| 1986 ... | Bob Hannah | Hon |
| 1988 ... | Rick Johnson | Hon |
| 1989 ... | Rick Johnson | Hon |

THE BAD BOY RETURNS



22nd ANNUAL MAMMOTH MOUNTAIN MOTOCROSS

"I left on top—I'll be back on top"



Jumped the gun: With the \$5000 bonus on the line for the rider with the weekend's top points, Doug Dubach got a bit excited and jumped the gate in the final 250 race—it was a shame because Doug had ridden well and was the only one threatening Johnson for the prize.

□ He hadn't raced a motocross event in over three months. The wrist that he broke at the opening round of the 250 National series in Gainesville, Florida, was still giving him fits of pain. But he had to return to

racing some time, and for Rick Johnson that time was at the Mammoth Mountain motocross. Long one of his favorites, Johnson planned to use the event as a test of his ability to come back and mix it up with

many of the pro riders who had probably all but forgotten about him in his long absence. With a \$5000 purse going to the rider who scored the best finishes in each displacement class, the Bad Boy was set to ride all three—imagine, Rick Johnson on a 125! How did it go? Let Rick tell you in his own words.

THE HEALING PROCESS

"I've been really lonely without racing. At first it was hard to deal with, but then it all just sank in and I realized that it was something I had to go through. My racing had been going along so perfectly for so long and something told me that it was going too good. Deep down I knew something would happen.

"Eighteen weeks later I started riding and it hurt a lot. I had no grip strength and I could only ride for ten minutes at a slow pace. Then I progressed to two ten-minute sessions with small jumps. I just kept building up from there. I passed on the Supercross at the L.A. Coliseum because I didn't think I could handle the track and I didn't want to risk hurting myself or anyone else. You can't fake this type of injury—it either works or it doesn't. The smart thing was to pass on the race because I had nothing to prove."

HEADING TO THE SIERRAS

"I felt Mammoth would be the perfect track for everything I needed. Being able

"15 years ago I tried a quart of Bel-Ray. I haven't changed my oil since."

Jeff Ward
Five-time AMA Motocross Champion

Jeff Ward began relying on Bel-Ray lubricants in 1975. Fifteen years and five national championships later he still does. Last year Jeff raced with H1R, our new pre-mix oil developed specifically for high performance engines. Its unsurpassed film strength and clean-burning



formula gave him the protection and power he needed to capture last year's AMA Motocross crown. Race-proven H1R is now available for your engine. Try it. Just like Jeff, we're sure you'll never change.



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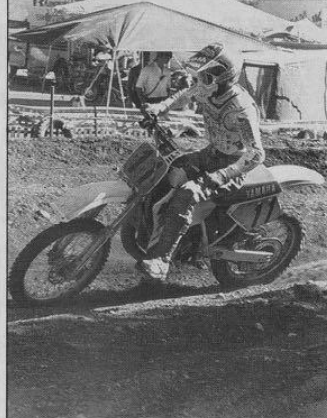




Stomping grounds: Ty Davis has a history of doing well at Mammoth and he was on his way to a well-deserved victory in the 125 class until Rick Johnson finally caught and passed him. It was still a high point for an otherwise down season.



Giving it his all: Larry Brooks was the rider who most impressed Rick Johnson over the weekend and he worked hard to finish third in the 250 class and fifth in the 125. Larry will be returning to the 125 class for the second half of the season.



Making a return: Former National champion Donnie Hansen took time off from his motocross schools to come to Mammoth and race the Vet Pro class. Donnie got tired but he hung in there for a fifth in the increasingly tough class.

THE SERIOUS RACE

"Sunday's 250 race was the most important because the \$5000 purse was on the line and I didn't want to blow it. Doug Dubach was the biggest threat for the overall prize and I lined up next to him on the start. I was asking him how he gets such good starts all the time and told him that I would mimic everything he did. He accidentally dropped his goggles so I dropped mine, then he blew his nose and I did the same; it was pretty funny. But just when the clock was running out of time I saw him attack the gate and fly over it while the pack was still standing still. He's looking back at me and I'm just counting my money because I knew he would be docked a lap. Once I caught up to him I followed him for a while just to frustrate him since I didn't have to pass him to win. But then I saw Phil Lawrence running away up front and I knew I had to get going. I caught him and again I didn't pass because I wanted him to sweat a little, trying to figure out what I was going to do.

"After I passed him I lapped an Erik Kehoe clone and thought it was him until I realized that the real Kehoe was closing on me. For the first time I wasn't reading my pit board—I was too busy counting my money and I almost screwed up. I still won but my mechanic was pretty mad at me. It was a stupid mistake and I promised him that I would never do it again."

WHAT ABOUT MAMMOTH & THE FUTURE?

"The thing I like about Mammoth is that it has a lot of prestige, but not a lot of pressure to win. If you lose a National you feel terrible, but at Mammoth you still have the scenery! Everyone up here is a real racing enthusiast and I like that. Winning at Mammoth was a real confidence-booster. It still doesn't prove that I can win a National, but it makes me feel that I'm on my way. There was a plateau that I needed to reach to know that I was ready to attain my real goal—to be the 500 National Champion. It was the right amount of racing at the right time. I'm really hungry to ride and race. I've had

Rip it up: Rick Johnson came to Mammoth to relax and get in shape for the last two 250 Nationals of the year. He convincingly won all three classes proving that he is more than capable on whatever size bike he rides. ►

a long break and my season is really just beginning while everyone else is dragging on. I'm ready to go through the fire to win—Ron Lechien won't even get near the barbecue! You can tell everybody that I'm back!" □

RESULTS MINI EXPERT

1. Tommy Clowers Kaw
2. Jeff Dement Kaw
3. Danny Uhren Kaw
4. Spud Walters Kaw
5. Joel Albrecht Kaw

125 EXPERT

1. Ricky Johnson Hon
2. Ty Davis Suz
3. Doug Dubach Yam
4. Todd DeHoop Suz
5. Larry Brooks Hon

250 EXPERT

1. Ricky Johnson Hon
2. Erik Kehoe Suz
3. Larry Brooks Hon
4. Steve Lamson Yam
5. Phil Lawrence Yam

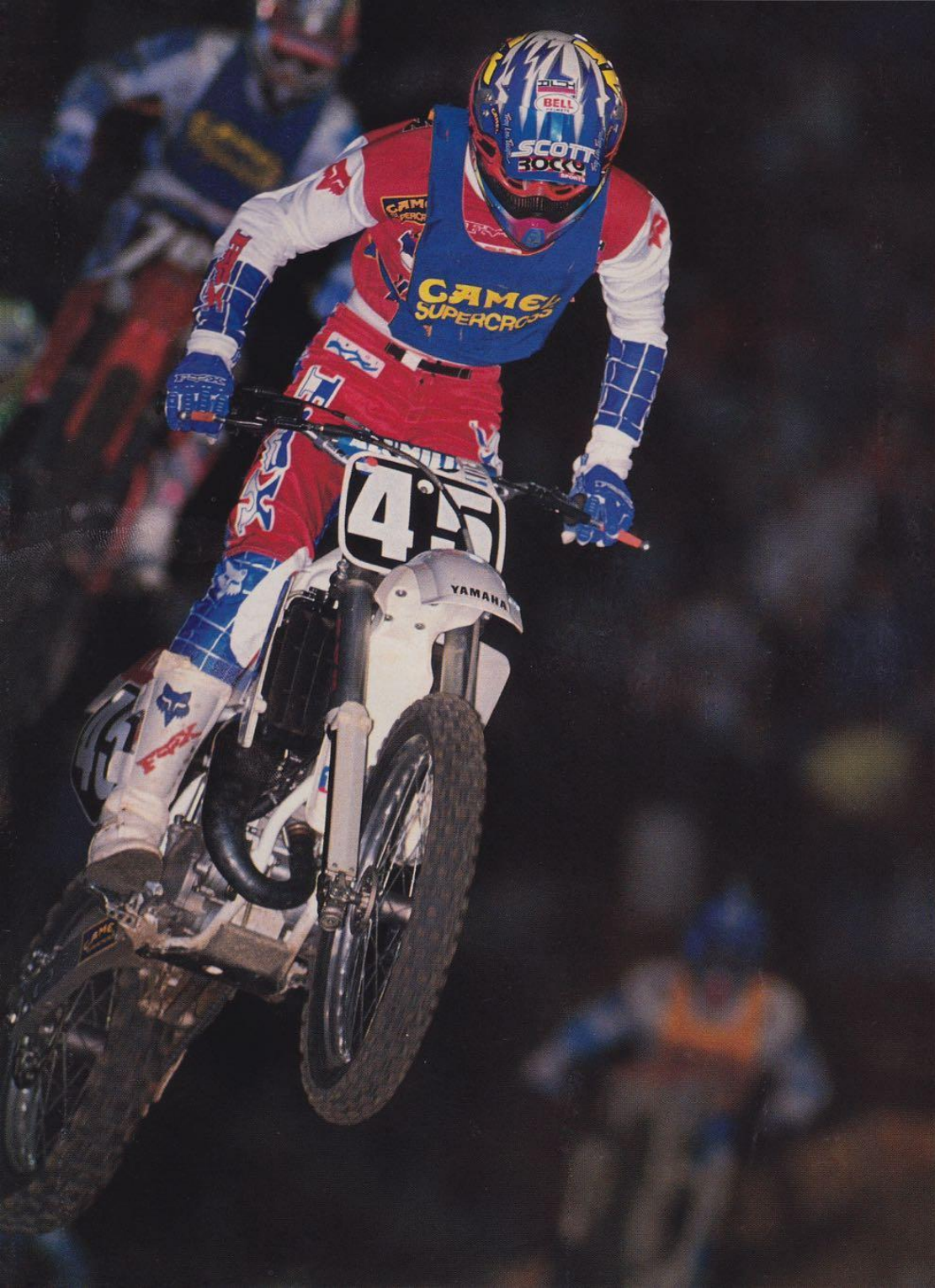
OPEN EXPERT

1. Ricky Johnson Hon
2. Doug Dubach Yam
3. Brian Myerscough Hon
4. Tyson Vohland Kaw
5. Mike Pascarella Suz

VET EXPERT

1. Mark White Yam
2. Brad McLeod Hon
3. Marty Moates Hon
4. Val Tamietti Hon
5. Donnie Hansen Hon





125 SUPERCROSS SERIES WRAP-UP

OUT OF THE SHADOWS

Turning the sideshow into a main attraction

□ Just about everyone who is involved in the sport of motocross views the 125 class at a Supercross as a support class, a sideshow to the big-bucks stars of the 250 class. At least it was that way until the midway point of this season. While either Rick Johnson or Jeff Stanton led a freight train of big bike riders around the track for 20 laps, the 125 class provided 15 laps of tight, bar-banging action. Jeff Matiasovich and Damon Bradshaw may have run away with a few races, but more often than not it was a melee of bikes and bodies fighting for position lap after lap.

In addition, television coverage provided each week by ESPN increased spectator awareness of the 125 class riders. Where once the class was the domain of unknown three-digit riders trying to gain Supercross experience, suddenly the class boasted many riders with "star" appeal. Increased involvement on the factory level added further to the prestige of the class, while backing from Coors and Camel boosted the prize money. The end result was that 125 riders provided some of the year's best racing action and moved the class from the sideshow shadows into the limelight.



EAST CHAMP

Damon Bradshaw, 16, Charlotte, NC: After a long career as a top amateur rider, Damon Bradshaw's move to the pro ranks was accompanied by a great deal of fanfare and expectation. Damon lived up to his star billing by taking a third-place finish in the 250 class at San Diego, despite being injured. When the 125 East series started in

Miami he quickly established himself as the man to beat, coming back from numerous crashes to take the win.

Damon's flashy and often wild riding, combined with his affable, outgoing personality, instantly made him a hit with the fans and media. After a string of victories, Damon fell into a three-race slump where he spent most of his time on the ground as the result of what he calls "poor decision-making." He rebounded in the second half of the season to take three straight wins. A viral infection and fluid buildup in the chest saw him fade from the lead in the final East series race in Oklahoma City to finish third, leaving him one point ahead of rival Mike Kiedrowski. The same fate befell him a week later at the Camel Showdown in the L.A. Coliseum, where he finished second to Kiedrowski after leading much of the race.



WEST CHAMP

Jeff Matiasovich, 19, LaHabra Heights, CA: After winning the 1988 125 West title and several stellar rides aboard the 250, Jeff Matiasovich was slated to jump to the 250 class full-time for 1989. Much to his own dismay, as well as the dismay of the competition, Kawasaki decided to keep him in the class for another season. Jeff reeled off four straight victories and quickly built himself a commanding points lead.

As the Supercross circus moved to Miami and the West series was put on hold, Jeff switched to the big bike for the first time since his win at the Geneva Supercross before the new year. Early in the race, while running with the leaders, he crashed and separated his shoulder. With only a month until the next West series race, it was doubtful whether he would be ready to race; however, despite having only a few hours on the bike before the Houston race,

he did compete and took a hard-fought third to preserve his lead over Mike LaRocco. As the season wound down Jeff extended his lead with wins in Dallas and Los Angeles to easily take his second championship.

CAMEL SHOWDOWN CHAMP

Mike Kiedrowski, 19, Canyon Country, CA: After finishing a close second to Jeff Matiasovich in the 1988 125 West series, Mike Kiedrowski knew he would be competitive in 1989. He also knew he would need more than just a Team Green support ride to beat the factory-backed Matiasovich. Thus when Honda offered him a factory support ride he jumped ship.

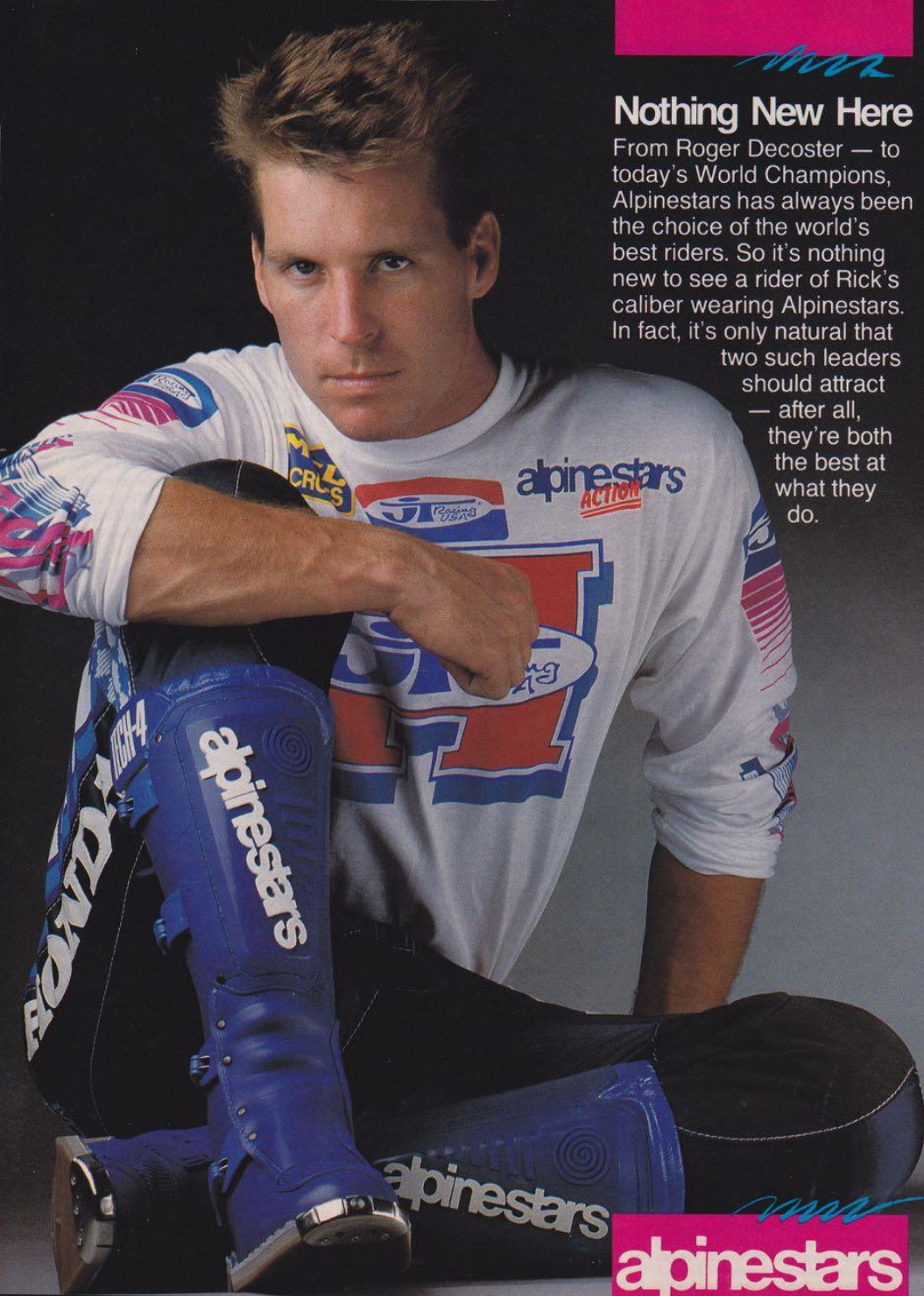


Unfortunately, Mike broke his wrist a week before the season opener in Anaheim. Mike and Honda teammate Larry Ward switched series to give his wrist a chance to heal over the five-week period before the first East race in Florida. Mike was not up to speed in the rutted sand of the Miami course. His fifth-place finish would be his worst of the year. Over the course of the remaining nine events Mike would pick up wins in Tampa and Oklahoma City. More impressive was his consistency, as he never finished out of the top three. In the end he finished a scant one point in arrears of rival Bradshaw. Mike offset that heartbreaking loss by winning the Camel Showdown in the L.A. Coliseum, besting the top riders of both series to take the hefty \$10,000 prize money.

EAST SERIES—#3

Denny Stephenson, 18, Omaha, NE: As a Pro-Am rider Denny Stephenson rode only a few selected Supercross events in 1988, yet his results, including riding both the 125 and 250 classes in New York, were impressive enough that Kawasaki signed him to a factory support ride. In the off-season Denny spent a great deal of time in California practicing with Jeff Matiasovich and Jeff Ward.

◀ By the skin of his teeth: Yamaha's Damon Bradshaw won the East Coast 125 Supercross title by just one point over arch rival Mike Kiedrowski from Team Honda. Many people are wondering if Damon's career will mimic that of Bob Hannah, the one rider that he is most often compared to.



Nothing New Here

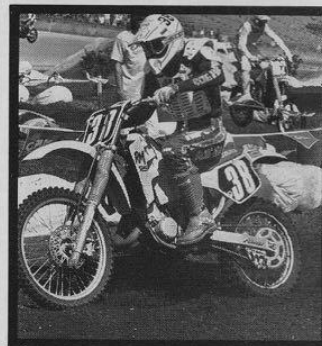
From Roger Decoster — to today's World Champions, Alpinestars has always been the choice of the world's best riders. So it's nothing new to see a rider of Rick's caliber wearing Alpinestars. In fact, it's only natural that two such leaders should attract — after all, they're both the best at what they do.

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Brad Norick

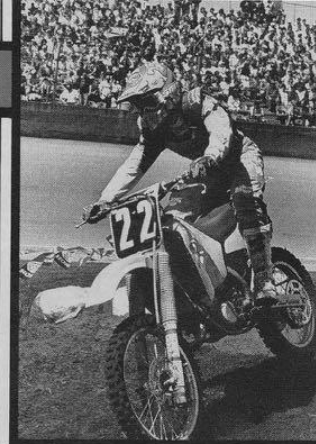
The results were immediately evident as Denny had several strong showings in the 250 class events on the West Coast. The rides in the 250 class also improved his strength and conditioning, something he would need due to a suddenly acquired habit of getting bad starts. Where once Denny had been able to get top-five starts, he now found himself at the back of the pack. Despite his bad starts Denny was consistently able to finish in or near the top five, minimizing the damage. Denny's experience should make him a leading contender next season.



EAST SERIES—#4

Barry Carsten, Bayville, NJ: Relatively unknown outside of eastern racing circles, Barry Carsten used the Supercross series to make his presence known from coast to coast. After breaking a hip that forced him to miss much of the 1988 season, Barry returned to finish as the top non-factory-supported rider, and the top Suzuki-mounted rider on either coast in '89.

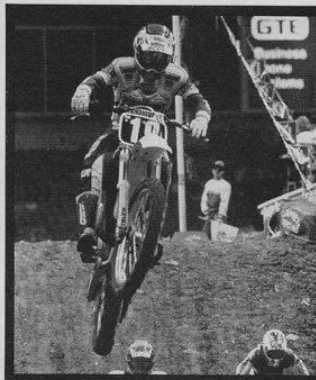
The season started slowly for Barry, but picked up with a solid sixth-place ride at Daytona. Consistent rides against the top riders from both series in Houston and Dallas kept him in the hunt for a top overall placing. While other riders faltered towards the end of the season, Barry came on strong with seventh- and sixth-place performances in Pontiac, and ran second in New York for half the race before finishing fourth. Barry finished eleventh in Oklahoma City to secure his top five placing in the East series.



EAST SERIES—#5

Ty Davis, 18, Hesperia, CA: Like Mike Kiedrowski, Ty Davis was forced to switch from the West series to the East after injuries sidelined him prior to Anaheim. With a year's experience, including a win in Dallas last season, and full factory support Ty was tabbed to be a leading contender in the East series.

At the opener in Miami Ty jumped out to the lead from the drop of the gate and held off repeated attempts by Damon Bradshaw to pass and lead until the last half-lap when he was passed by Bradshaw. A week later he again took second to Bradshaw and was a comfortable second in the standings. From that point on it was a rocky downhill road for Ty, as he was able to crack the top ten only once in the next four races. In addition, testing to prepare for the 125 National at Hangtown forced him to miss the two rounds in Pontiac. Ty closed out his season with a seventh in Oklahoma. There are better results ahead for the talented youngster.



WEST SERIES—#2

Mike LaRocco, 18, LaPorte, IN: Stellar results, both indoors and out, as a privateer in 1988 earned Mike LaRocco the respect of his peers and a factory ride with Yamaha for the 1989 season. With teammate Damon Bradshaw taking on the East's best, Yamaha

125 WRAP-UP

placed Mike in the West series in the hopes of wresting the crown away from defending champ Jeff Matiasovich.

Unfortunately, Mike never really got a chance to make a run at the title as he was victimized by bad starts, lappers and crashes in the early stages of the season while Matiasovich racked up the wins. As the Supercross series moved east Mike moved to the big bikes and his luck and results improved, including a third behind Stanton and Ward at Daytona. Buoyed by his success he took the holeshot and went wire-to-wire for the 125 class win in Houston. Although he narrowed Matiasovich's lead to 23 points, it would be as close as he would get for the remainder of the year.



WEST SERIES—#3

Larry Ward, 18, Society Hill, SC: Racing selected Supercrosses and Nationals in 1988, Larry Ward was yet another privateer who picked up a factory support ride in the off-season. Larry originally was to have ridden the 250 class on the West Coast until the injuries to Kiedrowski forced him to ride the 125 class.

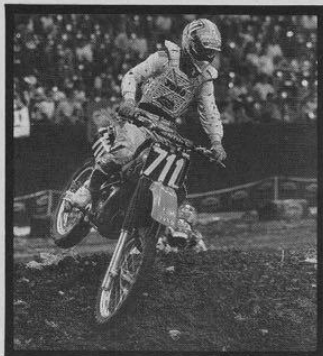
Despite having spent most of his time practicing on the big bike, Larry immediately showed he would be a contender by taking a second in Anaheim. The following weekend, in his former home of Seattle, Larry took second on Saturday and was on his way to the win on Sunday before breaking the steering stem on his Honda. The remainder of the season was a series of highs and lows for Larry. A second DNF in San Diego knocked him out of title contention, while several second-place finishes showed his winning potential. With a little better luck Larry could be a big winner.

WEST SERIES—#4

Tallon Vohland, 16, Sacramento, CA: In his first season as a pro, and racing Supercross for the first time, Tallon Vohland showed that he has the makings of a future

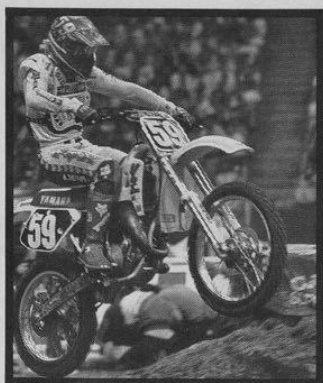
125 WRAP-UP

RIDERS TO WATCH

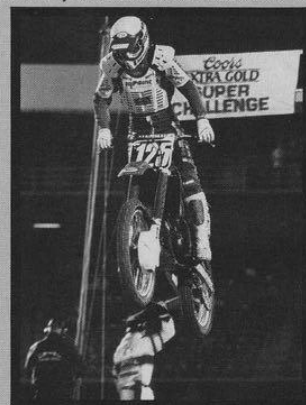


Phoenix flyer: Diminutive Jimmy Gaddis (39) could often be found at the front of the pack on the starts this season; unfortunately he was never able to be there at the finish. Jimmy finished sixth in the West series despite missing two races with injuries. High points of the year were thirds in Anaheim and L.A. Expect Jimmy to be a title contender in '90.

champion. Throughout the eight-race series Tallon consistently finished in the top eight and at times was able to run at the front of the pack. In several races Tallon was in position to finish in the top three, only to crash or choose lines that let by the opposition easier than they deserved. With the experience he has gained this season, combined with an added year of maturity, Tallon should grow into a top-flight championship contender.



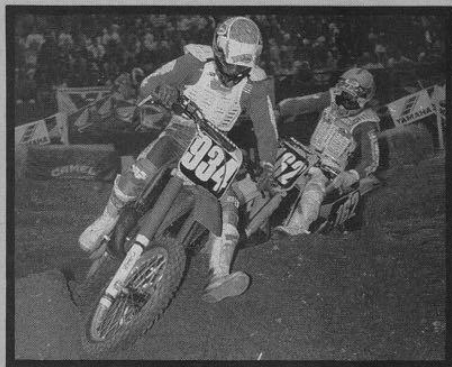
Show me: Missouri's Jeff Emig is the king of amateur riders this year and can be expected to make a lot of noise when he hits the Supercross circuit full time in 1990. Jeff posted a 10th in his first Supercross at Anaheim, but broke his elbow shortly after and didn't race again until L.A., where he finished seventh.



Fast learner: A year ago Californian Jeremy McGrath was an intermediate. Six months ago he posted a second-place finish in Seattle, his second Supercross race. The finish earned him a Team Green support ride. Racing only on the West Coast, Jeremy still managed to finish eighth in the West series.

WEST SERIES - #5

Mike Craig, 19, El Cajon, CA: Known for his wild riding and high-flying antics, Mike Craig is another in the long line of talented riders to come out of the El Cajon zone. Top placing in last year's Supercross series earned Mike a factory support ride from Yamaha, which, with good placing this year, he hoped to turn into a full factory ride. While Mike showed flashes of brilliance in several races, including his second-place ride in San Diego, he never seemed to be able to get on track to consistently run with the leaders. Injuries and crashes most often hampered his charge to the front. Mike needs to smooth out his riding to become a threat to win.



◀ Mafia apprentice: Greg Bowen, younger brother of Keith, is yet another Michigan rider with star potential. As a rookie Greg showed great promise with several top-ten performances before being injured in Dallas. With more experience and maturity Greg can be expected to be a serious title threat.

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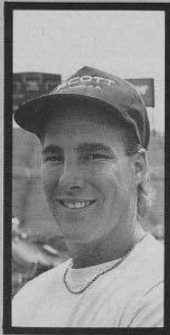
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A
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AFTER ALLMIKE
KIEDROWSKI

• **MXA:** After losing the East series title, how does it feel to win the Camel Shootout and the \$10,000 prize?

Mike: It feels great. It makes up for the money I lost by losing the East Championship. I don't have any plans for the money right now. I think I'll put it in the bank and maybe at the end of the year I'll buy a new truck.

MXA: Tell us about the race. What did you think of the format?

Mike: I got a good start and stalked Damon [Bradshaw] for most of the race. After a season of racing with him I can tell when he is going to get up and run away and when he is going to get tired and make mistakes. I knew he had been sick the week before in Oklahoma and word was that he was still sick. I pushed him pretty hard, and sure enough he tired. He kept looking back over his shoulder trying to see where I was, and at that point I knew I had him. I just waited and made my move. I took a tight line through a turn and got inside of him, and then passed him as we went up the peristyle. I expected him to try to pass me back but he didn't, and I had the race in the bag from there on.

As for the format—well, it wasn't really all that different than racing the races in Houston, Dallas and Oklahoma City, where everyone from both divisions raced against each other anyway. I'm really glad Camel put up the money for this event, though. I know all the guys appreciate the chance to race for this kind of money and I want to thank them for doing it.

MXA: As a whole, how would you evaluate your season?

Mike: I would like to have won the East title, but I did the best I could. I've realized that there were many times where I could have done better and finished one place better than I did. Had I pushed in Miami or in Houston I might've won the title, but that's racing. I give a lot of credit to Damon; he rode a lot of good races and put on a good show and didn't choke in the end. •

DEFENDING
THE CROWNJEFF
MATIASEVICH

• **MXA:** Jeff, after winning the title last year why did you race in the 125 class again this season?

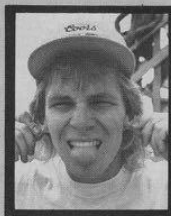
Jeff: I thought I was going to move into the 250 class for this season but Kawasaki decided it would be better for me to wait another year. I don't know if it was for me to get more experience or to keep another company from winning, but I'm glad I did race another season.

MXA: Why is that?

Jeff: It's definitely harder to defend a title, so I learned to deal with the pressures of defending a title and being the guy everyone wants to beat. I also had the shoulder injury and I learned how to come back from that, which would have been tough on the 250. It was also good for me personally as far as public relations goes. I spent a lot of time talking into microphones so I got plenty of practice in public speaking, and you need that to really succeed in this sport.

MXA: What did you think of the competition this year?

Jeff: Despite the fact that I won six of the eight races it was really tough. I had some good breaks and a lot of things went well for me. I thought that the racing would be tighter in the three East/West races that we had, but everyone seemed to have problems and we didn't all get to really race each other. Next year it's going to be very exciting in the 250 class. At times we will be able to run with Johnson, Stanton and Wardy, but the real battles will be among us for the fifth spot. In another year or two we will be the guys on top. •

FIRST YEAR,
FIRST TITLEDAMON
BRADSHAW

• **MXA:** How does it feel to be the new kid on the block and win the championship?

Damon: It feels great. I knew I had the talent to win, but not having ridden Supercross all that much I wasn't sure how things would go over the course of the full year. I'm glad that things went as smoothly as they did.

MXA: In the middle of the year you had some trouble and had some bad finishes. Tell us about that.

Damon: That was inexperience rearing its ugly head. I was just trying too hard to be a winner all the time. It's very easy to get caught up in that, especially with all the attention the 125 class was getting this year. In a couple of races I tried to make passes at times when it would have been better to have waited another lap or so. That is just inexperience. Mike Kiedrowski was there at the front in every race because he had experience and knew that consistency is just as important as winning. He won only two races to the six races I won, yet he finished just one point behind me.

MXA: At San Diego you got a third in the 250 class and next year you'll be racing full-time in the 250s. Do you feel ready for that?

Damon: Yes; by then I'll be plenty ready. There was talk of me racing the whole series this year depending on how I did in the four West Coast races before the 125 series started, but I got injured at Anaheim. I think I could've done well, but I'm glad I raced the 125 series. The problems I had in the middle of the season I probably would have had on the 250 and that would not have been good. Now I have a year's experience in Supercross and I think I'll be more competitive in the 250s with that experience. • □

FINAL STANDINGS

EAST COAST

1. Damon Bradshaw (Yam) 217
2. Mike Kiedrowski (Hon) 216
3. Denny Stephenson (Kaw) 176
4. Barry Carsten (Suz) 112
5. Ty Davis (Suz) 104
6. Chris Coleman (Kaw) (tie) 90
6. Dale Spangler (Suz) (tie) 90
8. Mike Jones (Yam) 87
9. Jason Langford (Yam) 86
10. Kenny Kizzar (Suz) 80

WEST COAST

1. Jeff Matiashevich (Kaw) 174
2. Mike LaRocco (Yam) 141
3. Larry Ward (Hon) 127
4. Tallon Vohland (Kaw) 122
5. Mike Craig (Yam) 106
6. Jimmy Gaddis (Suz) 100
7. Lance Smail (Suz) 75
8. Jeremy McGrath (Kaw) 69
9. Chris Young (Suz) 53
10. Brian Pryor (Suz) 43

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250 NATIONAL CHAMPIONSHIP WRAP-UP

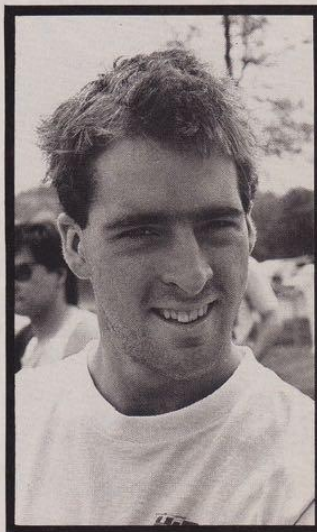
THE BEGINNINGS OF A NEW ERA

Jeff Stanton takes title

□ With the exception of the first and last races, the 1989 250 National Championship series was strictly a Jeff Stanton show. In the first race of the series at Gainesville, Florida, Jeff was narrowly defeated by Jean-Michel Bayle. In the season finale at Troy, Ohio, Ron Lechien took the win, but it was academic as far as Jeff was concerned. Needing only eight points, or a 13th-place moto finish to capture the title, Jeff rode conservatively and finished fourth in the first moto to take the championship.

It is difficult to judge just how good a rider Jeff Stanton has become with the absence of Rick Johnson, but it looks as though the days of Rick Johnson routs are numbered. Stanton has matured as a rider and motocross personality and is on the threshold of becoming a star of the same caliber as Johnson and Jeff Ward.

What about the rest of the competition in the 250 class? The MXA wrecking crew talked to the nine riders who finished behind Jeff Stanton in the points chase to see how they assessed their season. We also talked to Jeff to get his thoughts on winning his second championship.



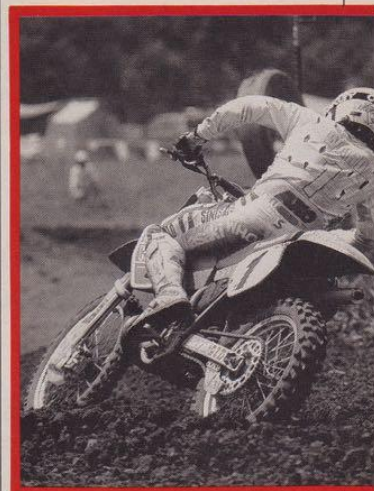
Worst Finish: Troy, after clinching title.

"There's not a whole lot to say about my season; actually it was pretty smooth. I was the dominant rider. Going into the season I knew I'd have a good shot at a top finish because of the way I was riding in the Supercross series and because I've always been stronger outdoors. The week before the opener in Gainesville I took the win at the Atlanta Supercross, so I was confident going into that race.

"Then Ricky [Johnson] got hurt, so that helped me. Surprisingly, I had trouble adjusting to the bike outdoors, and I didn't really get on track as far as feeling at home on the bike until Southwick, which was the fourth race of the year. Jean-Michel Bayle beat me at Gainesville, and had he stayed around for the whole series he would have been good competition.

"I was surprised that Jeff Ward wasn't able to put together an overall win. He had a few good motos, but there were never two in the same day. It was a close battle in the points until he crashed at Mt. Morris

and finished 12th in one moto. That took the wind out of his sails. Ron Lechien should've been a bigger factor, but he was a no-show until the final race where he just got up and left everyone. I tried to catch him in the second moto, and finally did, but then I bailed and cracked my collarbone. I won the title because I was consistent and the competition wasn't. Consistency pays off!"

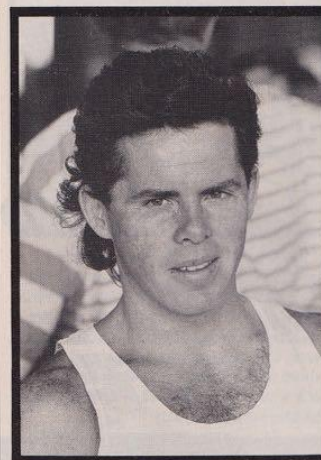


SECOND—Jeff Ward (290 points)

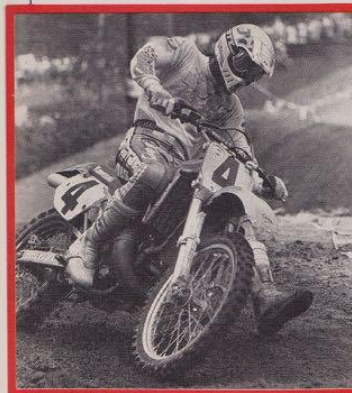
Best Finish: Seconds in Hangtown, Southwick, Red Bud and Troy.

Worst Finish: 12-1 score at Mt. Morris for fourth overall.

"Obviously, my season didn't go as well as I'd have liked. I had a lot of little injuries and preparation problems and I came up short. I am disappointed that I didn't come away with any overall wins. There were several times when I should have had the overall and ended up second. Lake Sugartree and Mt. Morris are two good examples where a mistake put me on the ground and cost me a win. What it comes down to is that Jeff Stanton made good



moves and was always prepared, and I wasn't prepared the way I needed to be to beat him. So he is the champion and I'm the runner-up."

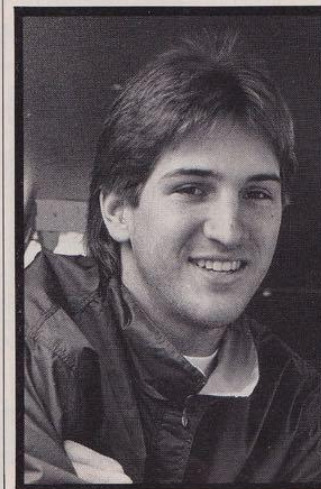


THIRD—Ron Lechien (198 points)

Best Finish: Win at Troy, Ohio.

Worst Finish: Lake Sugartree, and a DNS at Red Bud.

"It was a miserable year from the start. At Gainesville we had trouble with the bike before the first moto and I ended up getting to the gate late. I had the last pick, way out in the boonies on the end of the gate. I got a miserable start and ended up eighth at the end of the first moto. The second moto wasn't much better. I finished ninth, and that seemed to set the pace for the next few races. Axton I'd like to forget about, and Southwick I probably could've, and should've, won . . . but I went to the prom the night before and paid the price. I

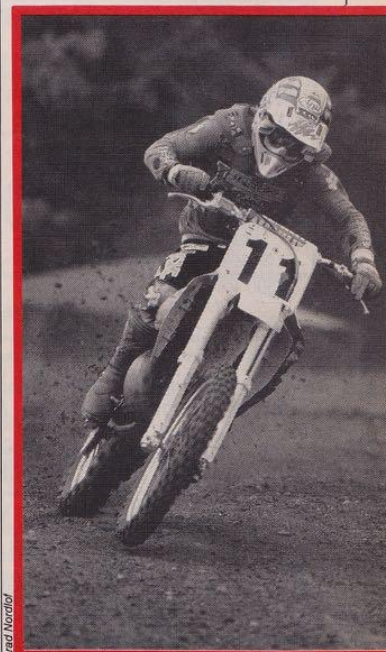


THIRD (tie)—Ron Tichenor (198 points)

Best Finish: Fourths at Lake Sugartree and Troy.

Worst Finish: DNF-7 for 15th at Mt. Morris.

"Everything went pretty much the way I had planned. This was my first season racing the 250s so I set a goal to finish in the top five. As the season wore on I set a goal for top three and that is where I finished. Had Jeff Stanton not crashed in the second moto at Troy I'd have had third outright over Lechien by a point. I'm happy with the way things went, though. I had a few bad motos and a few DNFs but I think I've learned a lot from racing against the more experienced riders of the 250 class. I've also gotten stronger, like at Lake Sugartree where I crashed in the first turn and went



Brad Norcia



Paul Bruckley

FIRST—Jeff Stanton (306 points)

Best Finish: Wins at Hangtown, Lake Sugartree, Southwick, Mt. Morris and Red Bud.

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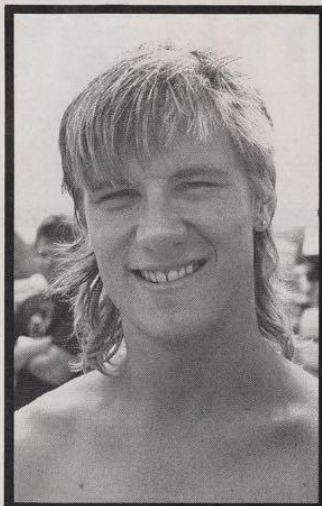
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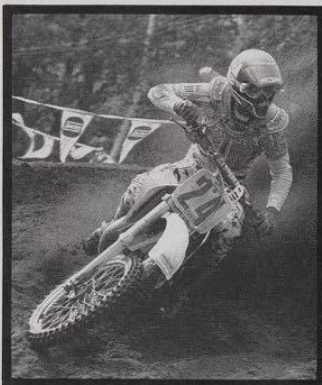
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250 NATIONAL WRAP-UP



from dead last to fourth, by the end of the moto. Riding the 250 has forced me to be stronger and in better shape and it has also helped keep me from getting injured. I'm looking forward to next year."

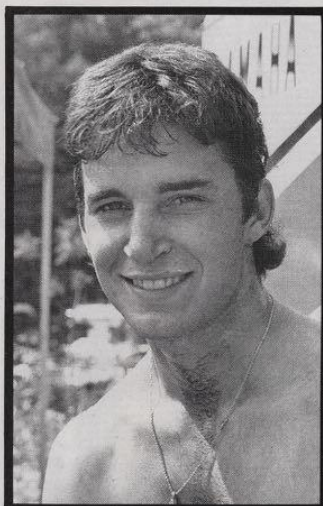


FIFTH—Shaun Kalos (176 points)

Best Finish: Sixth at Gainesville and Southwick.

Worst Finish: 11th at Hangtown.

"I thought the season went well—I finished fifth so I'm not too disappointed. Unfortunately I didn't get the breaks I'd have liked in a few races. I went through a few spells of bad luck, and I had some spectacular crashes, usually when I was running well, like finishing third in the first moto at Gainesville and then having my back go out in the second. Little things like that add up to a lot of missed points over the course of a season. The good part



of the season is that I've learned that I have the speed and skills to run up front. I've also learned that racing is an everyday deal—you have to work at it 100 percent of the time and you can't goof off during the week. I'm 18 and I think I'm ahead of where Jeff Stanton was when he was 18—look where he is now. Hopefully I'll be in the title hunt next year!



SIXTH—Doug Dubach (172 points)

Best Finish: Third at Lake Sugartree.

Worst Finish: 6-25 finish at Red Bud for 14th overall.

"I had a real up-and-down series, and I'm kinda bummed at the way I ended up. I was third in points going into Southwick, and then I got taken out and run over in the first turn. I was knocked out for a while

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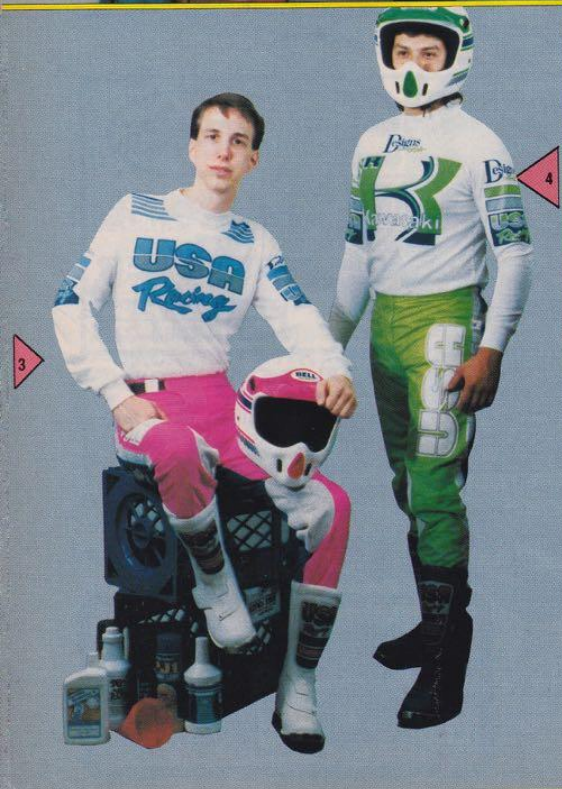
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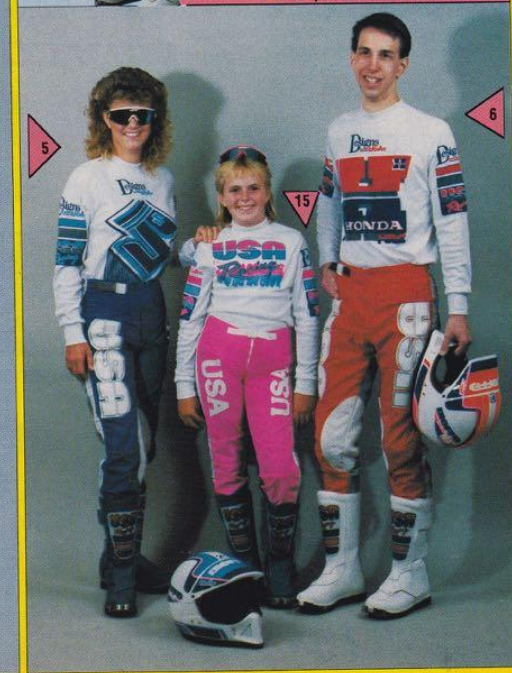
Youth Colors

- USA Red/White - Pkg.#13
- USA Pink/Black Pants Pink/Blue Jersey - Pkg.#14
- USA Pink/Blue - Pkg.#15
- USA Blue/Grey - Pkg.#16 (not shown)
- USA Green/Blue - Pkg.#17 (not shown)

All packages available with choice of boot colors; White, Red, Blue or Black

USA Racing Gear Bags
 USA Med.Gear Bag 12x12x27 \$29.99
 USA Lrg.Gear Bag 16x18x27 \$39.99

To get these prices you must mention this AD#8910MX
 Ad Expires 10-31-89



RIDING GEAR

USA Racing "Semi-Pro" Pkg.

- USA Leather Boots \$109.99 (Sz. 6-13)
 USA Pants (Nylon) \$ 69.99 (Sz.28-38, Blue/Grey & Red/Grey 28-44)
 USA Jersey \$ 14.99 (Sz. small thru x-large)
 USA Gloves \$ 15.99

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- Adult Colors**
- Yamaha Red/Grey/White - Pkg.#1
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 "Rip 'n' Tear" T-Shirt (D) \$13.99
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 USA Pants (Antron) \$ 89.99 (Pants Sz. 28-38)
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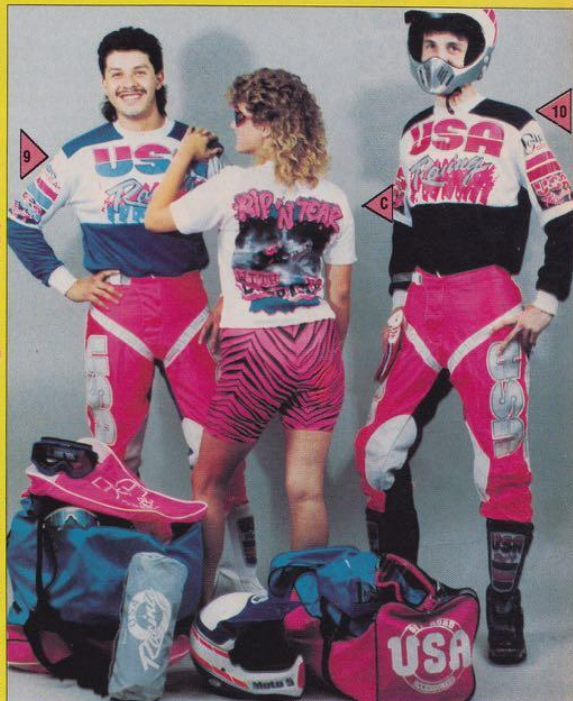
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 - USA Pink/Blue/White - Pkg.#9
 - USA Pink/Black/White - Pkg.#10
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 - Bell Moto 5 \$209.99
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USA Leather Boots	\$99.99

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(Stage 1 Gloves \$15.99)

Youth Color Combinations

Pants	USA Boots
(Sz. 22, 24, 26)	(Sz. 1-6)
• Pink • Teal	• Blue • Red
• Blue • Grey	• Black • White

Jerseys

- White/Blue • White/Green • White/Red
- White/Pink • White/Yellow (Sz. 2-12)

Youth Stage 1 Gloves

- Red • Blue

Helmets

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RIDING GEAR

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Stage 1 Jersey	\$ 14.99
Stage 1 Pants	\$ 69.99
USA Boots	\$109.99

Total if sold separately \$194.97

Chaparral package

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(Stage 1 Gloves \$15.99)

Adult Color Combinations

Pants
• Grey • Red • Blue • Teal (Sz. 22-40)
• Vented White/Blue/White/Red (Sz. 28-38)
USA Boots
• Blue • Red • Black • White (Sz. 6-13)

Jerseys

- (Sz. Small thru X-large)
- Honda Blue • Honda Red • Yamaha Red
- Suzuki Blue • Kawasaki Blue
- MS Racing White/Blue • MS Racing Red/Blue
- MS Racing Blue/Pink • MS Racing Blue/White

Stage 1 and Pro Comp Gloves

- Blue • Red

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MS Racing Pro Comp Pkg.

Pro Comp Jersey	\$ 20.99
Pro Comp Pants	\$ 89.99
AXO Turbo Boots	\$159.99
Pro Comp Gloves	\$ 20.99

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• Suzuki Yellow • Kawasaki Blue
• MS Racing Red • MS Racing Blue
• MS Racing White/Pink (Sz. 22-40)
AXO Turbo Boots
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Jerseys

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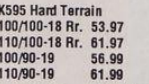
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MXA10-9



250 WRAP-UP

giving in to the salaried riders. Before, I would accept the fact that they were supposed to pass me. This year I figured out that when I let one of those guys by, it was money out of my pocket. So I was a lot tougher this year; I guess by being tougher I stayed with those guys longer and learned some things from them and improved my speed."



Paul Buckey

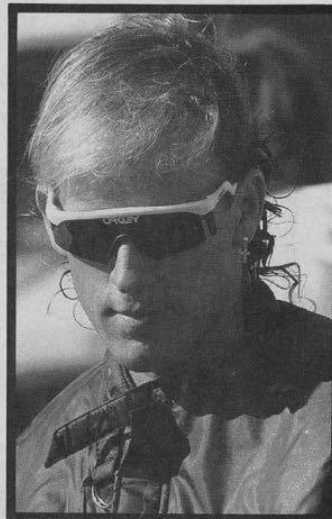
EIGHTH—Johnny O'Mara (163 points)
Best Finish: Third at Hangtown.
Worst Finish: DNS at Red Bud and a 15-18 day at Troy.



End Norris

SEVENTH—Fred Andrews (169 points)
Best Finish: Fifth at Mt. Morris.
Worst Finish: 11th at Gainesville.

"This is my second year in the 250s and it was a big improvement over last year. Things started off slow in Gainesville and at Hangtown, but once we moved back east and I was closer to home I was able to pick up the pace. I spent a lot of time working on strength and conditioning and it paid off in the late stages of the series. I received a lot of help from Honda this year and that was a big boost. I think the biggest key to my success this year was not



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250 WRAP-UP

"As a whole the season was a lot better than it had been over the last couple of years. I was healthy for most of the year—no real major problems until I tweaked my foot and knee in June. I was forced to miss Red Bud, and then after I rode well at Unadilla I decided to ride in Ohio. That was a big mistake. It was one of those races where you know you should've stayed in bed that day. I got my leg run over early in the first moto and I just couldn't get going, but that's racing. The biggest disappointment for me was not being hurt but having my clutch go out while I was in third at Southwick. I felt I could've gotten at least a second-place finish there, maybe even the win. It is just so demoralizing to have your bike break when you're doing well. My goal now is to win some races in the 125 class to make up for the 250s."

NINTH—Micky Dymond (141 points)

Best Finish: Fourth at Red Bud.

Worst Finish: DNS at Gainesville and a 21-5 12th at Mt. Morris.

"It was definitely not what I had hoped for. I lost a lot of points right off the bat



Steve Kozicki

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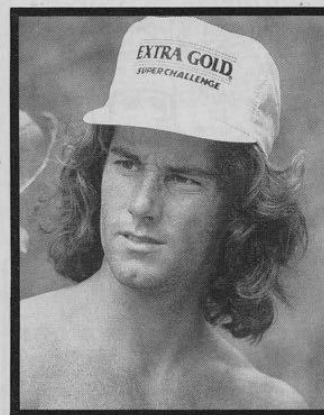
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Paul Buckley

when I missed Gainesville with my broken hand. I still wasn't up to speed at Hangtown, but I really worked hard and had a fair day. The following week at Lake Sugartree I really felt good and led for a while before crashing. I think I was trying too hard there, going for a win when I should have settled for a second or third. Southwick was another race that I should've done really well at, but my ignition went out in the first moto so I lost big points there. I suffered more crashes at Mt. Morris, then got back on track at Red Bud. Troy wasn't good; I got hit in the arm with a rock the week before at Unadilla so my arm was still swollen and sore. Unfortunately for me I just haven't been able to consistently place at the top week in and week out, and that is what it takes to do well in this job." □

RESULTS:

Buchanan, MI

1. Jeff Stanton (Hon).....1-1
2. Jeff Ward (Kaw).....3-2
3. Rick Johnson (Hon).....2-3
4. Micky Dymond (Yam).....4-4
5. Ron Tichenor (Suz).....5-7
6. Fred Andrews (Hon).....8-5
7. Shaun Kalos (Yam).....9-6
8. Keith Bowen (Suz).....7-9
9. Dennis Hawthorne (Kaw).....11-8
10. Steve Lamson (Yam).....10-13

Troy, OH

1. Ron Lechien (Kaw).....2-1
2. Jeff Ward (Kaw).....1-3
3. Rick Johnson (Hon).....3-2
4. Ron Tichenor (Suz).....5-4
5. Keith Bowen (Suz).....6-6
6. Micky Dymond (Yam).....9-5
7. Fred Andrews (Hon).....8-8
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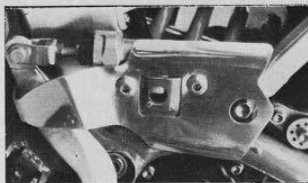
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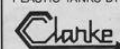
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Ask the MXperts

"Dad" sheds light

□ Riders of all shapes and sizes are wondering what spring rate is correct for them and their riding style. They ask, "Are the production bikes made with springs for real, breathing human beings or are they setting up springs for some computer-made, non-existent rider?" Since such questions continue to come up, it is not surprising that the MXA wrecking crew heard the query and is responding. We spoke to the king of springs himself, Horst "Dad" Leitner of AMP Research-and got some insight. Before you run off to random spring-fix solutions, listen closely to these words of wisdom.

MXA: How can you tell if your spring is the correct rate for you?

Horst Leitner: Well, first of all, on the front fork you should not go with too much preload. The ideal amount is around two to three millimeters. When you have set it to this amount, sit on your bike and see if your fork sags out too much. If it does, then your spring rate is too low, and if it doesn't sag at all then your spring rate is too high. This is a fairly accurate test but try it a number of times; your forks can be temperamental. On the rear end you can

use the same type of test. First, adjust so that you have about four inches of sag, then get off and notice the unladen sag. You need some sag even when you're not on the bike, about 5/8-inch to an inch. Paradoxically, if your bike doesn't sag then your spring rate is too soft. If your bike sags over an inch then the rate is too stiff.

MXA: What about preload?

Horst: Spring preload should be set at around two to three millimeters on the front fork and about four to five millimeters on the rear shock. I don't think that you can accommodate everyone with one design or one setting. I believe that the spring rate is a very important issue in terms of successful and safe riding, and therefore the preload settings should be taken very seriously.

MXA: Do springs wear out?

Horst: No. Spring rates always stay the same, but there could be some sag. With today's chrome-silicone springs, sagging is a very minor factor. However, the springs could get brittle and possibly break. I recommend that serious riders replace the springs every tenth race or once a year for local riders.

MXA: Should you change your spring rates for different tracks?

Horst: Yes, you do need to change your spring rates for different tracks. If you are on a track where you are getting plenty of traction, then you need soft springs. On the other hand, if you are on a track where traction is limited, like Supercross, then you need stiff springs, because your suspension cannot get loaded from your drive system without the alteration.

MXA: What about springs causing oil contamination in forks?

Horst: The springs themselves don't cause the contamination—it is caused by the springs rubbing against the fork tube or cartridge. However, I don't feel like this is a large issue if the bike is in good shape. If it is not, then there could be some complications in this area. It is easily fixed by regular oil changes.

MXA: What's the difference between progressive and straight-rate springs?

Horst: A progressive spring is a spring that has both wide pitch and small pitch. Progressive springs are not as widely used today as they were in the past. Straight-rate springs are the way a spring should be. If you combine straight-rate springs with minimum preload and oil level, you will have the most successful ride. For pros, straight-rate springs are the only way to go. □

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Tricks From The Trade



JT THREDS

FUNCTION: JT Threds were developed to put an end to those days when your sunglasses did the nose slide, or rubbed your eyelashes completely off. The Threds offer adjustable temple controls so that your sunglasses can be fitted to your specific facial features. The tilt control also permits the wearer to adjust the lens for various sport combinations (wind and/or ventilation). Lenses are available in three sizes: Sport (large), Cross (medium) and Fine (small). Suggested price of the Threds is \$60.

CONTACT: JT Racing, Dept. "Mac Attack," 515 Olay Valley Rd., Chula Vista, CA 92011; (619) 421-2660.



◀ GATORZ ALI-GATORZ

FUNCTION: To achieve top-quality looks along with strength, Gatorz's newly designed Ali-gatorz features nylon frames which have been tumbled in bamboo chips. This process gives the frames strength, yet they stay as smooth as an alligator's tongue. Sunglasses are meant to be more than fashionable; they are meant to block out the harmful UV rays. Thus, UV-100 lenses were used to assure 100 percent protection against UV rays and distortion. Suggested price for the Ali-gatorz is \$45, which includes a case and a one-year warranty.

CONTACT: Gatorz, Dept. "We've only just begun," 1530 Jamacha Rd., Ste. 327, El Cajon, CA 92019.



JONES KICKS

FUNCTION: Jones has brought all of their success and experience from their goggles into developing a newly designed line of sunglasses. The Kicks feature Carbonite 360 lenses, which are available in iridescent blue, violet and orange. These are not for looks only as they offer 100 percent UV protection, are corrected for distortion-free viewing and are coated with a double layer of silicon to protect against scratching. At a price of \$46.50, you can afford to buy a pair for each outfit.

CONTACT: Jones of Boulder, Dept. "For Your Eyes Only," P.O. Box 3096, Boulder, CO 80307; 1-800/321-8300.

AME SPORT SHADE

FUNCTION: These sunglasses are designed to fit snugly along the forehead and wrap around the sides of the face to help shield UV rays. The Sport Shade lens features scratch-resistant silicon coating on both sides to prevent optical distortion. Like most of the popular sunglasses, the Sport Shades are available in a multitude of popular colors, including neons, and also feature interchangeable lenses, ear pieces and nose-pieces. AME Sport Shades retail for a pitance at \$49.95.

CONTACT: AME, Dept. "Snuggles," 244 Mercury Ct., Pomona, CA 91768. ▼



SMITH SOL-X 400 SUNGLASSES

FUNCTION: A large number of people feel that all sunglasses and all lenses are alike. The New Sol-X 400 sportglass collection by Smith Sport Optics is setting out to show those people another way to look at the world. The Sol-X 400 comes with one of the most advanced lens tints for bright, sunny days. The lens is designed to eliminate blue light scatter and chromatic aberration. The result of this high-tech language is clear vision in conditions ranging from bright to moderate sunlight. Prices start at \$29.95, depending on the type of lens and frames you want.

CONTACT: Smith Sport Optics, Dept. "Diet Center," P.O. Box 2999, Ketchum, ID 83340; (208) 726-4477.



OAKLEY RAZOR BLADES

FUNCTION: No, Oakley's Razor Blades do not give a closer shave, but they do put a sharp edge on style. The Razor Blades feature interchangeable ear stems, lenses and nosepieces, as with all other Oakley Blades. With their quick snap-on/snap-off self-lubricating hinge design, combining your favorite style with your favorite colors is done with ease. The frames are made from virgin Serilium, which makes breaking these puppies a serious task. Suggested price for the Iridium Razor Blades is \$100.

CONTACT: Oakley, Dept. "Give me a Bic," 10 Holland, Irvine, CA 92718; (714) 951-0991.



MALCOLM SMITH ROSA'S

FUNCTION: Designed by artist Jim Rosa, Malcolm Smith's Rosa's are a unique line of customized sunglasses. Using Oakley's Blades and Razor Blades, Rosa adds some pizzazz to the plain frames by hand-painting. These exclusive "Rosa" sunglasses will be distributed only by Malcolm Smith Racing, making them a product in great demand. The suggested price of Malcolm Smith's Rosa's is \$86.

CONTACT: Malcolm Smith Products, Dept. "J.R.," 850 Marlborough, Riverside, CA 92507; (714) 686-1006.



SCOTT SPORTSHIELD

FUNCTION: Welcome, humans, to a new way to protect yourself from the sun and its potent allies, the ultraviolet. Enter the new Scott Sportshield. The new Sportshield frame is lightweight and comes with a three-position hinge adjustment that allows for custom face fit and fine-tuning. The lens is 0.60mm thick anti-shatter, anti-scratch, hard-coated Lexan. The lens filters 100 percent of the sun's potentially harmful ultraviolet and blue light. A nosepiece made of Kraton material holds shape yet allows soft feel and fit for all nose shapes. Shade yourselves, sun soldiers! The Sportshield is available in two sizes and also comes with a sports loop and sunglasses bag. The suggested price is \$54.95 for a reflector lens and \$44.95 for all other lens options.

CONTACT: Scott USA, Dept. "Sun Soldiers" Machinery, P.O. Box 2030, Sun Valley, ID 83353; (208) 726-7267. □

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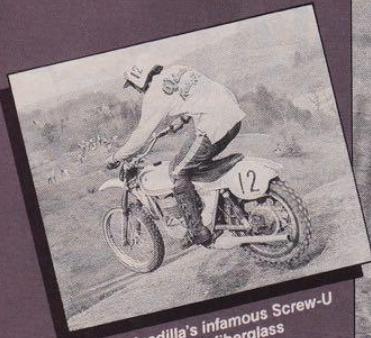
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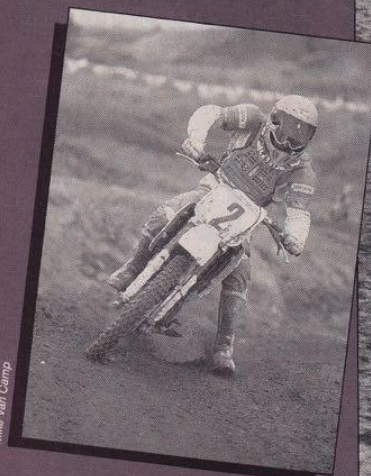
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Barry Higgins: First with a factory ride

□ Probably no other aspect of motocross is as revered as attaining a factory ride. It is the ultimate statement of achievement and success. Today a factory ride means high-dollar salaries, jet travel and exotic equipment, along with a mechanic and fully stocked box van. But it hasn't always been that way. Barry Higgins was one of the first factory-sponsored riders in America when the sport of motocross was still in its infant stages here. Higgins was a factory rider for Yankee, which was the Ossa importer for America. While today a first-

year contract can bring \$40,000 to \$60,000, with the superstars easily making six-figure incomes, Barry's contract called for a weekly payment of \$100. As a factory rider all the perks were included—he was reimbursed for the gas and expenses of driving himself around the country all year long. Yankee also threw in his leathers, boots and a helmet, something which today's riders get paid thousands of dollars for by the clothing companies. Other requirements were that as a full factory rider he was expected to "train, practice and pre-

pare his own racing motorcycles," something some of today's top guns might benefit from! Such was life in the early days of motocross and Barry Higgins was one of the pioneers who led the way for the privileged life enjoyed by the likes of Johnson, Ward and Kehoe. Just to show that it wasn't all that hard, item 13 on Higgins' contract stated: "It is understood that the experience and knowledge that you acquire while here at Yankee will be used to provide you with a full-time position once your racing career has ended." □



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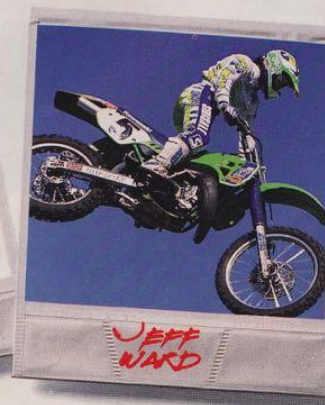
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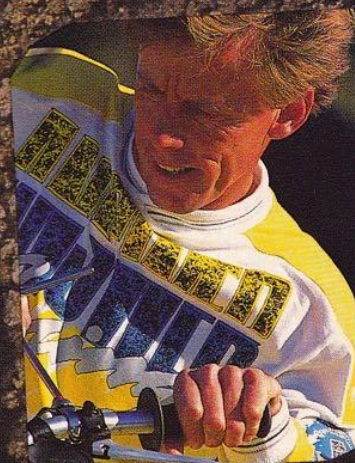
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