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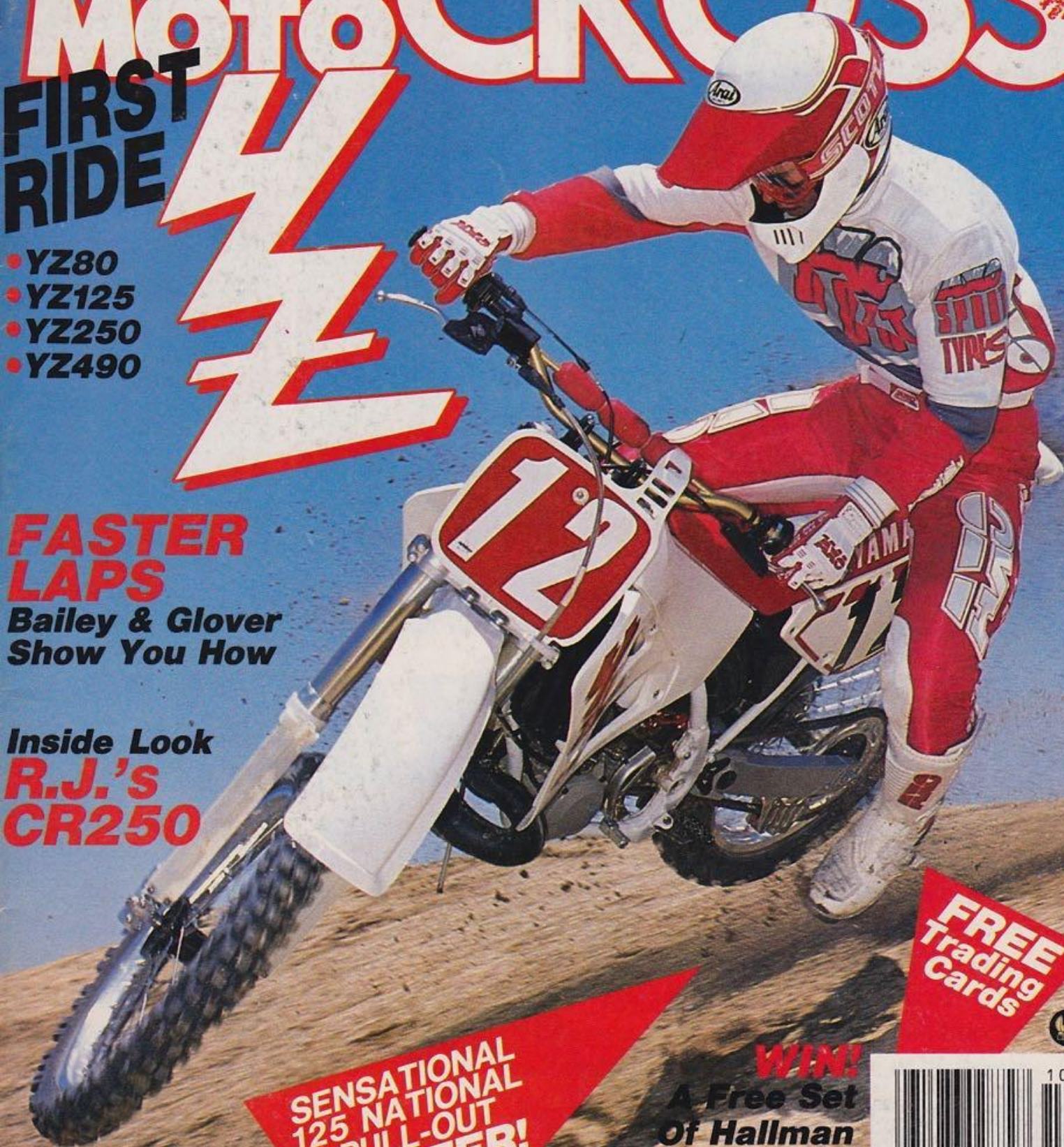
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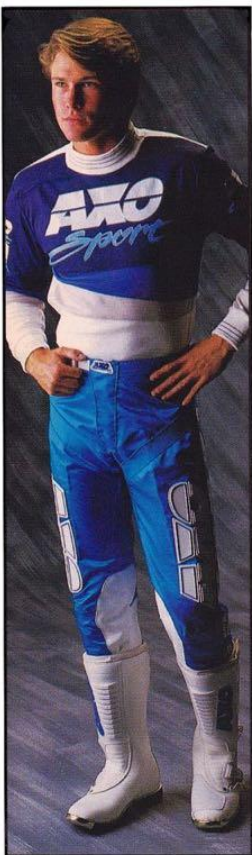
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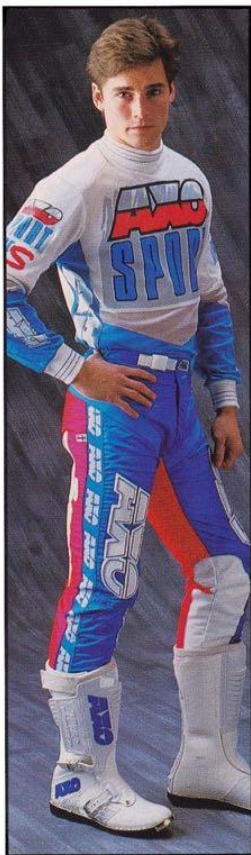


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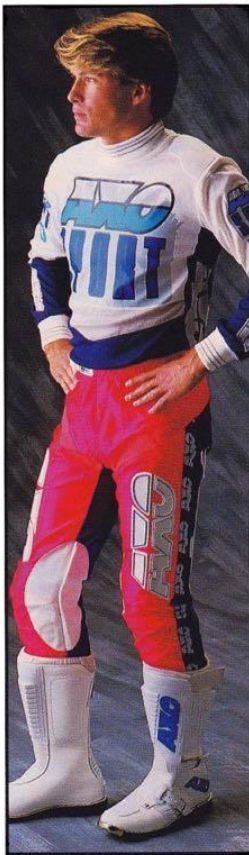
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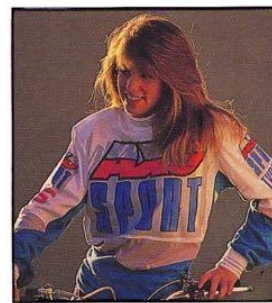


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Playing the big-bucks motocross game

LOOKING GOOD. 1988 Supercross Champion Rick Johnson soars towards the peristyle during the AMA's season finale at the Los Angeles Memorial Coliseum. Photo: Bob Carpenter; artwork: Ryan Hill.



BANK ON IT. Ever hear of Mark Banks? The European contingent is getting faster and more talent filled every year. We'd better start paying attention to the growing Euro threat. England's Banks is the son of former GP star John Banks.

WHO CARES ABOUT THE EUROS?

Back in the late '60s and early '70s European riders taught American motocrossers a lesson in humility. They trounced us at every opportunity, both on their soil and on our own.

We carefully analyzed the Euros' riding styles, mimicked their dress and studied their personalities. Their machines were exotic, their riders were the best, and both commanded a great deal of our attention.

Then came supercross, an American invention that forever changed the riding style of U.S. racers. It seemed like an eternity to the tightly knit society of American motocrossers, but we finally improved our skills enough to beat the Euros at their own game.

In 1981 we started an amazing streak of victories at the Motocross des Nations. In 1982 Brad Lackey

and Danny LaPorte won world championships (in the 500 and 250 classes, respectively).

After winning the MXdN seven times in a row (most recently on our own soil at Unadilla), consistently racking up victories at the GPs held in the U.S., and taking win after win at the Paris Supercross and All-Japan GP among others, many American fans have become jaded.

With attention shifting away from the Euros and toward our own riders, we seem to care less about the race results of guys like Eric Geboers, Jean-Michel Bayle, David Thorpe and others from the Continent.

These days, the riding style most want to emulate isn't that of Kees van der Ven or the other GP boys, and the clothing the Euros wear is no longer considered exotic; now it's just weird.

Brake Check

TAKE ANOTHER LOOK

Well, America, it's time to wake up! The stodgy old Euro guard is being methodically replaced by a fresh group of stylish and fast riders who intend to dominate the motocross world once again.

"Can't happen," you say? Think about it. How many times have we lamented the fact that Rick Johnson and Jeff Ward are in a class by

The stodgy old Euro guard is being methodically replaced by a fresh group of stylish and fast riders who intend to dominate the motocross world once again.

themselves when it comes to riding talent? Once they've retired we could be hurting for replacements. The best riders in Europe may not be able to beat Rick and Jeff right now, but with the talents of Bayle, Geboers, Thorpe, Dave Stribos, Jacky Vimond and others, as well as a strong reserve of up-and-comers, the Euros could easily trounce us at future stagings of the Motocross des Nations.

I don't want to sound like a doomsayer, but the Europeans are clearly back in force, gunning to be the best in the world.

We talked to several GP riders for our "Euros Rate the Yanks" article and it's interesting to look at things from their perspective. While you're in a European mood, check out our Eric Geboers interview. Keep in mind that this guy just won the 500 U.S. GP in Hollister, California, beating Ward, Ron Lechien, Broc Glover, Jeff Stanton and the entire contingent of 500 GP riders. Geboers is anything but stodgy. He's outspoken and colorful, and if he wins the 500 World title this year he'll become the first rider in history to have won world championships in all three classes.

It's a fascinating story, one you should care about. After all, it might be Geboers who leads the Euros to victory against the Americans.

Who cares about the Euros? We all should, that's for sure.

Bob Carpenter
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SPECIAL EVENTS

FIRST RIDE



ATTENTION TO DETAIL. The '89 YZ250 has a totally revised frame and the monoshock has been reworked, too. The seat is taller and the body panels attach to the new frame with high-quality 8mm hex-head bolts.

FIRST THINGS FIRST

How much can anyone really learn from riding a new bike for a few hours? Well, maybe not everything, but we still got a pretty good idea of the direction Yamaha is heading in 1989. Major changes have completely transformed the YZ125 and 250, while the YZ80 and 490 are essentially the same as the '88 models.

THE NEW 125

Not much has been carried over from the '88 version. The 1989 YZ125 has a new frame, fork, pipe, Nikasil-lined cylinder, power valve, clutch, airbox, 19-inch rear wheel, tires, swingarm, brakes, Monocross rear suspension—the works. The bike looks small, more like a big-wheel 80 than a 125.

Not surprisingly, the YZ125 feels drastically different from the '88 model. Almost everything on the

latest version has been moved down, most notably the tank and seat, placing the weight closer to the ground and giving the bike a lightweight feel. Ergonomically, it's outstanding. Good bars, a great seat/tank juncture, good peg placement, and an efficient layout of the sidepanels, pipe and miscellaneous hardware give the bike a slim profile. Rider movement is unrestricted, and the transition from sitting to standing is so easy it's almost automatic.

Yamaha completely reworked the 125's powerband for the new season. Last year's bike had great low-end and a potent midrange, but for '89 the

DIVE BOMBER. The '89 YZ125 is a totally new package. Handling, and especially cornering, benefit from a stiffer fork and frame.

After a long, hot afternoon of thrashing the 1989 Yamaha motocrossers, it wasn't hard to get our test riders' reactions to the new YZ125 and YZ250:

"That 125 is great! When can I buy one?"

"The 250 feels like the 125!"

"They're both really plush."

"The 125 feels like the 250!"

"I think I'm gonna sell my KX."

"Those things are awesome in the whoops!"

"That 250 just rips!"

"I think I want to sell my CR."

"They finally did what they had to do to get 'em right!"

So much for first impressions.



SUPERMOTO CROSS



PHOTOS: BOB CARPENTER

NEW LOOK. The '89 YZ125 received many of the same cosmetic changes the 250 got last season. The engine and running gear have been completely revised, too.



PLAY IT AGAIN. No big changes for the 1989 YZ80. It's still a good bike that needs better forks, but will likely remain competitive in the hands of smaller or less experienced young riders.

power is mostly mid-to-top. Reaction to the engine's new powerband was mixed. Most of the riders, especially the intermediates and pros, said it's an improvement. A couple of riders said the lack of bottom-end made the new YZ harder to ride.

Overall, our first impression is this: The 1989 YZ125 is faster than last year's model, but the new powerband demands more of the rider's attention. It takes concentration to ride it quickly (at least on a tight track) because there's less grunt to pull the bike out of slow corners. Faster riders said the new bike made better power for experienced 125 pilots because, once on the pipe, they were able to rev the engine harder and longer. As a result, they could pull each gear longer, meaning fewer shifts between corners and faster lap times.

Shifting, clutch action and gear ratios were great. The gap between third and fourth was a little tough to pull if the rider didn't time it



FRANK KUHN

CUTBACK. Yamaha made an all-out effort to improve the YZ250's steering habits. In addition to the new upside-down fork, the steering head was pulled in and back on the new frame.

perfectly, but a drop in final gearing should eliminate this minor snivel. The bike we rode had a 51-tooth rear sprocket, but a 52 would probably be a better choice for most circuits. We hardly ever got the bike past fourth on our tight test track.

RIDE CONTROL

Here's the big surprise: Yamaha now has one of the smoothest 125 suspensions ever. Last year, the YZ125 had a well-balanced package that worked great, especially when the bike was being pushed hard, but it was harsh over small bumps. For '89 it's still balanced, and they've made it plush, too.

When we first hopped on the bike it seemed twitchy and nervous, but we weren't really sure why. Our first guess is that since the YZ's handling is so precise, the rider can't afford to get careless. Sloppy input at the bars results in an equally sloppy reaction



TON WEBB

LEAPER. The 250 retained its neutral midair handling and great straight-line stability. Suspension revisions have improved the bike's comfort factor considerably.

THE NEW 250

Yamaha built themselves a pretty good 250 motocrosser in 1988. What would we have done to make it better? Exactly what Yamaha did for '89: better ergonomics, plusher suspension and better detailing. As an added bonus, the middleweight YZ has even more power than before. The 250 has the same good feel as the 125. It's slim, and the weight is carried down low.

The seat is 15mm taller, and the seat/tank junction is nearly perfect. The bike is almost flat across the top, and the rider can really get out over the front end to take advantage of the machine's improved cornering ability. The 250's feel is one of its biggest pluses—just sitting on a bike this slim and taut boosts the rider's confidence.

Like the 125, the USD KYB fork is plush and provides more steering accuracy than you can stand. On a scale of one to 10, we'll give the out-of-the-crate fork action an 8½. Pretty impressive.

As much as the USD fork contributes to improved cornering, it's not the only reason the bike cuts so well. Yamaha paid a lot of attention to stiffening the frame and swingarm, helping the rest of the bike track with the front end. The revised Monocross is partially responsible for the bike's stability, too. No kicking or twitching



GRUNT 'N' REV. The YZ250's new engine is exceptionally versatile. It can be short-shifted or revved, depending on the rider's needs.

out back, and the bike hooks up pretty well no matter what you happen to be riding over.

We were also impressed by the dampers' adjustability. A few clicks at either end let us get the bike in the ballpark for everyone from a 200-pound novice to a 155-pound pro. Short of routine oil changes or a different spring, it doesn't look like this Yamaha shock is going to be spending much time in the hop-up shops next season.

MORE VOLTAGE

More power is better, right? Okay, the 250 has even more voltage this year. It's usable power, too. Yamaha somehow stretched the bike's top-end range while adding even more thrust off the bottom, all of which allowed us the unusual choice of either short-shifting or revving—or both!

And it's fast. Some guys said they could pull a higher gear than normal through the corners, getting a better jump into the next straight without worrying about pulling another shift at the corner's exit. This is one versatile engine.

The motor carbureted perfectly; it's easy to start, and not a hitch anywhere in the powerband.

There were no complaints about the clutch and tranny departments, other than the fact that the 250 didn't get the quick-change clutch cover. The brakes are about right for most riders, too. No grabbiness, no fading and plenty of power. And, finally, the infamous YZ chain slap is gone forever thanks to a new soft-plastic swingarm protector. That, along with the new, quieter silencer, will make the bike easier to live with.



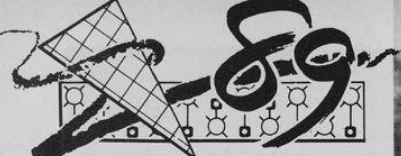
NOT-SO-NEW 490 AND 80

You guessed it: There's not much to report on Yamaha's biggest and littiest entries. The YZ490 is still the same reliable bike it's been for years, though it gets a few refinements with each passing season.

The 490's suspension hasn't changed, but the standard settings are closer to the mark this year. We ran the bike in 100-degree weather (and above) and didn't manage to get it pinging, though the YZ wasn't on a wide-open course, either. The 490 still has a pretty good motor, and if Yamaha built one with a set of USD forks and a YZ250-style Monocross, it would be right in the hunt.

The YZ80... well... stop us if you've heard this one before. What Yamaha is offering in '89 is their '88 bike with slightly different graphics, which is not really a bad thing. The YZ still makes good power, though it won't be pulling too many CRs or KXs on the way to the first turn. It's a great choice for smaller riders because it's scaled down enough to manage easily. All we'd like to see replaced are the old flex-flyer fork tubes. An improvement like that could keep the bike competitive for yet another year.

SMX



SPECIAL EVENTS

'89 KAWASAKIS

Kawasaki is heading into '89 with a wait-and-see attitude, shelving their preproduction USD forks at the last minute in favor of conventional 46mm tubes. After a successful season in 1988, the knowledge gained from Team riders Ward, Lechien, Matiasovich and Kiedrowski has been funneled into these new production bikes. KYB's 46mm forks, lighter weight and better seat foam are promised for the three biggest bikes. But wait—there's more.

KX80

What? You expected upside-down forks? Get outta here! The KX80 didn't exactly get earth-shattering improvements, but neither did any of its competition, so the mini race should remain even.



A few intelligent changes include a new combustion chamber which improves the engine's efficiency and an additional radiator core which increases capacity and adds 12.5mm to the radiator width. An aluminum die casting is used in the rubber reed valve holder to avoid distortion due to engine heat.

The clutch now uses Judder springs, similar to those used in the KX125. This will probably eliminate the

irritating Kawasaki clutch noise that surfaces under hard starts.

Fork bottoming should also be less of a problem with modifications performed on both the outer tube and main springs.

A minor, but potentially critical, change involves adding a holder by the drive and driven shaft bearings on the crankcase to increase support of the transmission bearing for greater reliability.



PHOTOS: JOE BONNELLO

KX125

Kawasaki pulled out all the stops and bolted 46mm KYB forks on the 125. The result should be better stability, less fork flex and a plush ride.

The engine has seen several changes: a revised exhaust port and KIPS valve, a new cylinder head with reduced compression, and improved air flow to the carburetor. The changes are all claimed to improve power throughout the range.

The 125 has the same hubs, aluminum steering stem and dual-piston caliper front brake as the big KXs. The clutch, though, received a warming over; longer 39.4mm clutch pack springs should boost its strength.



PHOTOS: JOE BONNELLO

KX250

Huge forks are the most noticeable change, but the engine work will reveal itself once you're on the track. Modifications to the KIPS, specifically to the exhaust valve, provide more accurate scavenging timing, while a lower main exhaust port results in better bottom-end and midrange.

A new exhaust pipe pumps up power, while a new digital igniter provides optimum timing advance at all engine speeds. Redesigned front and rear hubs save weight, but

Kawasaki says they're still strong.

Last year's bulbous tank has been slimmed down for a more comfortable riding position, and the seat foam is denser for better support.

KX500

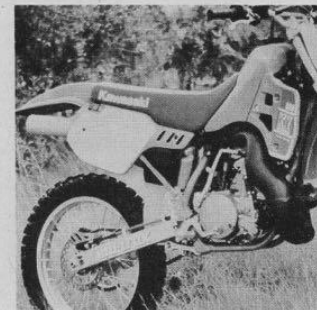
The KX500 won hands down for the most usable Open-class power in '88. Now Kawasaki says the powerplant is even smoother, as they've adopted the KIPS valve from a 250 while still

incorporating the compression release that made starting so easy in '88.

The new engine should be even nicer with the balance weight of the crankshaft shifted 18 degrees. Getting back down to cornering speed should be easier now that a dual-piston caliper is used on the front brake along with a stainless steel disc and thicker brake pads.

The input and drive shaft gears are now made of nickel chrome-moly steel for strength, while an aluminum steering stem reduces weight.

The 46mm KYB forks are claimed to be stronger than conventional models, flex-free and silky smooth. **SMX**



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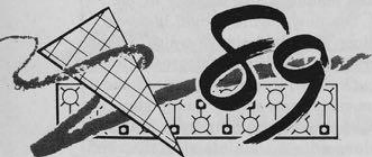
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SPECIAL EVENTS

'89 HONDAS

For '89 the most talked about items on the new red bikes are their pricetags.

How about \$4098 for a CR500 and a whopping \$3998 for a CR250? The CR125 isn't far behind at \$3298 and even the unchanged CR80 pulls in a choking \$1998.

Regardless of the price, the bikes will undoubtedly sell out once again thanks to their predecessors' race-winning ways. Check out the features on the newest motocrossers from Team Red.

CR250

The midsize CR was somewhat controversial in '88. Some riders liked the linear powerband, while others thought the bike was soft in the

engine department. The forks were much easier to figure out: they needed serious work.

Honda says the new port design and a revamped HPP valve should be



CR500

Honda claims that the explosive CR500 has been smoothed out for '89. The cylinder ports are reshaped, the

CR80

There's not a whole lot to say about the CR80 since new graphics are the only switch. You're still looking at one of the most successful minis ever built, so it's hardly tragic that the bike remains unchanged.



CR125

The CR125 doesn't look like it's undergone too many changes, but there are actually a lot of items on the "new" list. Honda is seeking more low- to midrange performance with combustion chamber and pipe modifications.

New transmission ratios should better match the revised power characteristics, while strength and rigidity improvements have been made to the piston, connecting rod, crankshaft and transmission parts.

Like its bigger brothers, the '89 CR125 has a lower center of gravity and better mass centralization. The seat height is half an inch lower and fuel capacity is up.

The new delta-shaped Pro-Link and swingarm combine with improved linkage points to shape up the rear suspension. The rear brake has a new leverage ratio which is said to give the rider more braking control.

enough to silence any criticism of the motor. Last year's useless front suspension wasn't just revamped, it was completely replaced. The new upside-down Showas were developed by HRC and lend a rigidity Hondas have never seen. The elimination of fork sliders below the axle will be a big bonus on rutty or rocky courses.

Like the 500, the 250 has a tougher frame with better mass centralization, but it also has a removable rear subframe to make working on the bike easier.

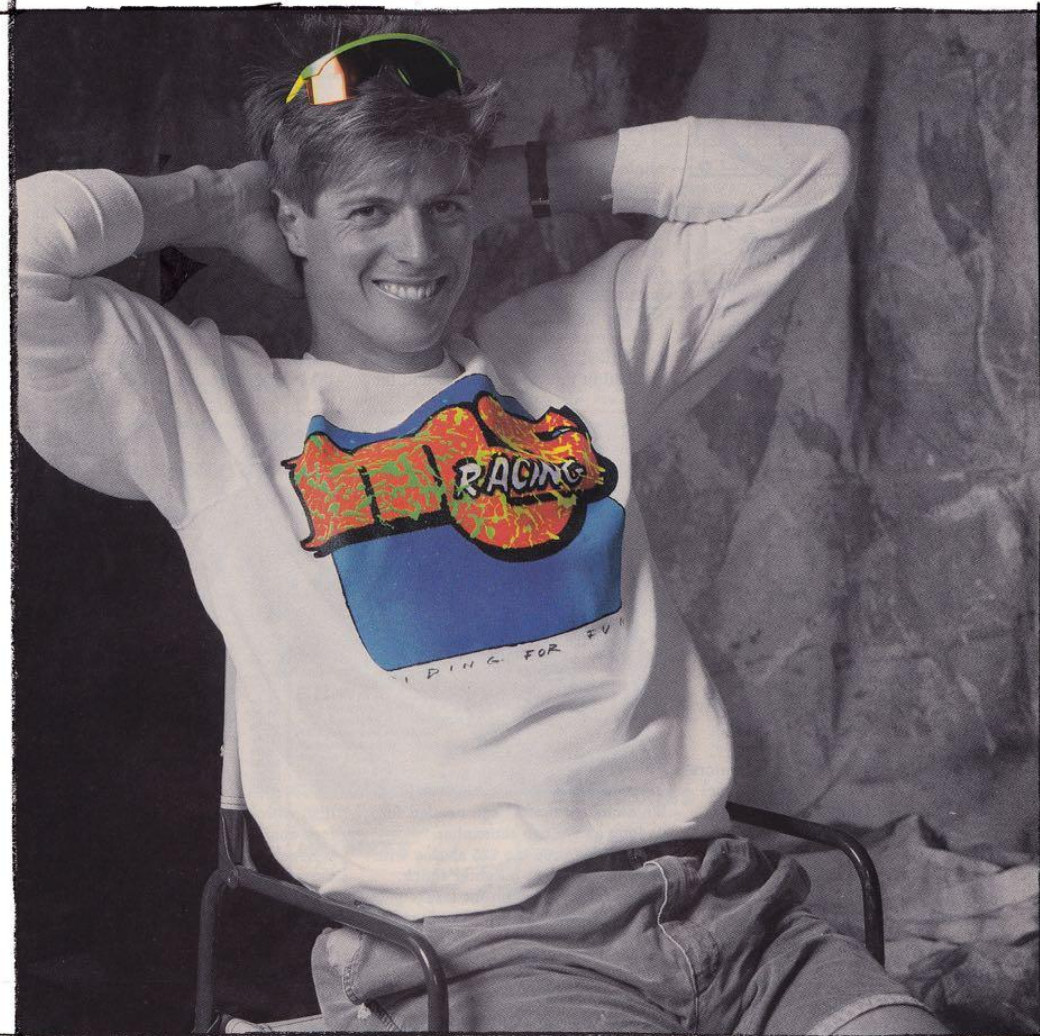
No one complained about the seating position on the '88 Honda CR250, but the engineers couldn't resist improving a near-perfect design by lowering the seat height by 12mm.

The delta-shaped Pro-Link rear suspension was kept for another year, but valving refinements in the shock should help rear-end performance.

old-style forks and should add a serious amount of stability to the previously twitch-prone CR. The rear suspension benefits from a new delta-shaped Pro-Link and the swingarm is lighter.

The frame is new, too, and is designed to be more rigid and have a lower center of gravity. The "slim Jim" body styling of the '88 CR250 is incorporated into the '89 CR500 (even though the fuel capacity has been increased to 2.4 gallons).

SMX



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SPECIAL EVENTS '89 SUZUKIS

The '88 RMs left no doubt that Suzuki was back into motocross in a big way, and the company is approaching the '89 season stronger than ever. The long-awaited case-reed engines are here, and, believe it or not, all-new plastic adorns the latest RM series.

RM125

When the '88 RM125 was introduced, Bob Hannah said it was good, but he couldn't resist adding, "wait until you see the '89." Hannah knew what to expect from this RM, and it is impressive.

Start with beefed-up 46mm forks and complement them with a new case-reed engine; it's easy to see why Buckwheat was excited.

A lower center of gravity was Suzuki's goal in lowering the radiators by 15mm and the left side of the fuel tank by a whopping 130mm. The top surface of the fuel tank is 35mm lower, adding to the extremely flat feel of the seat/tank junction.

The new fenders that brighten up the RM250 also reside on the RM125.

RM250

The darling of the 250 class isn't slowing down after being crowned "best ever." Quite the opposite.

KYB's new upside-down forks dress up the front end and promise to add rigidity and straight-line stability. The unanswered question, of course, is just how plush are they? We'll find out soon.

The new case-reed engine should rev out longer and have crisper throttle response; a longer shift fork shaft and its larger bearing are designed to ease gear changes.

The lowboy pipe we saw in pre-production photos didn't make it onto the '89 RM250, but the new version still looks less intrusive and allowed the designers to lower the right-hand side of the gas tank by 70mm. As a result, the muffler resides

RM80

The littlest RM looks like it's hardly changed, but there are some important differences.

A case-reed engine propels the minimissile, and Automatic Exhaust Timing Control finally made its way down the line to the RM80.

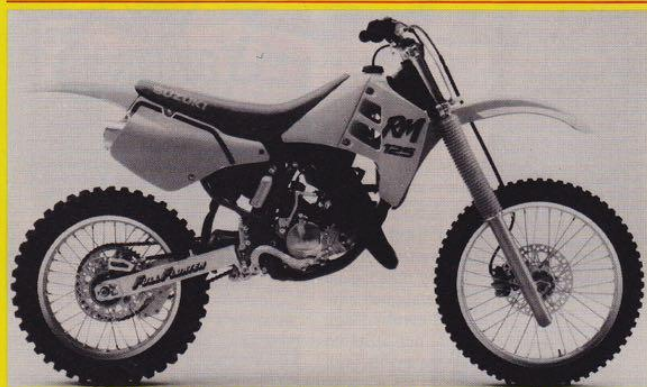
To control power surge Suzuki added one drive and one driven plate to the clutch, while the shift fork shaft and bearing are larger for better shifting under power.

The forks are beefier with 35mm tubes (last year's tubes were 33mm) cinched in the triple clamps, and the



rear suspension travel was increased to 10.8 inches.

It might not look like much has been done, but that's because Suzuki spent time on improvements, not just on cosmetic changes. The bike's appearance has changed little, but the unseen refinements should keep the bike competitive for another year.



It's a change that's been needed for as long as we can remember.

Other features the 125 shares with its bigger brother: a lighter shock, linkage and swingarm for less unsprung weight; larger-diameter front

disc with larger pads and larger shift fork shaft and bearing.

Suzuki claims they've also reduced the amount of friction in the fork and shock bearings to give an even plusher ride.

100mm lower on the frame.

The plastic is all new, so everyone can stop complaining about the ugly fenders. The seat extends farther front and rear, and is flatter to aid rider movement.

The shock, swingarm and linkage

levers are lighter, reducing unsprung weight, but Suzuki claims they are as strong as before.

The new front disc is larger, and Suzuki claims the rear disc has improved action. In addition, the pad size is beefed up on the rear. **SMX**



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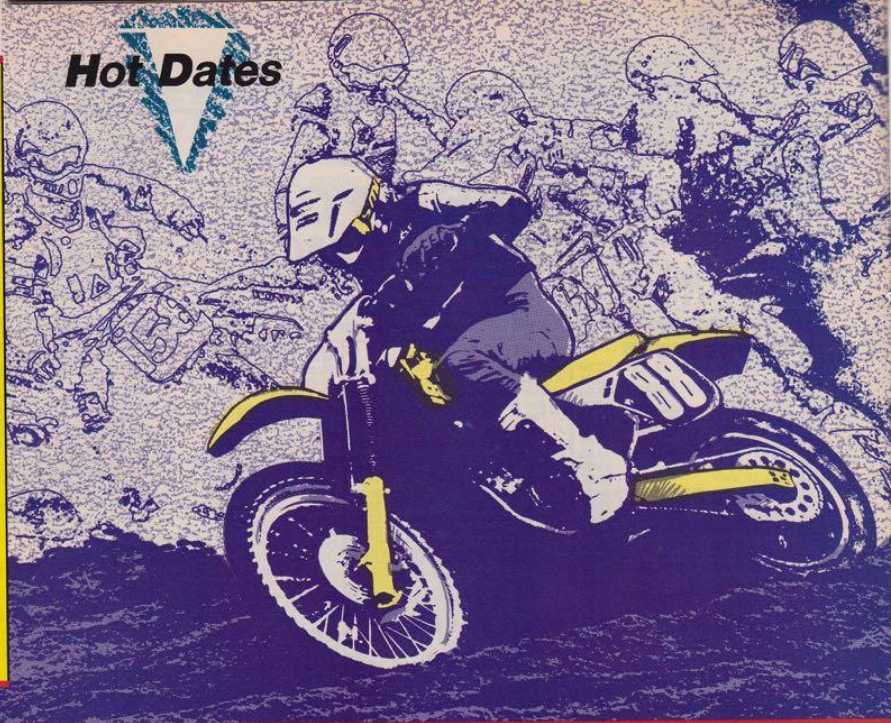
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Hot Dates



STYLISH. Spike's one-of-a-kind hairdo is a real eye-catcher. But how does he handle "helmet hair"?

SPIKE STRIKE

I am writing to bring your attention to the DG Performance ad in your magazine featuring "Spike." I know I speak for all the guys at the race tracks around here when I say Spike has got to go!

This is no way to advertise and promote our sport; this guy looks as if he has the mentality of a three-year-old. No offense to DG, but they are only degrading themselves and our sport.

Jay Hayman
Pasadena, TX

DG says they were only trying to inject a little casual humor into their ad. As for Spike, he's actually a very intelligent, soft-spoken guy and an excellent test rider with a strange haircut. DG has no plans to oust him. —Ed.

WHAT'S HE LIKE?

I like your Hangin' Out articles (especially the one with Rick Johnson) and I was wondering if you are ever going to hang out with Jeff Stanton?

Brad Mitchell
Darien, IL

Jeff is a great rider who has the potential to become one of the truly elite American motocross racers within the next couple of years. We would be crazy not to hang out with him. —Ed.

20/20 VISION

Bob Carpenter's editorial "Bring Back Works Bikes" sounds good on paper, but unfortunately that's not the way it is for real spectators. Bob, you must not have made it to Unadilla for the MX des Nations where they raced the so-called "works" bikes. If you had

Riders' Meeting

walked along the pit fences and tried to get a look at the bikes, all you would have seen were the front bumpers of the "works box vans." KTM was the only company willing to park bikes near the fence where they could be looked at. All the other companies and race teams hid from the spectators' view.

The attitudes of the racers and companies must change. Bringing back works bikes won't bring back spectators, especially when they won't even let us take a peek at them.

Steve Reno
Batavia, IA

You've got a good point, Steve. However, weather conditions at Unadilla were pretty miserable, so most of the mechanics were just trying to stay comfortable.

Despite the rain, the Yamaha pits were easily viewed from the pit fence. In fact, I remember talking with spectators about the trick airbox on Leif Persson's YZM500, and I spoke with some of the others who were under the shade tent with some exotic equipment.

At most races the pits are opened to spectators about 30 minutes after the race is over to allow a close-up view of the bikes. You're right, though, the motorcycle manufacturers need to continue to accommodate the people who keep them in business. —Ed.

TOTALLY TUBULAR

Your June '88 issue says "Reports from Japan indicate that the 1989 Honda CR lineup will come equipped with Showa upside-down forks." Will this include the CR80?

Jason Croslow
Stockton, CA

Sorry, no. —Ed.

HOW DO YOU REALLY FEEL?

In regards to the editorial "Bring Back Works Bikes," Bob Carpenter's attitude stinks.

As the mother of a "lowly" privateer (that was in bad taste, Bob), the production rule gives anyone with talent and commitment the chance to go out and race and win. Along with

the "lowly" privateer that goes to the races comes a mother, father, sisters, brothers, grandparents and a friend or two. Not bad for packing 'em in. We're not there to ooh and aah over some factory rider and his equipment. We're there to watch our "lowly" privateer kick butt.

If you want your works bikes back, then you and the other guy in section Z can sit in the L.A. Coliseum and watch your 10 or 15 factory riders race on their awesome machines.

Beannie Riddle
West Valley, UT

No one at S/MX is insulting privateers. The word "lowly" was placed in quotes to let you know it was tongue-in-cheek. What I meant was that I don't think privateers are so "lowly" that they need rules to make the bikes more even.

The production rule doesn't work (do you honestly think your son's bike is even close to what Rick Johnson is riding?), and it doesn't matter anyway—a rider of Rick Johnson's caliber is going to finish ahead of your son even if they trade bikes.

As this is the case, why don't we put the R.J.s of the world on totally sano works bikes and free up the heavily modified production bikes for top privateers? It would give privateers more incentive to make it to the upper echelons of racing.

Rather than shutting the door on privateers, I believe going back to works bikes would actually open up more opportunities. —Ed.

MXTV IS NIFTY

After seeing the "Masters of Motocross" on ESPN, I wrote a letter telling them that's what we, motocross fans, would like to see more of. If you saw it you should also respond. A giant bag of letters just might get more motocross on TV.

Steve Lorain
Philomath, OR

We appreciate your views and opinions. Send letters to Super/Moto Cross, Attention: "Riders' Meeting," 8490 Sunset Blvd., Los Angeles, CA 90069. Letters must be signed and include your address and telephone number; however, we will withhold your name at your request. We reserve the right to edit letters for clarity or length. The views expressed here are not necessarily those of Super/Moto Cross.

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Shreds



GIVEN THE BOOT. Ron Lechien showed up at the Hollister staging area in dirty blue boots. A JT rep whipped out a new white pair and insisted Lechien put them on even though staging was just seconds away. Ron got the boots—and the rest of his gear—dirty in a third-turn fall.

CITY DRIVING. Team Honda's George Holland is a country boy at heart, so a spin with wife Dana through New York City after the Meadowlands supercross was an eye-opener. Shady characters abound at 2:30 in the morning, but Dana's prized moments were purchasing a Hard Rock Cafe T-shirt—and spotting Dan Ackroyd at the restaurant.

RANDOM NOTES

No-shows at the Red Bud 500 National included Team Yamaha's Broc Glover and Micky Dymond, as rumors of a

water-cooled, big-bore Yamaha failed to pan out. Jeff Stanton, who finished fifth overall, was the only Team Yamaha rep on hand. Stanton was backed by privateers Jim Holley and Doug Dubach (who finished eighth and 12th, respectively); all were on production YZ490s.

Team Honda filed a protest against Kawasaki rider Ron Lechien following an alleged gate-jumping incident in the first moto. According to overall winner Rick Johnson, Lechien was a full bike length ahead before anyone else crossed the gate. AMA officials rejected the protest.

the O'Show's first 125 ride in more than two years. In the second 125 moto, Yamaha Support rider Mike Craig beat Team Honda's George Holland at the wire for second overall. R.J. had a pair of easy wins in the 250 and 500 Pro classes. Former Cagiva factory rider A.J. Whiting came out of retirement to briefly lead the 250 Pro class aboard a production Honda. He finished third overall, just behind Suzuki's Ty Davis.

Broc Glover's cut-and-paste YZ490/250 hybrid which appeared at the Hollister 500 U.S. GP has a first cousin in England: Yamaha rider Rob Herring has been using a similar machine in the British 500 National series.

Team Suzuki's Johnny O'Mara took a convincing win in the 125 Expert class at the 21st Annual Mammoth Mountain Motocross in Mammoth Lakes, California. It was



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GP NOTES

Yamaha's **Micky Dymond** won both motos of the **Hollister 500 U.S. GP** 250 Support class, edging out Honda teammates **George Holland** (who flew in following Saturday's Mammoth Mountain event) and **Guy Cooper**.

Mike Healey, currently ranked ninth in the **125 World Championships** aboard a Cagiva, is reportedly unhappy with his current employer. Insiders say Healey is being used as a guinea pig for new part testing. Holland's White Power boss **Henk Thuijs** is said to be interested in contracting Healey for a private team the Dutch suspension specialist hopes to organize for the 1989 GP season.



HI THERE. Suzuki's **Bob Hannah** made his first appearance at the **Southwick 250 National**, though, by his own admission, he wasn't in top form. Hannah made a short excursion off the track during the first moto to talk with a couple of his many fans, then got back in the race. Bob finished eighth overall.

Honda's French 125 GP contender **Jean-Michel Bayle** will be coming to America to work with **Roger DeCoster** following the completion of the 125 GP season. Bayle will spend two months prior to the **Paris Supercross** practicing in California. The French rider, who was billed as the heir-apparent to the 125 World Championship throne, has had his confidence shaken by Dutch Cagiva rider **Dave Strijbos**' consistently strong performances. Bayle trailed the Dutch rider by 23 points going into the French GP on July 3rd, but closed to within four points of Strijbos with a stunning 1-1 win. Strijbos finished third in the first French moto, but could manage only 16th place the next time out due to several crashes the Cagiva rider blamed on interference from Bayle's enthusiastic countrymen.

WHAT'S YOUR SIGN? Sherwood, Michigan, resident **Jeff Stanton** isn't exactly Mr. Hollywood, so we planned lunch with model **Chantel Dubay** before the *Stylin'* photo session to "loosen things up."



PACESETTER. Team Honda's **Rick Johnson** looks ready to win his second National title of the season. It's rumored that Johnson has just signed another three-year contract with Team Honda.

STEEL CITY SHOWDOWN

The latest word from the Nationals is in: **Rick Johnson** continues to lead the **AMA/Bel-Ray 500 National Championship** following a 1-1 effort at Steel City, U.S.A. in Delmont, Pennsylvania. The event was round three

of six on the AMA 500 National schedule.

After an easy first moto win, Johnson had a tremendous battle with Team Kawasaki's **Ron Lechien** for the lead in moto two. Lechien got off to a sixth-place start, then passed Johnson late in the race. After the two exchanged the lead several times, Johnson made his final move to seal the win on the last lap. Lechien finished second overall with a 2-2 score, followed by **Jeff Leisk**'s 3-3 and **Jeff Stanton**'s 4-4. **Tommy Watts** went 7-5 for fifth overall.

1988 250 National Champion **Jeff Ward** had a dismal day, finishing 15th with a 10-35 score. Wardy didn't seem very motivated in the first moto, and basically just circuted the track. In moto two, he only turned a few laps before pulling off. Jeff claimed problems with a sore shoulder forced him to slow down, and he's now in seventh in the 500cc point standings. Johnson now leads Lechien, 143 to 116, with consistent Aussie Leisk in third with 113 points. Stanton holds fourth with 112 points, with **Fred Andrews** (89), **Watts** (83), **Ward** (78), **Tom Carson** (68), **Doug Dubach** (54) and **Kurt McMillen** (49) rounding out the top 10.

In the **RK Chain 125 Series**, Honda's **George Holland** continues to lead the point standings, but it was Suzuki's **Erik Kehoe** who took the overall in Pennsylvania on the very same track where he won last year's **United States 125 Grand Prix**. Kehoe passed both Holland and



CATCHING UP. Guy Cooper is still charging. His 2-3, third overall at Steel City was good for third overall in the 1988 125 National Championship Series point standings.

Guy Cooper in the first moto to take the win, though George was able to come back and win the second. Overall, it was Kehoe (1-2), Holland (3-1), Cooper, (2-3), **Ronnie Tichenor** (4-5) and **Donny Schmit** (7-4). **Larry Ward**, **Todd DeHoop**, **Mike Jones**, **Keith Bowen** and **Ty Davis**

completed the top 10 overall. The 125 National Championship point standings show Holland (384) followed by Kehoe (349), Cooper (309), Schmit (305), Tichenor (235), **Larry Brooks** (233), **Mike LaRocco** (192), **DeHoop** (183), **Bowen** (151) and **Davis** (98).

NEW WORLD CHAMP?

Following **David Thorpe**'s convincing 1-1 victory at the July 10th **British 500 Grand Prix**, reports from Europe indicate that the **500 World Championship** leader broke his collarbone and dislocated his shoulder during a practice crash on July 16th, the day before the **Dutch 500 GP**. As a result, Team Honda's **Eric Geboers** was able to claim the series points lead from Thorpe, who has reportedly undergone surgery to repair the damage in hopes of returning in time to compete at the next-to-last

round in Belgium.

According to spectators, Thorpe was braking hard for a corner when his front wheel dropped into a small rut, pitching the Honda rider over the bars. Geboers won the event overall with a 1-2 score, followed by **Kees van der Ven** (2-1) and **Kurt Nicoll** (4-4). Geboers' championship point total is 279, with Thorpe in second at 251, and Nicoll in third with 230. With only three events (San Marino, Belgium and Luxembourg) remaining in the series, it looks as though Geboers will now become the first rider ever to win world titles in all three classes.



HIGH FIVE. Bevo Forti gets the shakes from **Mike LaRocco**'s dad following the Yamaha Support rider's first National moto win at Goodtimes Park in San Antonio. Mike's dad won the arm-wrestling match, too.

Shreds

COLLISION COURSE. Team Suzuki's Erik Kehoe and Ronnie Tichenor have been getting in each other's way lately. First, they did a slam dance at the Meadowlands Supercross, then they tangled in turn one at the Southwick National. Maybe they should put turn signals on their bikes.

PAUL BRUCKLEY



After eight of 12 events, American **Rodney Smith** is ranked second in the **250 World Championships**, 33 points behind the Netherlands's **John Van den Berk** and seven points ahead of third-place Brit **Jem Whatley**. The Chesterfield/Suzuki rider will make his next appearance when the **250 Grand Prix** series continues at the **Unadilla 250 U.S. GP** on July 24th.

Britain's **David Thorpe** won the **British 500 Grand Prix** held on July 10 with a 1-1 score, defeating arch-rival **Eric Geboers** (2-2) and Dutchman **Kees van der Ven** (3-3). Thorpe now holds a five-point edge over Geboers, with four rounds left. The series concludes in Luxembourg on August 14th.



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Shreds

WHO DID WHAT?

Team Kawasaki's **Jeff Ward** took the 1988 AMA 250 National Championship at the final round in San Antonio, Texas. Wardy beat Honda's **Rick Johnson**, whose series results were marred by mechanical problems at Gainesville and Axton.

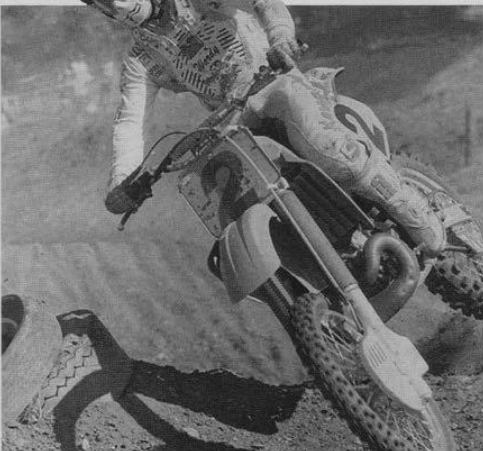
At **Red Bud** in Buchanan, Michigan, the 250 riders made the switch to 500s, while the 125 competitors moved into the final half of their 11-race season.

Johnson had a bad day in Michigan, at least by his standards: following a crash early in the first moto, Rick experienced problems with a too-soft fork, eventually finishing fourth as Wardy won. Johnson came back to win the second moto, but Jeff's third place in moto two

SHORT-LIVED. Jeff Ward won the opening 500 National at Red Bud, Michigan, but a flat tire at the second round in Binghamton, New York, allowed Rick Johnson to take the points lead.

gave the Kawasaki rider the overall win and a brief lead in the 500 series.

Johnson came back at the next round at **Broome-Tioga Sports Center** in Binghamton, New York, taking advantage of a couple of flat tires suffered by Team Kawasaki's Ward and **Ron Lechien**. Ward was leading the first moto when his bike's front tire punctured, allowing Johnson to get by for the win. Lechien held third in moto two when his KX500's rear tire went out, another victim of the



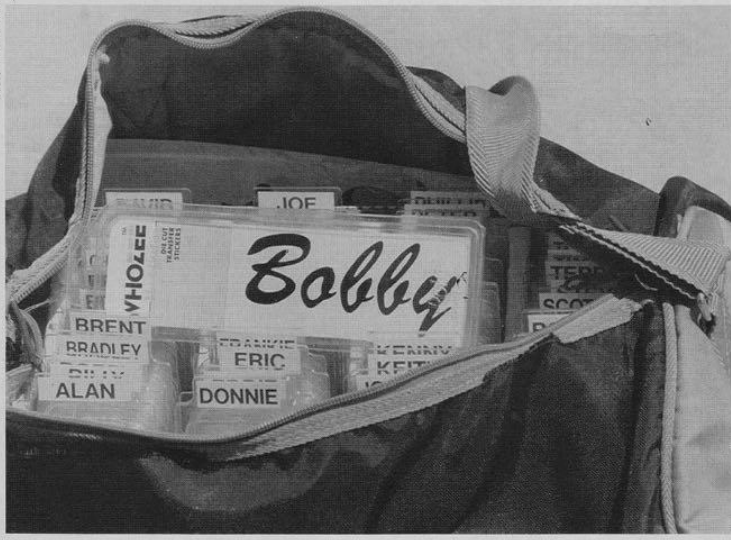
rocky course. Johnson took the overall and the 500 series point lead.

In the 125 class, **Guy Cooper** continued his stunning comeback, taking an easy overall win when both **Erik Kehoe** and **George Holland** suffered flat tires in the first moto.

Kehoe came back to win the second. Cooper now has four 125 National wins for the year, moving to fourth in series points.

WHO IS HE? That's what a lot of people ask as a racer goes blazing by, but with Whozees riders will stand out from the pack. Former National motocross racer **Bryar Holcomb** was at the L.A. Supercross to set up **Ron Lechien** and the other guys with ID for their bikes. It seemed like Whozees were everywhere.

SWAN SONG. Yamaha's grueling three-year losing streak came to an end at the L.A. Supercross when **Broc Glover** took the main event win in style after a massive first-turn pileup stalled many of the top contenders. Glover held a smooth, consistent pace to break the drought. The race will likely be Glover's last supercross on a YZ since his contract is up at the end of '88 and Yamaha isn't in a money-spending mood. Glover says he'd like to go to Europe in '89.



SUPERMOTOCROSS



RUNNER UP. (LEFT) Kurt Nicoll is the Sylvain Geboers of the '80s: always seeming to finish just out of the top slot in the quest for a championship. With Eric Geboers and David Thorpe in the 500 class, it looks like Nicoll might have to settle for third this time.

**SUPER
MOTO CROSS**

FRAN KUHN

AT THE RACES



WHO'S FASTER? Many GP regulars think Euros are the best at motocross.

WHO'S FASTER? EUROS RATE THE YANKS

By Jack Burnicle



Goat Breker has received a lot of transatlantic sympathy for the fate which befell him when he ventured to Europe to contest the 1988 500 World Motocross Championship. Four weeks after the first grand prix a demoralized Breker was back home in California, his campaign abandoned.

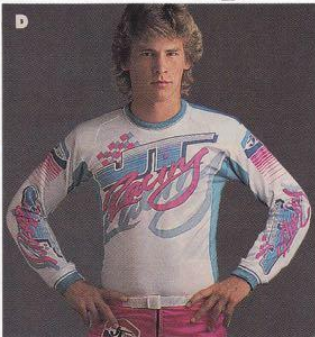
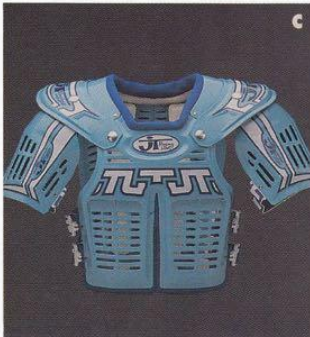
"Goat realized how hard it is in Europe," says two-time World Champion Dave Thorpe. "He came over in February and won Beaucaire on consistency. As everyone here knows, that race is no indication of the year."

Thorpe speaks from experience. He is probably the only guy ever to win Beaucaire's annual curtain-raiser in southern France and subsequently enjoy a successful season. He managed the feat in 1985, when he won his first world title.

David has a lot of respect for the leading American riders. "Whether it's Ricky Johnson, Jeff Ward or Goat Breker, they all have the ability to motivate themselves for one race, to psyche themselves up. It's their biggest asset, though obviously Ricky and Jeff are very talented as well."



NUMBER ONE? Dave Thorpe is one of the world's fastest 500cc riders.



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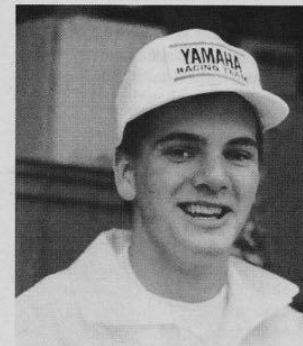


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AFTER ALL THESE YEARS

EUROS RATE THE YANKS



"The young guys in the States get everything in the schoolboys—six bikes, campers, the lot. Then they automatically assume they'll get the same as adults and so they don't work as hard."

—Rob Herring

Thorpe adds, "we have good riders in Europe, too. All the Americans are good, but not better than the Europeans as the U.S. press would have us believe. Ricky is probably in a class of his own. If there is a gap, it is between him and the rest of the Americans, not between the rest of the Americans and us. All in all, we're pretty equal."

Some of Thorpe's views are echoed by his great British rival and the world's number two 500 GP rider, Kawasaki's Kurt Nicoll. "Americans race hard at races we don't treat so seriously," confesses Kurt. "They seem able to psyche themselves for every race. Every time we see them they're flat out, whereas I find it very difficult to get excited except for the world championships."

"Johnson, Ward and Lechien seem to be dominant in the States now, but I think that some American racers have a one-sided view of European racing, thinking that it is easy. We have yet to see one of the current crop of Americans finish at the top of the world championships."

"We don't get information about young American riders, but it does seem as if the established stars from Johnson and Lechien's era of a few years ago are still well ahead of any new American racers."

TWO-TIERED SYSTEM

Precociously talented teenager Rob Herring campaigns the 250 GPs for Britain on a factory Yamaha. "At this moment," claims Rob, "there are four top U.S. riders: Ward, R.J., Dymond and Lechien. Others, like Holland, Kehoe and Leisk, are extremely talented but not up to that level yet."



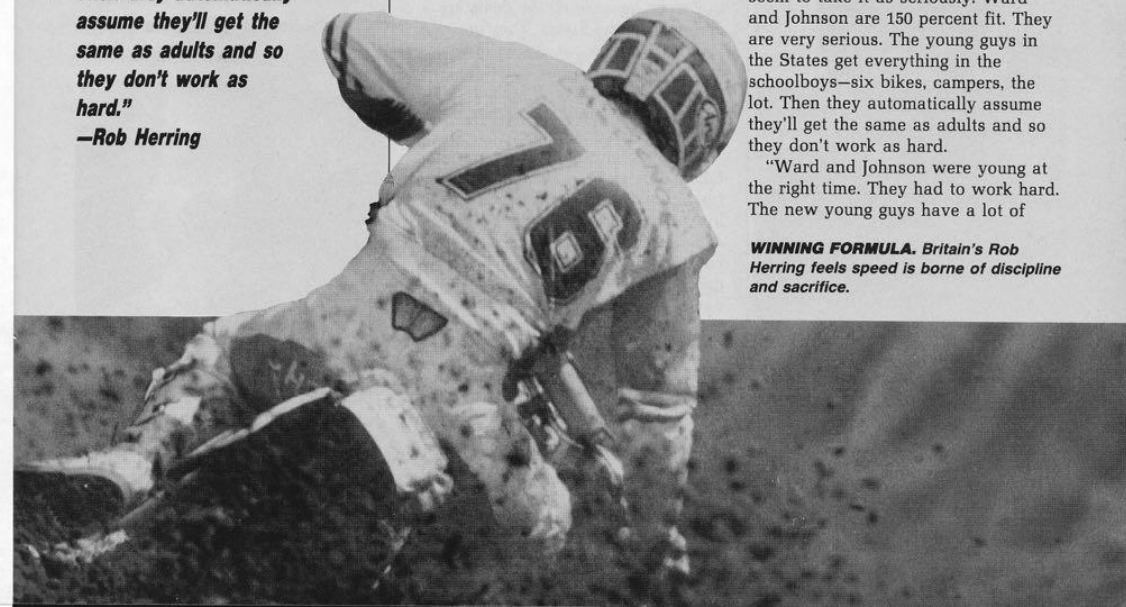
"If we took our world champions from each class and fought together against the Americans it would be a different story."

—Kees van der Ven

"Then there is a gap below them and the up-and-comers like Tichenor and Matiashevitch, who are not as good as Ward and Johnson were when they were coming up and don't seem to take it as seriously. Ward and Johnson are 150 percent fit. They are very serious. The young guys in the States get everything in the schoolboys—six bikes, campers, the lot. Then they automatically assume they'll get the same as adults and so they don't work as hard."

"Ward and Johnson were young at the right time. They had to work hard. The new young guys have a lot of

WINNING FORMULA. Britain's Rob Herring feels speed is borne of discipline and sacrifice.



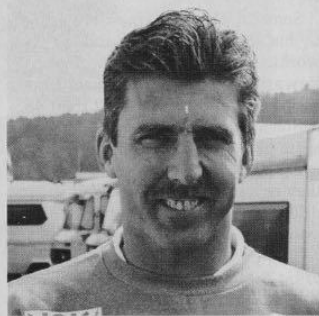
EUROS RATE THE YANKS

"Let them come over and do a full grand prix season. Let us get them in the sand!"

—Pekka Vehkonen

talent, but with a lot more effort in their training and preparation they could be up there with Ward and Johnson.

"Ward says the Europeans are not catching up. Perhaps we are not catching him and R.J., but we've caught up to the rest for sure. There



"In the U.S. there are just three or four [fast] riders now. There is a big gap down to the rest from Johnson, Ward and Lechien." —Hakan Carlqvist

are just those two. We can match them on a one-off basis. I've beaten Ward in Paris, but we can't do it consistently. We have to keep working at it. R.J. is the best in the world.

"Now Americans are coming over to Europe because all the deals are drying up in the States. They're looking for ways out. It's an obvious move to come to Europe, and that's probably why [Ricky] Ryan's done it. Whether they can do it successfully or not remains to be seen.

"Rodney Smith is the only guy taking a crack at it. He's moved away from home before. He's prepared to live with the changes. Other Americans haven't been prepared to put up with custom barriers and different languages. Smith is a down-to-earth character, determined to make the best of it. It will pay off. His problem is he gets knackered early in a race. By the second moto he's always tired. In Belgium, three laps into the second race, I came up on him and he put up no fight at all.

"Other Yanks think they'll make it in the first year, and if they don't they get depressed and go home. If Ward and Johnson came over they'd win the World Championship for sure. They'd

do it as they did in the U.S. Others wouldn't win it in their first, second or probably even their third year. They'd find it more difficult than they'd anticipated."

OTHER VOICES

In the 250 World Championship, Herring's Grand Prix opponents include Scandinavians Pekka Vehkonen and Jorgen Nilsson, respectively second and third in the series last year and riding together on factory Cagivas in 1988. While Finnish Vehkonen's riding technique is very European, Swedish Nilsson has a more aggressive American style.

"The situation is always changing," says 1985 125 World Champion Vehkonen. "But I don't think the gap between the Europeans and the Americans is very big at the moment. Some of the best Europeans are almost as fast as the Americans." Pekka smiles his quiet, sinister smile.

"Let them come over and do a full grand prix season. Let us get them in the sand! Rodney Smith is a very good rider, but he has Michele Rinaldi to look after him all the time and offer him advice. I think that makes a big difference."

"The Americans are better than we are at supercross," admits 24-year-old Nilsson. "But we are as good as they are at real motocross. Americans ride supercross events every weekend, but some Europeans are still almost as



"It does seem as if the established stars from Johnson and Lechien's era of a few years ago are still well ahead of any new American racers."

—Kurt Nicoll

fast. The Yanks are best at supercross; we're best at motocross!"

The highly respected Dutch veteran Kees van der Ven, 31 years old now and still regarded as the world's best sand racer, thinks recent Motocross des Nations results are misleading.

"We have only our own countries to fight the whole of America," says Kees. "This is a mistake. They win every year because we are split into Belgium, Holland and England. If we took our world champions from each class and fought together against the Americans it would be a different story. We are small countries. It should be Europe versus America." Kees's suggestion has been voiced by many others, including David Bailey during his winning days on the U.S.



"Maybe the Americans are a little bit better because their riders are racing together every time." —Jacky Vimond

Motocross des Nations teams.

Van der Ven, the first rider ever to win a grand prix in each of the three classes of world championship racing, has never finished outside the top five in ten years of contesting the 125, 250 and 500 series. He knows about staying power!

"The American style is much different because of stadium cross," says Kees. "They can prepare for one race. Johnson comes for only a few races. They are fast, that's true, but not prepared to ride a whole season. A good rider like Johnson has never done all the GPs. It is difficult for them because it is such a different system: travelling by car from country to country, riding 40-minute motos.

MORE OF THE SAME

The old Swedish warhorse himself,

34-year-old Hakan Carlqvist, shares Thorpe's sympathy for how Goat Breker was misled by his early season European success. "Carla," probably still the most beloved racer in Europe, has always had that "American" ability, as Thorpe and Nicoll described it earlier, to give 100 percent in every race. That quality has made him admired by fans the world over. Not to mention that he won the 250 World Championship on a Husqvarna back in 1979 and the 500 title for Yamaha—their only one so far—in 1983.

"Goat came over in the winter after riding the Golden State series," explains Carla. "He was in good shape. He won in Beaucaire, but we had just started up. We were a pretty low standard. We had not sorted out ourselves or our bikes. One month later he came back and we were at a completely different speed. We had been practicing and had sorted out our bikes. Goat came to Sittendorf, to the first GP in Austria, saw the first qualifying group and was shocked.

"In the U.S. there are just three or four [fast] riders now. There is a big gap down to the rest from Johnson, Ward and Lechien. The rest have no chance, if you mix 125, 250 and 500 classes, to beat the top 10 Europeans.

"There are so many countries over here. Kurt and David ride for England. I ride for Sweden. Jacky [Vimond] for France. I think the top standard between America and Europe now is the same. In the early '80s the top three or four guys were also the same. But now we have more riders of a better class over here. We come from different countries and fight for national championships, then meet at internationals. So we don't really know the standards between us until springtime. In America, they are always racing against the same guys."

Vimond, 1986 250 World Champion now contesting the 500 GPs for Yamaha, makes the same point as Carlqvist but interprets things differently. He believes racing against the same riders all the time is to the Americans' advantage. "Maybe the Americans are a little bit better because their riders are racing together every time," suggests the charming 26-year-old Frenchman. "All their best riders race 250s together, 500s together, every week. Just like if Geboers, Carla, Vehkonen and Van den Berk rode every week, sometimes in the 250, sometimes in 500 and sometimes in supercross. So they



"The Yanks are best at supercross; we're best at motocross!" —Jorgen Nilsson

have very big fights in every race. All their races are hard.

"Most of the Americans stay in the USA, so they have many good top riders. They are not so different from the top European riders, but in confrontations we see many times the Americans are winning."

Perhaps the only way the question of who's faster can be answered is for America's best to make a serious, season-long run at a World Championship. As Carlqvist explains, even the fastest Americans could be in for a shock the likes of which Goat Breker experienced.

"Goat thought he could finish in the top five at every race," explains Carla. "He's a nice guy, but he was mistaken."

SMX



"All the Americans are good, but not better than the Europeans, as the U.S. press would have us believe."

—Dave Thorpe



AT THE RACES

500 U.S. GP

HOLLISTER

THE BATTLE THAT NEVER WAS

Fast Euros, False Starts And Unanswered Questions

By Fran Kuhn

By the time practice ended on Saturday, the elements were in place. All of Europe's best were there—David Thorpe, Eric Geboers, Kurt Nicoll, Kees van der Ven—and they were fast. Really fast! Jeff Ward, Ron Lechien, Broc Glover, Jeff Stanton and a crowd of California locals were ready, but the battle of motocross's superpowers never really happened.

The Americans smoked 'em in timed practice, but in the first moto

Ward and Lechien never got farther than the third turn, parking their bikes at the bottom of a logjam pileup as van der Ven, Thorpe and the rest of Team Europe got away. With



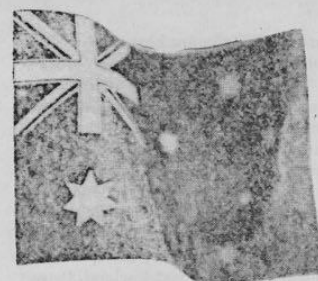
HYBRID. Team Yamaha stuffed Broc Glover's YZ490 engine into this YZ250 frame. Glover blazed on the bike, pulling out a 10-second lead early in the second moto. Broc might have won, but his streak ended when he hit a lapped rider.



DOWN AND OUT. After posting the day's fastest qualifying times, Jeff Ward and Ron Lechien landed at the bottom of a first-moto, third-turn pileup. An hour later they were in Ron's rental car, headed for the airport.



▶ **RUSH HOUR.** Britain's Mark Banks (20) and David Thorpe (5) smoked the first-moto start, leading Broc Glover (44) and Eric Geboers (9). KTM's Dutch holeshot artist, Kees van der Ven, is already gone.



Kawasaki's top players out of the game and Rick Johnson over at Mammoth, the Europe vs. America debate remained unsettled. Broc Glover, still on the comeback trail, put on a good show, but in the end he wasn't ready to go the distance. And while the Who's faster? arguments continued in the pits, quiet Aussie Jeff Leisk was running away with the second moto, posing yet another question: Could the next global threat come from Down Under? **SMX**



STILL ON TOP. 500cc World Championship points leader David Thorpe had to settle for second behind Eric Geboers at the U.S. GP. Thorpe's speed was impressive, and he won the first moto easily. David fell victim to Hollister's brutal heat in the second round, eventually winding up fifth. Thorpe left Hollister with a slim four-point lead over Geboers.

▶ **BOUND FOR EUROPE.** Jeff Leisk was unbelievably fast as he took the second-moto win at the Hollister 500 U.S. GP over the world's best. Afterward, he announced his grand prix aspirations. It looks like Jeff will ride the 1989 500 GP series with Honda's support.

500 World Championship Round 7: Hollister, CA				
1. E. Geboers	HON	BEL	3-2	
2. D. Thorpe	HON	ENG	1-5	
3. J. Leisk	HON	AUS	6-1	
4. J. Vismond	YAM	FRA	2-6	
5. B. Glover	YAM	USA	9-3	
6. K. Nicoll	KAW	ENG	7-4	
7. M. Banks	HON	ENG	4-7	
8. K. van der Ven	KTM	HOL	5-11	
9. M. Anstie	KTM	ENG	10-8	
10. J. Stanton	YAM	USA	8-12	

SUPERMOTOCROSS





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Holeshot -
1ST MOTO

SUPER MOTOCROSS MAGAZINE

Greetings from Mt. Morris:
Well, things got a little closer
here: Johnson won both 250
motos and Wardy could
only get 4th O.A. Now it's
down to just 13 points with
one National left. Lechien
and Stanton were blazing
and had a good battle in
both motos.

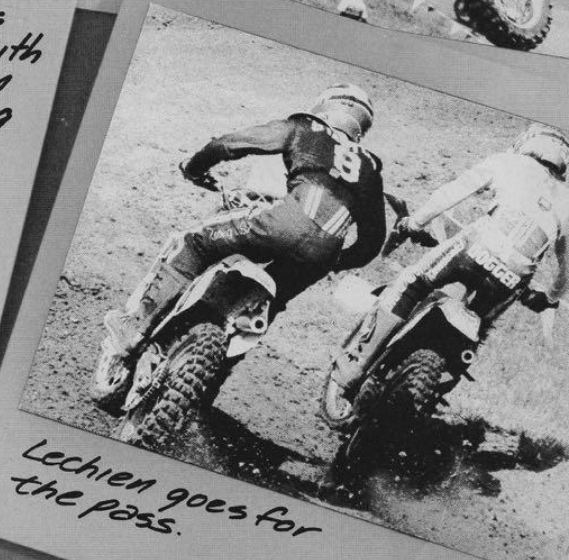
Guy Cooper did it again
in the 125s - he went 2-1
and beat Holland's 1-3.
Great crowd here!
About 18-20,000.

- On to Texas!

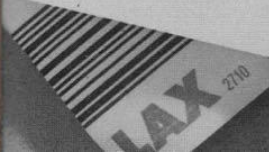
Trail



Johnson smoked 'em



Lechien goes for
the pass.





The new Champ!
Ward went 2-2.



Kehoe (4-3) beat Cooper
for second O.A.



TEXAS-SIZE POST CARD

wise from upper right — Ft. Worth Stockyards
onio ★ Houston ★ Gulf Coast ★ State Capital, Aust
ch, Dallas ★ Six Flags Over Texas ★ Dallas.

How's things in LA?

This is definitely TEXAS!
Hot & humid. Tough to
race in, that's for sure.
The track was fast and
narrow - kinda hard to
pass on. In the 125s,
Jason "I'm from Texas"
Langford held Holland
off for most of moto 1;
Mike La Rocco won the 250.
Now - for the Big News:
Ward is the new 250
National Champion!
RJ got the overall (1-1),
but Jeff got the points
he needed.
That's what he came for!
-Back on Tuesday.
-BAC

Mike LaRocco got his
first Nat'l moto win.



AMA/BEL-RAY 250/
RK CHAIN 125

NATIONAL CHAMPIONSHIP RESULTS

SOUTHWICK NATIONAL • MAY 22

250 Class		125 Class	
1. Ward	2-3	1. Holland	5-1
2. Johnson	1-6	2. Cooper	1-5
3. Stanton	3-4	3. Ward	4-3
4. Dubach	5-7	4. Kehoe	2-7
5. Leisk	14-2	5. Barton	3-6
6. Dymond	4-10	6. LaRocco	6-4
7. Lechien	DNF-1	7. Schmit	11-2
8. Hannah	10-9	8. Brooks	7-10
9. Kalos	9-13	9. Scott	8-11
10. Manley	6-16	10. DeHoop	13-8

SAN ANTONIO NATIONAL • JUNE 5

250 Class		125 Class	
1. Johnson	2-2	1. Holland	1-2
2. Ward	4-4	2. Kehoe	3-5
3. Lechien	6-3	3. Cooper	13-1
4. Glover	3-6	4. LaRocco	6-7
5. Stanton	8-5	5. Davis	2-14
6. Dymond	5-8	6. Langford	7-8
7. O'Mara	7-9	7. Schmit	10-9
8. Leisk	10-7	8. Brooks	16-4
9. Fisher	9-13	9. Kiedrowski	5-16
10. Dubach		10. Stephenson	

BROOME-TIOGA NATIONAL • JULY 10

500 Class		125 Class	
1. Johnson	1-1	1. Cooper	1-2
2. Stanton	2-3	2. Kehoe	4-1
3. Leisk	3-4	3. Schmit	3-3
4. Andrews	5-5	4. Ward	2-9
5. Watts	6-6	5. Jones	5-6
6. Lechien	4-9	6. Tichenor	7-5
7. Dubach	7-7	7. Brooks	6-8
8. Carson	8-8	8. Holland	13-4
9. Ward	34-2	9. Carsten	10-12
10. McMillen	1-11	10. Pinney	11-11

RED BUD NATIONAL • JULY 3

500 Class		125 Class	
1. Ward	1-3	1. Cooper	1-3
2. Johnson	4-1	2. Holland	2-2
3. Lechien	3-2	3. Schmit	3-4
4. Leisk	2-8	4. Brooks	4-6
5. Stanton	5-4	5. LaRocco	5-5
6. Andrews	6-5	6. Jones	7-7
7. Carson	12-6	7. Stephenson	6-9
8. Holley	11-7	8. Kehoe	23-1
9. Frank	7-11	9. Spangler	9-10
10. Watts	9-10	10. Cook	12-8

HIGH POINT NATIONAL • MAY 29

250 Class		125 Class	
1. Johnson	1-1	1. Cooper	2-1
2. Lechien	3-3	2. Holland	1-3
3. Stanton	5-2	3. Tichenor	3-4
4. Ward	2-6	4. DeHoop	5-6
5. Leisk	4-5	5. Kahoe	15-2
6. Glover	6-4	6. Davis	9-7
7. O'Mara	8-9	7. Brooks	7-7
8. Andrews	7-9	8. Kane	8-8
9. Dubach	10-7	9. Coen	12-10
10. Dymond	9-10	10. Coen	11-11

OVERALL POINT STANDINGS

AMA/RK Chain 125 National Championship
(After eight of 11 events)
1. Holland (339); 2. Kehoe (302); 3. Schmit (273);
4. Cooper (267); 5. Brooks (214); 6. Tichenor
(201); 7. LaRocco (179); 8. DeHoop (159);
9. Bowen (129); 10. Cook (89).

AMA/Bel-Ray 500 National Championship

(After two of six events)
1. Johnson (93); 2. Stanton (76); 3. Leisk (73);
4. Lechien (72); 5. Ward (67); 6. Andrews (63);
7. Watts (53); 8. Carson (50); 9. Dubach (41);
10. Holley (35).

FINAL

AMA/Bel-Ray 250 National Championship Series

1. Ward (264); 2. Johnson (257); 3. Lechien (208);
4. Stanton (194); 5. Glover (193); 6. Leisk (186);
7. O'Mara (136); 8. Dymond (127); 9. Fisher (116);
10. Manley (95).

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By Fran Kuhn and Bruce Hollingshead



In terms of exposure and prestige, the AMA's 250 Supercross Championship has few rivals. Each year, millions watch as the factories do everything in their power to lay claim to the nation's most valued motocross title. The formula is brutally simple: Hire the best rider and give him winning equipment. Little is left to chance, and each team sends its hopefuls into the arena with their finest machines and a common goal.

In the end, only one emerges as Champion.



RED FIGHTER



RED FIGHTER

Rick Johnson won the 1988 250 Supercross Championship aboard a production-based CR250R, and soon you will be able to visit your local dealership and buy a replica of the championship-winning machine. How close will it really be to Rick's racer? That's anyone's guess, but it's likely to be substantially different. Given that R.J.'s factory bike costs approximately \$30,000 more than production-line issue, this should come as no surprise. What's the difference? That, of course, is the \$30,000 question.

THE \$30,000 ANSWER

Honda's USD (upside-down) Showa fork is the factory bike's most visibly unique component (though the design will become status quo once the 1989 production machines are released). While the USD fork utilizes conventional cartridge-type internals and delivers damping characteristics similar to traditional fork designs, it does offer one important advantage: greater rigidity. However, the USD design was not perfected overnight.

Honda's first generation Showa USD fork made its competition debut at the 1986 Anaheim Supercross. Rick Johnson was the first to use the fork, while teammate David Bailey, not yet satisfied with its performance during preliminary testing, opted for Showa's conventional design. After Anaheim, Rick shelved the USDs for the remainder of the season because, as with many new designs, the fork had its share of problems.

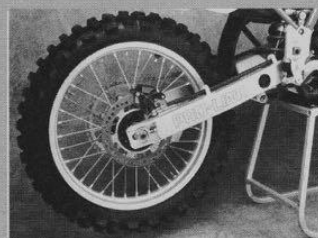
The first and biggest glitch was stiction, some of it traceable to bushings and seals, the remainder caused by the upper tubes being pinched in the clamps. In addition, many Team and test riders were unhappy with the feel delivered by the new Showas. Riders complained about the fork's tendency to transmit small impacts to the grips, whereas the old-style tubes, by flexing, actually absorbed small shocks. New seal and bushing designs, along with careful detailing and preparation,



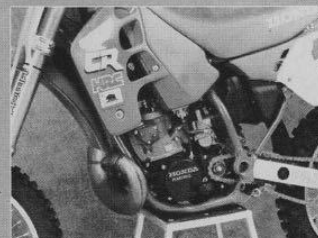
MIDDLEWEIGHT CHAMP. (PREVIOUS PAGE) Honda's 1988 Supercross Championship-winning CR250 is a mixture of old and new. Many factory parts have been passed along from previous works bikes. The hubs, throttle and most of the engine components have been in service since 1986. They're still up to the task.



NEW TUBES. Showa's upside-down fork weighs more than its conventional counterpart but offers greater rigidity. The lower tubes measure 43mm, the same as the standard fork's. The front caliper is stock, but the reservoir and piston are larger for more power and better feel, and the bike uses an Aeroquip braided stainless steel line. Rick uses the softest of three available brake compounds. The disc is fabricated from SC45 carbon steel, which transfers heat better than stainless. It is the same width and diameter as stock, but uses a six-bolt mount (standard is four) to match the works magnesium hub. The throttle is a factory replica of a Gunnar Gassar.



RACE TESTED. The factory CR250 spent 90 percent of the 1988 season wearing the new-generation 19-inch rear rim. Tire availability still limits the team to 18-inch models on the 500cc bike. The factory's D.I.D rims are slightly lighter than stock and a bit less durable. Typically, each wheel must be rebuilt three or four times during a season.



IN THE MIDDLE. Most of the CR250's engine components are stock, but the standard carburetor is modified to eliminate the idle circuit and add a choke mechanism. Johnson's bike breathes through a Twin Air filter. Six different shift levers are available: short, medium and long, with a zero- (parallel to the ground) or six-degree offset. R.J. prefers the medium-length, zero-degree model. The bike's seat and plastic parts are stock.

eliminated enough of the initial problems to allow Johnson to use the fork again in 1987, its first full season of national competition.

The 1988 CR250 factory bike wears what Honda considers the third-generation Showa USD fork. It is a slightly refined, better-performing version of the '87 design, and it served as a model for the 1989 production fork.

THE ENGINE

Honda's factory CR250 engine has remained relatively unchanged for several years. The current configuration is a variation of a design which first appeared in 1985, though the original's battery-powered electronic HPP power valve has since

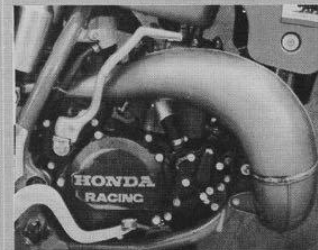


UNDER CONSTRUCTION. The 1988 factory bike uses a handcrafted billet aluminum linkage that was initially developed during the 1986 Grand Prix season. The ratio is the same as stock, but the factory parts have a superior bearing system. An eyelet replaces the stock shock's bottom clevis for smoother action. While the valving is different, the shock body and shaft are production items. An aluminum plate keeps the frame rails from snagging the rider's boots; the footpegs are handmade with bear trap-size cleats.

been replaced by a mechanically operated production model. The cylinder is a slightly modified production unit. Minor changes include raising the exhaust port for more top-end power and cleaning up the intake tract and reed block for better flow. The carburetor is a stocker modified to incorporate a true choke circuit.

Depending on track conditions, Johnson chooses either an HRC-designed exhaust or a Pro Circuit aftermarket pipe. The factory pipe makes more peak power, but Pro Circuit's plumbing offers better low-end grunt for work within stadium confines. For outdoor races, Rick uses the HRC pipe exclusively.

Centercases are stock, as per the AMA rule book. Both the ignition and clutch-side cover are magnesium. The transmission's shafts and gears are standard production parts. Team Honda regears the CR to allow for use of a smaller-than-stock (49-tooth). French-made AFAM rear sprocket which slightly reduces the rear wheel's unsprung weight. The countershaft is fitted with a 13-tooth sprocket, so the modified final gearing



PICK AND CHOOSE. Johnson uses different pipes depending on the track. The factory pipe makes the most power, but Rick uses a Pro Circuit exhaust for stadium work. The clutch-side case is magnesium, though the water pump cover is aluminum, which resists corrosion better. The handcrafted aluminum brake pedal attaches to a larger-than-stock master cylinder and is available in three sizes; Rick uses the medium length.

PHOTOS: LYNN MCCREARY

ratio is approximately the same as that on the standard machine.

THE CHASSIS

While the Honda's engine has remained essentially unchanged for the past three seasons, the frame is a new design that centers around modifications to the bike's steering head. Though its angle has been unaltered since 1986, the designers opted to pull the entire head rearward 10 millimeters compared to the 1987 frame. The goal was to improve steering characteristics by placing more weight on the front wheel. It worked, but the trade-off was a slight (though not unmanageable) loss of stability.

For riders like Johnson, the cut-and-paste job created another problem: The frame's overall size reduction made the bike a tight fit for tall riders. Fortunately, the factory Honda's upper triple clamp has auxiliary handlebar mounting holes that allow the bar to be placed farther forward for taller riders. Johnson was able to adapt without any problem.

THE RECORD

Even with the 1988 Supercross Championship to its credit, the CR250's season wasn't a complete success. The Honda lost a rear brake caliper at the Gainesville Outdoor National opener, and the bike's engine seized at Axton when a coolant fitting broke free from the rear of the cylinder. Johnson, the

defending titlist, lost the 250 National Championship to Kawasaki's Jeff Ward in the process.

Ironically, Johnson used the very same Honda to strip Ward and Kawasaki of the AMA supercross title Jeff won in 1987. In racing, turnabout is fair play.

THE FUTURE

Honda's CR250 is a true factory bike. And, while it represents the latest of the production-based factory breed, it may also represent the last of a generation. While the machine embodies many of the latest technological advances (water-cooling; reed valve induction; variable-height exhaust port; single-shock, linkage-controlled rear suspension; advanced materials and superior ergonomics), many of its designs are approaching the edge of their practical performance limits. Further advances in frame construction, for instance, could mandate radical departures from traditional materials and design philosophy.

This process has already begun, showcased by Yamaha's aluminum-framed YZM500 works bike. Exotic as it may appear, however, the YZM is still a first-generation departure from today's standards.

Ultimately, the direction of the evolutionary process... will be driven primarily by cost considerations and rule book restrictions.

Ultimately, the direction of the evolutionary process depends on many factors, but will be driven primarily by cost considerations and rule book restrictions. Given the options available, the factory bike of the future will remain either essentially unchanged, or will become both visually and mechanically an entirely new animal. There will be no middle ground.

If motocross bike development follows the path of roadracing, the factory bike (and production bikes) of the next decade will look dramatically different from the one you see here. And, in Honda's case, perhaps only the color—and the ultimate goal of winning—will remain the same.

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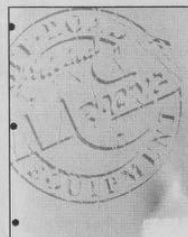
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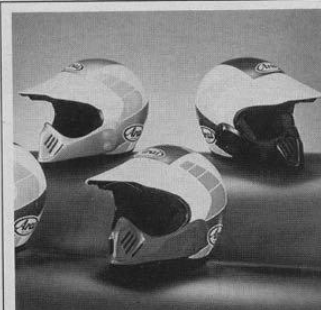
FOX KIDNEE BELT

Fox's new Kidnee Belt is the best they've ever offered. It's not as tall as most belts and has a tapered back panel which provides a more even pull around your waist. (Taller belts pull on your hips and lower ribs instead of providing support between them.)

The Fox belt also has a new Velcro fastening system. The lower band of the two-part closure pulls straight across, attaching in the same way as a conventional design, while the outer band pulls across and downward, keeping the upper rear portion of the belt snug. It's a small refinement, but it makes a noticeable difference. The rear panel is a semi-stretchy plastic composite that's well vented, and the top edge is tapered to fit the contour of your lower back. There's also a protective plastic panel in the center. This belt is one of the best we've ever used.

The Fox Kidnee Belt sells for \$35.95, and is available in five color combinations: white/royal blue/baby blue, white/royal blue/red, white/royal blue/green, royal blue/white/baby blue and red/white/royal blue. One size fits waists from 28 to 38 inches.

Fox Racing, Dept. S/MX, 520 McGillicy Lane, Campbell, CA 95008; 408/371-1221.



ARAI MX PRO

While it appears to be a true full-face helmet, Arai's MX Pro is actually an open-face helmet with a bolt-on mouthguard. The guard, which mounts to the helmet with four nylon screws, is made of strong, resilient plastic and is vented in front to improve airflow.

Part of the MX Pro's novelty is its internal cooling system. The helmet features a slide-open vent port on top, and the visor incorporates a scoop which is supposed to channel air through the helmet's liner and out the back.

Unfortunately, the visor scoop tends to fall off if the visor is hit; it even managed to bounce loose a

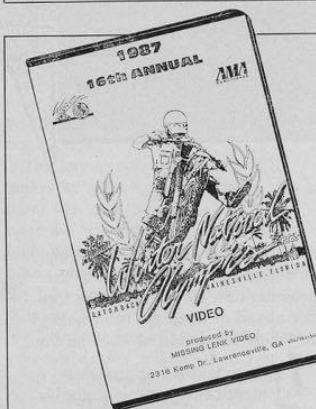
few times when a rider landed hard from a jump. In addition, the scoop tends to cramp the eye port opening, and a few testers said it was difficult to fit their goggles into place. Removing the scoop solved the problem, and the helmet has remained at least as cool as any we've worn.

The MX Pro is put together like a \$1500 suit. The interior is finished in soft nylon mesh, and the padding offers a snug fit and terrific comfort. Visibility is excellent, and the visor can be adjusted up or down. The liner cannot be removed, but the helmet is easily cleaned by submerging it in a tub of soapy water (use a mild detergent) and hanging it upside down until it dries (water drains out the top vent).

The exterior finish is fantastic. The colors are bright and look as if they've been sprayed with ten coats of clear lacquer.

All things considered, the MX Pro is a great helmet. It's available in sizes XS through XL, and costs \$217.95 in solid colors. The tri-color combinations sell for \$253.95 and the new Day-Glo version runs \$266.95.

Arai Helmets America, Ltd., Dept. S/MX, P.O. Box 421, Tenafly, NJ 07670; 201/567-5707.



WINTER NATIONAL OLYMPICS

Thanksgiving weekend at Gatorback Park in Gainesville, Florida, is the place to be if you're into motocross.

Nicknamed the Mini Olympics, the Florida Winter National combines motocross, supercross, TT and cross-country events in a single weekend.

This video from Missing Lenk explains the whole system, featuring top riders and giving the uninitiated a better understanding of what goes on at the park. Mini Olympic regulars will enjoy watching themselves (and their top rider buddies) dicing it out for the huge trophies. If you've never been there this video will inspire you to go. Send \$29.95 plus \$3.00 for postage and handling for the tape, then call your travel agent.

- ☒ Overall quality: B
- ☒ Entertainment: B
- ☒ Accuracy: B+
- ☒ Editing: B-

Contact Missing Lenk Video, Dept. S/MX, 2316 Kemp Dr., Lawrenceville, GA 30245. In California write to P.O. Box 2798, Capistrano Beach, CA 92624; 714/240-5144.

Hot Lines



PHOTOS: BOB CARPENTER



GLOVER ON MIDAIR TURNING

Double Your Pleasure On Double Jumps



After you've mastered double jumping to the point where you aren't just barely making it each time, you can take advantage of your airtime to prepare for what comes next on the track.

Turning in the air is an advanced

technique. This maneuver can help you set up for an inside line in the upcoming turn so you can pass the rider ahead or keep the rider behind you where he should be—behind you.

1 Your take-off approach is identical to a normal double jump. Stay relaxed and keep your body centered on the bike.

2 When the suspension rebounds it's time to start preparing for the turn. Notice Broc's handlebars are turned slightly to the right. That's the tip-off that he's starting to use his arms and legs to get the rear end kicked out.

3 After the rear end comes around enough to be set up for the inside line, drop the front end to the proper angle (the angle of your landing ramp). If the front end is too high, a tap on the rear brake will bring it down.

4 Keep your head over the front of the bike so your arms are bent when you land. This helps if the rear wheel lands first and the front end slaps down.

5 Make sure the front wheel makes good, solid contact with the ground before you attempt to point the bike towards the inside of the turn. Keep at least one finger on the clutch so you can fan it (if needed) as soon as you get through the corner.

If you have a question regarding advanced riding techniques, drop us a line at S/MX, 8490 Sunset Blvd., Los Angeles, CA 90069. Attention: Hot Lines. The most interesting problems will be featured in upcoming issues.

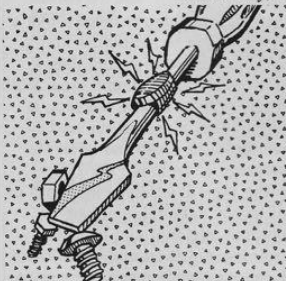
Tricks



SLIP-PROOF LEVERS

Some riders like to wrap friction tape around their bike's brake and clutch levers to improve the grip, but there is another way that works just as well and looks a lot better. Pick up a can of "plastic dip" at your local auto or hardware store. It costs about six dollars a can, and it's available in a variety of colors. Just dip the ends of your levers and let them dry.

Randy Hackett
Tawas City, MI



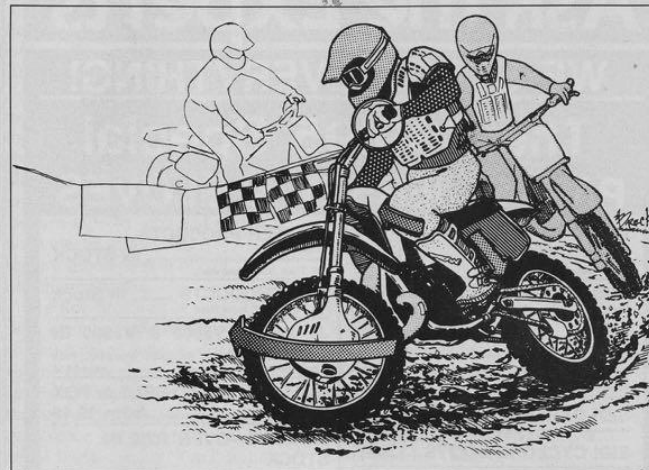
QUICK PICK UP

A magnetized screwdriver can be especially helpful when trying to replace or retrieve dropped screws, washers and other small hardware items. If you don't have one, you can temporarily magnetize a regular screwdriver by placing a small magnet on the shaft. Wrap some electrical tape around the magnet to keep it from slipping.

Chad Fulk
Brazil, IN

Send your "Trick" with a nonreturnable sketch/photo, if appropriate, and your name, address and social security number to S/MX, Attn: "Tricks," 8490 Sunset Blvd., Los Angeles, CA 90069. We pay \$25 for each item printed. Take common sense precautions before attempting any of these suggestions.

Track Tips



TUCK AND ROLL. Force the bike to stay on your line in flat turns by using body English, clutch work and lots of practice.

BAILEY ON GROUND CONTROL

Most races are won and lost in the corners. Flat turns are sometimes the trickiest, but after you learn the proper form you'll pick up speed and gain confidence.

The key to riding flat turns is to make the front end stick. When you enter the turn, make sure you're up near the tank, with your elbows high. Be aggressive and work the bike to the inside—most amateurs let the bike take control and drift to the outside.

Keep your fingers on the clutch so you can deliver power when you need it. Your weight should be on the outside footpeg and on the high side of the seat. Keep tucking the front wheel in, and work it back and forth to help make it stick.

Your inside leg should be extended and only lightly skimming the surface of the turn. Keep your outside leg tucked tightly up against the tank; it'll help hold you to the inside of the turn, and will keep you

up near the front of the motorcycle if your inside leg should catch on the ground.

Keep your body straight as you lay the bike over through the turn. The more you lay it over, the more you should distribute your weight to the outside of the bike.

Try to get your bike upright as soon as possible when coming out of the turn. Use your clutch to

Be aggressive and work the bike to the inside—most amateurs let the bike take control....

accelerate smoothly, just as you would off the start.

Practice flat turns on a level surface. Remember to tuck the front wheel in and ride the inside line. It's a great place to pass while everyone else is drifting wide.

—Gary Bailey

Next Issue: Off-Camber Turns

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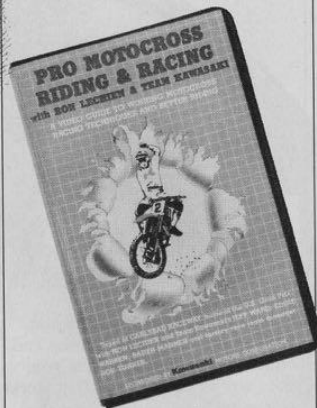
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Thrash Tested



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This video is more like a guide to motocross and supercross racing than a how-to-ride instructional tape. With plenty of wild action, the tape is very entertaining, but the real benefit is the clear and accurate coverage of racing in the U.S.

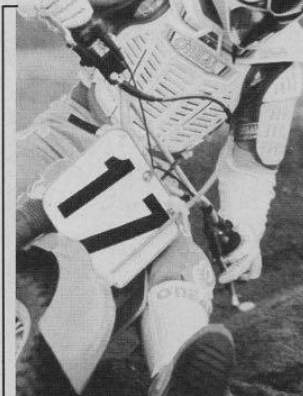
The tape illustrates motocross on all levels: national, amateur national, regional and local. Training, nutrition and basic clean living are also emphasized, making the tape fun to watch.

This video could also serve as an excellent way to convince mom and dad that motocross is a good sport for you to get into. If you aren't riding now because family members don't understand the sport, this tape (\$34.95, plus \$4 shipping and handling) could be the most valuable purchase you've ever made.

- ✓ Overall quality: B+
- ✓ Entertainment: B+
- ✓ Accuracy: B
- ✓ Editing: B+

John Bradley Entertainment, Dept. S/MX, 21703 Ocean Vista Dr. #104, South Laguna Beach, CA 92677
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Thrash Tested



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The O'Neal Rok-Blok protector provides some of the best available protection from projectiles and crash damage. Basically, the

Rok-Blok is a strong plastic shell with cloth-covered foam padding stitched around the edges. The shoulder pads, attached to the main body by nylon straps, are covered by a pair of floating "wing" epaulets that move on a pivot, allowing a comfortable range of arm movement. The shell is secured on each side by a pair of strong, wide elastic straps that feature quick-release plastic attachment hooks.

The Rok-Blok's fit is snug. The neck opening is on the small side, so you have to twist it sideways to get the protector on. The fastening straps are adjustable, but at first the protector feels too tight. Some guys never get used to it, but most adapt fairly quickly. You'll notice the fit while sitting on the line, but won't pay much attention to it once the race starts.

The front plastic shell could be shorter for those who do a lot of sit-down riding, but it does offer exceptional protection. The back plate is well designed, extending far enough to offer complete protection without any discomfort. The floating epaulets are well placed in case you take a shot in the shoulder. However, if you're wearing a full-coverage helmet, they restrict side-to-side head movement slightly.

Though venting is good, the Rok-Blok is not the coolest protector we've used, mostly because of its snug fit. Styling is great and the Rok-Blok is available in colors to match almost any riding apparel: blue, red or white with colorful Team or O'Neal graphics. They all go for \$94.95.

O'Neal USA, Dept. S/MX, 9160 Jordan Ave., Chatsworth, CA 91311; 818/998-1049.

Lookout

BRIAN SWINK Fenton, MI

Fifteen-year-old Swink, already a multi-time district and national minicycle champion, won the 80 Expert and 105 World Mini Grand Prix. The DMC-sponsored Kawasaki rider has dominated midwest minicycle racing for the past five years, winning titles at Loretta Lynn's and the Florida Mini Olympics, along with several GNC victories.

TROY BRADSHAW Romeoville, IL

Before moving from New York state to Illinois, Bradshaw won the Western New York Sports Committee's 1987 Combined Expert State Championship by placing second in the 250 class and winning the 500 class outright. He followed up by taking the AMA's 1987 Amateur National Championship in the Plus-25 Class. The 27-year-old Honda rider is sponsored by North Shore Racing, Boyesen Engineering, White Brothers and SideWinder.

GENE NAUMEC Columbia, CT

Naumec, a 15-year-old Team Green/DMC sponsored rider, took first overall in 250B class and third overall in 125 Schoolboy class at the most recent Florida Winter Series. Gene also scored sixth overall in the 125 Pro/Expert classes in his first pro event at Raceway Park, New Jersey. Naumec now competes in the 125 and 250 Pro/Expert classes.

WEMYSS SCOTT Lexington, MA

Scott, a 31-year-old Sky Cycles-sponsored Yamaha rider, won the 1987 New England Sports Committee's 125 Expert-class Championship and Vet-class title. Scott also competes in the 250 Expert Class and was the NES's second-ranked rider in 1987 behind Dave Rudnicki.

CHRIS YOUNG Orange, CA

Young, a 19-year-old Yamaha Competition Support rider, dominated this year's Mickey Thompson Off-Road Grand Prix at Anaheim Stadium aboard his Race Tech-prepped YZ250. Young, who started his racing career at age 15 in the 80 Beginner class, was the NMA's winningest 80cc rookie in 1984. He moved to the 125 Pro ranks in '87, and last May he placed second in the 125 and fourth in the 250 National Amateur Championship Qualifiers in Blythe, California.

PAT BARTON Dartmouth, MA

Barton, a 22-year-old Honda rider, is 1988's top-placing local competitor in AMA 125 National competition. His third- and sixth-place motos at the Southwick National placed him fifth overall at his home track. In addition, Barton has a 25-point lead in the New England Sports Committee's 125 Championship Series after eight of 16 events.

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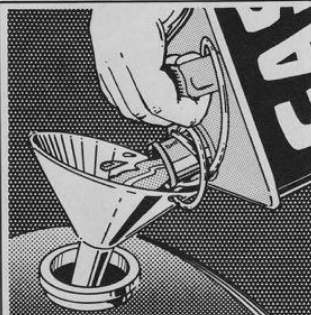


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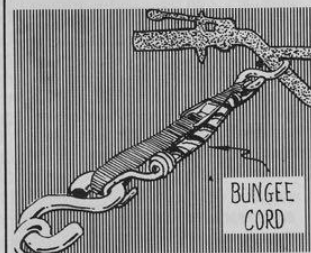
Tricks



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Rich Taylor
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Stylin'



It's tough being a professional racer, but Jeff Stanton is managing just fine. In fact, the Sherwood, Michigan, resident looks awfully comfortable hangin' out with Chantel Dubay here in SoCal. Jeff's Hi-Point apparel adds to the classy image. His Pro GP jersey sells for \$26.95, while the pants sell for \$109.95. Hi-Point's Pro boots are often said to be the best available and they sell for \$209.96 a pair.

Hi-Point Racing Products, Dept. S/MX,
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PHOTO: LYNN MAGREADY / CAR; COURTESY DICK LAQUE

HANGIN' OUT WITH THE KID

ERIC GEBOERS



By Jack Burnicle

 Eric Geboers's personality is a study in contrasts. On the track he is among the most intense and determined of riders; off the track he is relaxed, casual and intent on having a good time. He exploits as a parachuting enthusiast, helicopter pilot and recording artist are by themselves enough to make him an extraordinary personality, but for Geboers, these are things he does simply for fun. This year he is determined to earn a very special place in the sport's record books by winning the first-ever world championship triple crown.

AN UPBEAT STYLE

"The Kid," as Geboers is affectionately labeled, exudes a buoyancy and optimism even when, as at the first two GPs, results are not going his way. What is the inner strength, the guile, which makes Geboers's steady optimism possible? Eric carefully considers his reply. "I have been around a long time," explains Geboers. "My first year was [in] 1981, and I finished second. The next year I won. I have learned a lot from the last three years—how easy it is to lose confidence and how easy it is to get it back."

HEADED FOR THE TOP. Eric fires his factory CR500 Honda to his sixth successive grand prix moto win at the Italian round, equaling the record first set by Heikki Mikkola.

OFF THE MARK.
Eric soaks himself with champagne at the West German trophy presentation, amusing his toughest 500 GP competitors, Dave Thorpe (left) and Kurt Nicol (right).



PHOTOS: JACK BURNICE



ON THE EDGE. Eric on his way to victory at the West German GP. Geboers handles a 500 as easily as a 125.

STAYING ON TOP

Eric knows that his mental attitude is critical and that conditioning is the other half of a winning formula. When it comes to training, Geboers is very disciplined.

"I need to train hard to get my confidence from the week's work. Then, when I race on Sunday, I know everything is [ready]," Geboers explains. Such dedication leaves little time for distractions. "I am always [thinking of] the sport," he continues.

Of course, there must be time for things other than riding? "Besides motocross I am now learning to fly a helicopter," he says, then quickly turns the topic back to work. "[The rest of my] time is devoted to motocross, both on the bike and in physical training."

THE RATINGS GAME

With Geboers on the verge of claiming world titles in all three GP classes, he is perhaps the one rider best qualified to objectively rate each.

"They are all tough," he laughs, though his in-depth evaluations are a little more involved. "The 125 requires aggression and speed [from] the rider. The 250 is toughest on the technical side of the rider, the bike and track. It is the easiest bike to ride, so you have to go deeply into... your technique. Riding on the edge of a berm; doing things you cannot do on a 125 or on a 500, either. With a 250, you will see the most beautiful technical riding."

And what about the 500s?

"With the 500," Eric explains, "it is... how should I say this... tactics.

Did I say that right? Not technique, tactics. It is physically harder, but if you use good tactics, you can compensate. On the 500 you always have to think. Now I am going to do this, then I am going to wait, then I am going to do that. And that is tiring in itself!"

AMERICANS vs. EUROPEANS

Geboers sees the American preference for racing 250s as rooted in the importance of the supercross

"If I win this world championship then I win something very special. Something which has never been done before."

series. "One guy wins the supercross title, so all the others try to beat him. The gap between Europeans and Americans is closer now, but because of their supercross experience I think the American riding style is one step ahead of our outdoors, too.

"Supercross has not reached the top here in Europe. It is the top in the U.S. Here the grand prix is important. In the States supercross has not got [the same kind of] competition. The world championships are held in Europe. They are the most important."

Perhaps the young Europeans can develop into genuine challengers to Americans on American terms? While acknowledging the possibility, Geboers doesn't seem to see too many young hopefuls with real promise.

"In France [there is] Jean-Michel Bayle. [John] Van den Berk will eventually race all three classes. Bayle can race all three classes now, I think. If he can win the 125 this year he should go to the States and race [there] for two years."

Why didn't Eric cross the Atlantic at the same stage in his career after becoming 125 World champ for the first time in 1982?

"I dreamed about it. But the factory was more interested in keeping me in Europe. Then I got bought by Honda when Suzuki quit and Honda had a strong team in the USA. I could take a risk over there or stay and have a good chance of winning more world championships if all went well." Geboers elected to stay.

GROWING PAINS

Geboers's riding style during the last three seasons has offset his small stature. People constantly claim that at 5 feet 6 inches Eric is too tiny to manage an Open-classer. Eric will admit to only one difficulty. "Mud is okay where there are grooves and good traction. Then it is no problem. But hard and slippery mud is to my disadvantage."

This year, far from being bothered by mud, riders have suffered from quite the opposite. Dust has plagued five out of the first six 500 GPs. "I have only one thing to say," states Geboers. "The FIM are getting old. Everything is still [done] the same [way] it was 20 years ago. The FIM should look at Guiseppe Luongo, who runs the show in Italy. He is an up-to-date organizer. We need this



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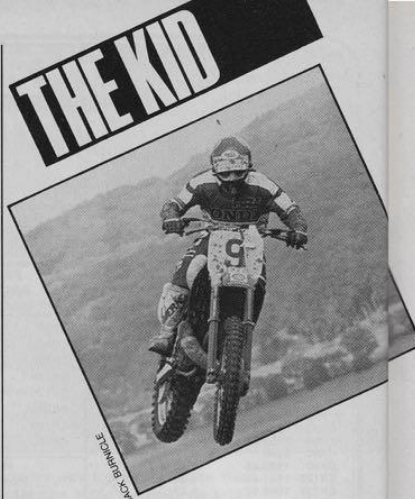
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AIR BELGIUM. Though Geboers insists he's no stadium-cross hero, he's able to handle the most difficult obstacles. He was the only rider consistently topping the massive tabletop jump at the West German 500 GP.

them your results. First, you must create trust in each other."

LOOKING AHEAD

What does the future hold for one of the world's happiest and most successful motocrossers?

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"One thing which does interest me is to improve motocross. I would work very hard to do this. I am sure I know how to do it. Maybe this is the time. If I continue racing and my results go down maybe I won't have the influence to do something. Ninety percent of the people don't know motocross because they have never been to a race." Eric shifts eagerly forward, warming to his line of reasoning.

"What kind of people come to see motocross? Young people, right? A young couple come to a motocross race. They have a lot of hassle. Afterward, they have to get washed. The girl's white dress and shoes are dirty with dust. She is not so happy. Next week the boy asks her, 'My dear, shall we go to the race?' She says, 'You go to the race, I am going with another guy to the football.' That is a shame."

The day after this interview, the Italian Grand Prix brought Eric a few crucial points closer to his glittering goal. He followed that performance with an overall win at Hollister, moving to within four points of Thorpe's lead. He is now poised to win his first 500 World Championship and become the first to win championships in all three classes.

"If I win this world championship," say Geboers, "then I win something very special. Something which has never been done before. It is an extra card in my hand. I don't intend to put it on a wall in the corner of my room where no one can see it. I will try to use that special achievement as much as I can."

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
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BARGAINING POWER

Geboers is equally emphatic on the thorny topic of attracting sponsorship. He feels there are fundamental errors being made. "Everyone is going to sponsors and making promises. Saying if you give me this money I will do this and this and this. Why not turn it around? Think about it. Try to [get] some publicity first; get a good shot in a magazine. Then say to the sponsors, 'This is what I have to offer. I need money to continue; you need publicity [which I can provide] in exchange for your backing.'"

Eric speaks from a position of strength. He has associated for many years with the Belgian ice cream company Usboerke. "After Honda, they are the best sponsor I have. We have never had anything on paper. We just make one another happy. I have to prove myself first before I go and ask something from them. Then there is no letdown." He takes off his HRC Honda cap to display the Usboerke stickers carefully positioned on each side. The little details matter.

"These businessmen, they never have much time. So you must show

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By Lori Fontanes



If you want to race professional motocross, be prepared to find either

1) major sponsorship support or 2) enough money to buy a small South American nation. It costs around \$3500 for a brand-new 250 motocrosser. Road expenses to race six Nationals and a couple of supercrosses will probably set you back another 15 to 20 grand. Let's not even talk about clothing, parts and accessories, Shaun Kalos-style buses, fully equipped box vans. . . .

Yes, there is (some) purse money. Yes, there are (a tiny number of)


factory rides. There are even contingency programs, an AMA rider points fund, aftermarket sponsorships, international racing opportunities and dealer support plans. But with the ever-increasing cost of participation, professional motocross is becoming less affordable, less attainable for the middle classes. And even though you need more money to do it, it doesn't mean you're involved in a top-level sport. To get out of the bush leagues and onto the high-profile level of a NASCAR or an NHRA, motocross needs to attract more money: from sponsors, through television, to the promoters and manufacturers, and, eventually, to the riders.

HOW MUCH IS ENOUGH?

"The bottom line is the sport's not going to grow until we have bigger purses," said Gary Mathers, manager of American Honda's Sports Press department. "I'm on all the rules boards for the AMA and it seems like over the years we keep getting back to the fact that none of the riders can make a living at this! The Ricky Johnsons of the world make a good living at it and everyone else is trying to get gas

money."

For 1988, the AMA set a purse level standard of \$22,000 for each race in the outdoor Nationals and promoters set an average of \$35,000 for stadium races. If you're a rider finishing, say, 15th in the first moto and 21st in the second at one of the outdoor races, those hard-fought positions would net you \$312. Hardly enough to pay your Burger King bills for the cross-country trek. But how much would you need to make it worth your while? Five

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hundred dollars start money? Fifteen hundred?

"I think something that a lot of people don't understand... is that purse money doesn't pay the bills," explained Bill Amick, vice president of professional competition, American Motorcyclist Association. "It's over a million bucks to win the Indy 500 but it costs you two million to do it."

Bill West, president of Supersports, Inc./Turnstyle, promoters of the Atlanta Supercross, also agreed that increasing the purses is not a total solution. "We raised the purses from \$22,000 to \$35,000—over a 35 percent increase—and dropped the entry fees this year, and I had less riders than last year!" West said he felt there was a lack of motivation among the riders, that many of the pros preferred to ride the amateur events and just have a good time.

"We haven't communicated with the riders and told them how great and grand and glorious it could be," West theorized. "We restructured the purse and guaranteed every rider that signed up at least \$200. But the interest wasn't there."

WHERE DOES THE MONEY GO?

In the past, the Anaheim Supercross, with its record-setting crowds, has netted close to half a million dollars. It might be easy to compare the promoter's \$500,000 to the \$2000 that the winning rider receives. There are, however, many overhead costs,



those purses," Mathers said. "There are, of course, smaller events, but the bottom line is the promoters are making money."

Supercross promoter C.E. Altman, executive vice president of SRO/Pace doesn't deny this. "We're in business to make profit, no question about it," Altman stated. "But I think that our job will [soon] be a lot easier as far as funneling more dollars to the rider. I think that for the first time, I'm encouraged."

HOPE SPRINGS ETERNAL

This past spring, representatives from key industry groups held a series of meetings to discuss past difficulties and future directions. For the first time in a long while, there was no verbal bloodshed.

"I think finally there's light at the end of the tunnel," the AMA's Amick said. "Over the last two years, motocross probably took about three giant steps backwards in the context of all the court fights that have been going on, but things have calmed down a bit lately. The most positive thing I've seen in the last two years is the spirit of cooperation among the

key groups that produce the sport—the promoters, the team managers, the manufacturers and the AMA.

"The atmosphere was pretty rugged a few years ago. I think a lot of people were pointing fingers at a lot of other people; some of it was justified, some of it wasn't. I think we all finally said, For God's sake, let's forget what you were mad about two years ago and sit down and work for the good of the sport. Motocross will be here indefinitely. It's something that an awful lot of people like to do and an awful lot of people like to watch. It's just a matter of whether we can climb onto a higher plane or not."

Mike De Stefano, executive vice president of the Mickey Thompson Entertainment Group, concurred with Amick's analysis. "As long as we don't have the problems we've had in

CHICKENS AND EGGS

Back in the old days (the early 1980s and before), network programs like *Wide World of Sports* actually paid money for the rights to motocross events. They paid for production, they paid for airtime, they paid license fees to the promoter, the participants and the sanctioning body. Thanks to economics, management turnover and other factors, those days are long gone.

"It's a real chicken and egg scenario," admitted Pat Murphy, former AMA marketing and public relations manager, now a private consultant for the organization. "We need television to grow and get more money, but we need more money to pay for television."

"It really comes down to finding an income source that can afford to pay

the past—the promoters fighting and the sponsors witnessing it—I'm confident that 1989 will be fantastic." De Stefano added that at their most recent session, it was nice to see everyone "give, give, give" at the bargaining table for a change.

"In the years I've been involved," De Stefano said, "it's been the AMA screaming at us and us screaming at the manufacturers and the promoters screaming at each other. This time we sat down and had a good meeting; we talked about the problems and concerns and we didn't bicker about dates. We said, Okay, I think I can work around this for you and What can we do for the national guys? What can we open up to make it workable for them as well?"

As a result of this motocross version of *glasnost*, the industry leaders recognized these basic facts: To make the sport grow, we need outside sponsorship. To get outside sponsorship, we need television. To get television, we need money. Big money.

for the production expense and the time on the network," Murphy explained. "You know, when I reach a certain frustration point, I start thinking I'll run an ad in *Cycle News* and say, 'How would you like to own a piece of motocross on television?' and ask every fan to send me 10 dollars...."

In lieu of this, Murphy and the rest of the AMA's small marketing department keep pitching away at potential sponsors, looking for a corporate Prince Charming to rescue motocross from its farm-league drudgery.

"There are two aspects to the AMA's race marketing program," Murphy explained. "One is within the industry, and one is outside the industry. Within the industry, things are going fantastic. Bel-Ray Oil and RK Chain stepped forward as title sponsors of the first outdoor motocross point fund in several years and put up a sizable amount of money. The flipside is getting the outside people involved, and that has

been, frankly, nil up to this point. It's a tough sell."

Murphy said that most of the potential sponsors he approaches receive an average of 25 to 50 similar event proposals a week. He averages two polite rejection letters a week in return. "Regardless of how strong your methods are," Murphy said, "you can see where they're easily diluted with that kind of volume. The first couple of breaks we'll get will be because we just happen to hit an executive who's got a son that races or some other personal interest in the sport."

LIGHTS, CAMERA, MONEY

The history of corporate sponsorship of motocross has been brief and tumultuous. De Stefano noted that both Wrangler and network television were turned off by the squabbling, although the Mickey Thompson Triple Crown series' current outside sponsor, Coors, expressed great satisfaction with the 1988 events.

"We delivered unbelievable exposure to Coors on our three TV programs," De Stefano said. "They're so excited they wanted to jump ahead two months and start negotiating now for '89. They love the supercrosses and I understand they're looking at getting into the outdoor Nationals as well."

The television coverage to which De Stefano refers is the result of a combined effort between MTEG and John Bradley Entertainment. The producers pay for the airtime and the production costs; in turn, they sell the commercial spots for as much as they can. No easy trick, that.

"A promoter is a bit reluctant to invest as much as \$50,000 to produce a television show for each of his events," Bill West pointed out. "Pace, for example, invested well over \$200,000 in trying to syndicate their supercross series. They never got a nickel back."

"I don't really think you'll see a profit off of television for a couple of years," De Stefano admitted. "Realistically, it's going to take some time." So who foots the bill in the meantime? "The sponsors and the

promoters. I would like to get something out of the manufacturers but I don't know if they would do it. The manufacturers are working toward a sales promotion involvement rather than just a general advertising involvement as it has been in the past."

Mathers offered some insight on the OEM's perspective. "There are probably three or four steps that this has to go through," he explained. "If we end up with just two or three promoters, they can give us a schedule eight to 10 months in advance. That's the first step. We can say, 'Yes, we're going to those races, and please don't change them two weeks before the event.'"

"After that, if they can come to us with some kind of promotional program... based on a promise of television, that's the second big step because that will let them raise the purses," Mathers said. "What we won't do as a group of manufacturers is agree that if this ever gets big in the future that the promoters get all the money. We all have to get in on the bottom level together and if it gets big, all share together."

WHO'S GOT THE RACE?

Of all the side effects of the industry bickering, one of the most frustrating and potentially devastating has been the on-again, off-again race schedule. Not knowing which races will be held where or when hurts everyone. The manufacturers can't plan, the promoters can't advertise and the sponsors have no idea what's going on.

"I think the biggest [reason] we have not been able to attract other dollars to the sport... has been the clause in the Insport agreement that allowed supercross promoters to have... in some opinions, until January 15th before we had to finalize a schedule," promoter Altman said. The Insport agreement, now the subject of close scrutiny in the courts, was signed by SRO/Pace, the AMA and supercross promoter/creator Mike Goodwin's company, SMC. After five years of frenetic life, the viability of the agreement is in question.

"Anytime you cannot give a sponsor your schedule prior to late fall," Altman explained, "how in the world can you compete with NASCAR which probably has a three-year calendar sitting in front of potential sponsors?"

Altman, along with his colleagues West and De Stefano, expressed real optimism that 1989 could be the year when motocross finally gets its act together. "I'm very encouraged about what I think can take place. We're working on a calendar right now and we already have feelers from some companies who've approached us. We have half a dozen people that are making presentations about producing the entire series next year. What the AMA has to decide is which events they are going to sanction, and those events which they sanction will

become the series. Then, it's up to us to get our applications in and letters of commitment from the facilities so we don't have four people saying, 'Well, I'm doing the Hoosier Dome!'"

In some respects, the details of the supercross series have overwhelmed the needs and goals of the outdoor races. Although it's probably sheer economics—stadium racing spends more money and attracts more money than their outdoor counterparts—the supercross promoters recognize the danger in burying the other Nationals completely.

"The outdoor program feeds supercross," Altman said. "If we don't look out for them, if we don't find sponsors that are interested in not only supercross but in the entire pyramid, we're only kidding ourselves."

PROBLEMS, SOLUTIONS

In addition to schedule snafus, miscommunications and lack of financial resources, there are a couple of other hindrances to motocross' climb to the top. The negative image of motorcycling for some segments of the American public is one such obstacle.

"It's always a problem," AMA consultant Murphy said. "I think the motorcycling prejudice is a lot like [other] prejudices. Nobody's going to talk about it but you're not going to stop them from thinking about it."

Ironically, television, a medium that has been so destructive in its negative motorcycling images, has also been most supportive in its depiction of motocross riders. Because of network and cable TV's positive coverage, many American viewers have come to

recognize motocrossers as professional athletes, not daredevils going for a paragraph in the *Guinness Book Of World Records*.

"I think television has depicted these guys as good looking and very clean cut," said De Stefano. "I think some of the riders do an exceptional job, and Ricky Johnson has probably been the best in speaking to people as well as conveying a professional image."

Which brings us to the final step in creating a new image for motocross. To achieve this goal, more riders will have to understand and fulfill their public relations duties as representatives of the sport—to the spectators as well as the sponsors. That means learning how to communicate with the press, staying after the race to sign autographs,

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FACTORY TEAMS FOR SALE

Privateers suffer frequently from the slim wallet syndrome. As Jim Holley explained in our last issue, riding the Nationals could easily cost \$40,000 to \$50,000 per season. Imagine, then, what the manufacturers dole out for riders, mechanics, team managers, secretaries, parts changers and other assorted personnel throughout a year of racing. It's not chump change. "Right now we're spending somewhere between three and six million dollars in racing," said Gary Mathers, Honda's Sports Press manager. "If we could offset that by 50 percent, or if we could find somebody who wanted to spend [the whole amount], we could go in almost any direction they wanted."

Budget crunches aren't new, but a serious search for corporate sponsors to ease the financial burden is.

"I think we've beaten all the doors down in every tire, oil and

accessory-related company," admitted Pat Alexander, Team Suzuki race manager. "The only way we can get more money is by going outside the motorcycle industry. Suzuki does work with Bel-Ray and their help is greatly appreciated, but the dollar package we're talking about is \$500,000 or more. That will keep the race team running—five to six riders, trucks, mechanics and support crew."

According to Willie Amaradio, Yamaha's public relations manager, "the bottom line is [that] outside sponsors are essential. Our future direction is to get team sponsors. If somebody came in, literally, with a million dollars, they would have the team. We'd plaster their name all over the trucks, the riders, the bikes. We would provide product and technical support and they would contract the riders and the mechanics. So, hey, if anybody wants to buy Team Yamaha, it's for sale!"

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PRIVATEER TEAM SEARCHES FOR SPONSOR



Honda and Yamaha aren't the only race teams exploring corporate sponsorship opportunities. New Zealand entrepreneur, Malcolm McDonald, of (not surprisingly) Malcolm McDonald Racing, recently combined forces with celeb privateer Jim Holley and Holley's sponsor, O'Neal Racing, to seek out new sources for race team support. They offer their potential benefactor multimedia exposure; logo placement on vehicles, clothing and transportation; and rider

representation at major motocross events. All this for the low, low price of approximately \$100,000.

Compared to the factories' asking prices, McDonald's package is quite a deal. So far, however, he hasn't been inundated with corporate reps begging for a square foot of the box van.

"It's hard to get the ball rolling," McDonald admitted. "If it's motor racing, they usually think of car racing. Motocross has a long way to go, but it can only get bigger and better. It's pretty young in America."

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"We all have
to get in on
the bottom
level together
and if it gets
big, all share."
—Gary Mathers

being available for promotional activities and, in general, caring what happens to the sport of motocross in general as well as what happens on the next lap.

"You have to be a personality," explained Team Honda race manager Dave Arnold. "You have to be both a racer and also have something to sell. Take Jim Holley, for example. He's friendly, he organizes contacts. He's very savvy. You should look at motocross as a business. You have to pay as much attention to that as you do to 'I'm going to be fast and go out and travel the Nationals.'"

Much of the reason why riders can't go beyond the "my-arm-feels-real-good-I-think-I-can-help-this-ball-club" level in press and public relations is the relatively young age of most

motocrossers. They don't teach "Network Interviews 101" or "How to Choose a Publicity Agent" in high school, and, unless you work at it, life on the road won't teach you these nuts and bolts, either.

"You're dealing with kids," outdoor promoter Skutnick pointed out. "Sixteen- to 20-some-year-olds. They don't have the right handle on it. For

them to go out and get some guy to sponsor them... somebody else has to do it. And, once they get the sponsorship, they have to show the sponsor that he's getting something in return. But I'll be honest with you," Skutnick admitted, "If I was in their position, I don't know how well I'd be handling it myself. All that money at such a young age...."

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to make the dreams a reality.

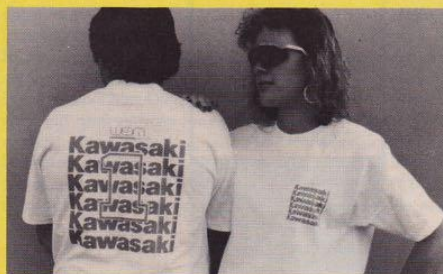
"It's feasible," promoter West insisted, "but it's a matter of work and cooperation. All things are possible if you're willing to put enough into it. We've identified the areas where we need to concentrate our efforts. Now it's a matter of not simply paying lip service to them but getting out and doing it."

Amick agreed. "Traditionally, we

have spent too much time worrying whether the i's were dotted and the t's were crossed," he added. "Instead, let's go racing and market our product. Again, it comes down to spectators and viewers. The professional racers are not paying the bills, the spectators are. The AMA's not paying the bills, the promoters aren't paying the bills, Jimmy Jones up in section 226 with his \$15 ticket is. If we are all mindful of the fact that we work for those guys, we can realize our potential. If we just run it for ourselves, we are now what we will be in the future: a small-time sport with a lot of potential."

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Flight Gear

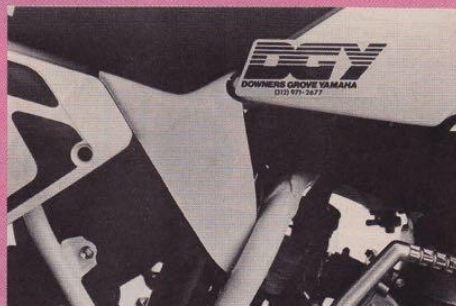


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If you feel uncomfortable after sweating it out on a dusty track, arm yourself with an Aussie Outback Shower. A heat exchanger fits in your car or truck's radiator line and transfers engine heat to water pumped through the system. And since the water is sealed off from the radiator coolant, it's safe to use for cooking and coffee. For more information contact **Aussie Outback Showers**, Dept. S/MX, 382 N. Lemon Ave., Walnut, CA 91789; (714)595-9991.

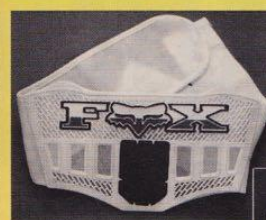


THE GREAT AUSSIE
OUTBACK CAR & BOAT
HOT WATER SHOWER



STRONG ARM

Answer Products says their Accu-Trax eliminates torsional flex—especially in rubber-mounted handlebar systems—thereby increasing front-end stability and steering accuracy over rough terrain. The Accu-Trax is manufactured from solid extruded aircraft-grade T-6 6061 aluminum alloy and is available for late-model Japanese 125/250/500 motocross bikes for \$29.95. For more details contact **Answer Products**, Dept. S/MX, 27967 Beale Ct., Valencia, CA 91355; 800/423-0273. In California, call 805/257-4411.



UNDER PRESSURE

Fox Racing has designed an innovative kidney belt called the Kidnee Belt. The belt's polyurethane back panel is shaped to follow the contours of your lower back and hips, allowing comfort and mobility without sacrificing support. A stiffer plastic panel was added to increase lower back support. The nylon/Velcro panel is wide at the sides but narrow in front to allow mobility with comfort. A narrow top



elastic panel is pulled across and down to put tension on the upper belt and support your kidneys and upper abdominals. The Fox Kidnee Belt sells for \$35.95 and fits 28-38 inch waists. Contact your local dealer or **Fox Racing**, Dept. S/MX, 520 McGlinchey Lane, Campbell, CA 95008; 408/371-1221.

SHORT FINGERS

If the long levers on your Suzuki RM have got you down try the DeHandler levers from Sunline. The two-finger brake (\$10.45) and three-finger clutch (\$17.95 for both) fit '86 through '88 RMs and have a crinkle finish for extra grip. They come in blue and are available at your local dealer. For information call **Sunline**, Dept. S/MX, 7045 Darby Ave., Reseda, CA 91335; 818/705-6520.



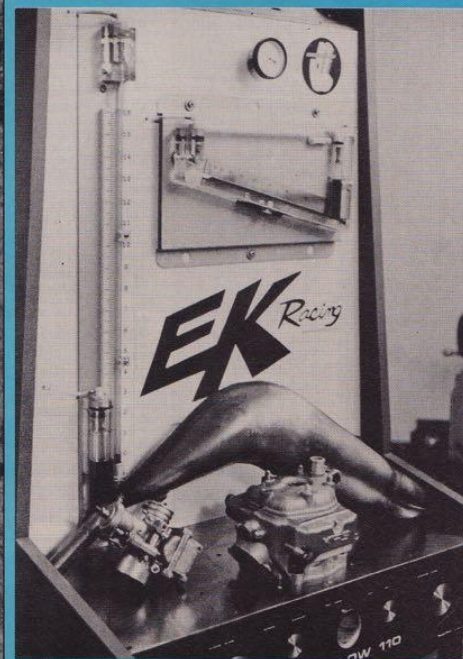
LOG JAM

If you want to maximize your racing efforts, read on. The **Sprint Motocross**

Yearbook is an 80-page motocross calendar/journal that includes space for your race results at a glance, racetrack facts and layouts, an accounting section, training diary, maintenance schedule and still has room for notes. Although the '88 season is nearly over get one anyway (they're only \$5.95) so you can check it out. By '89, you'll be ready to fully utilize the journal. Order yours from **Sprint**, Dept. S/MX, 4105 Hillsboro Circle, Nashville, TN 37215; 615/292-3942.

EK IS OK

EK Racing is a full-service Kawasaki mail-order company with flow porting, suspension service and engine rebuilding leading their list of specialties. EK's engine work is handled by the legendary Eric Gorr, inventor of flow porting and a master two-stroke tuner. EK is offering a special deal through 1988: For \$134.95 your KX can have flow porting, head mods and KIPS valve service. EK stocks a full line of KX parts and FMF performance accessories ready for overnight delivery. Contact **EK Racing**, Dept. S/MX, 1102 E. South St., Freeport, IL 61032; 800/426-7928. In Illinois, call 800/383-0354.



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