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JANUARY
1995



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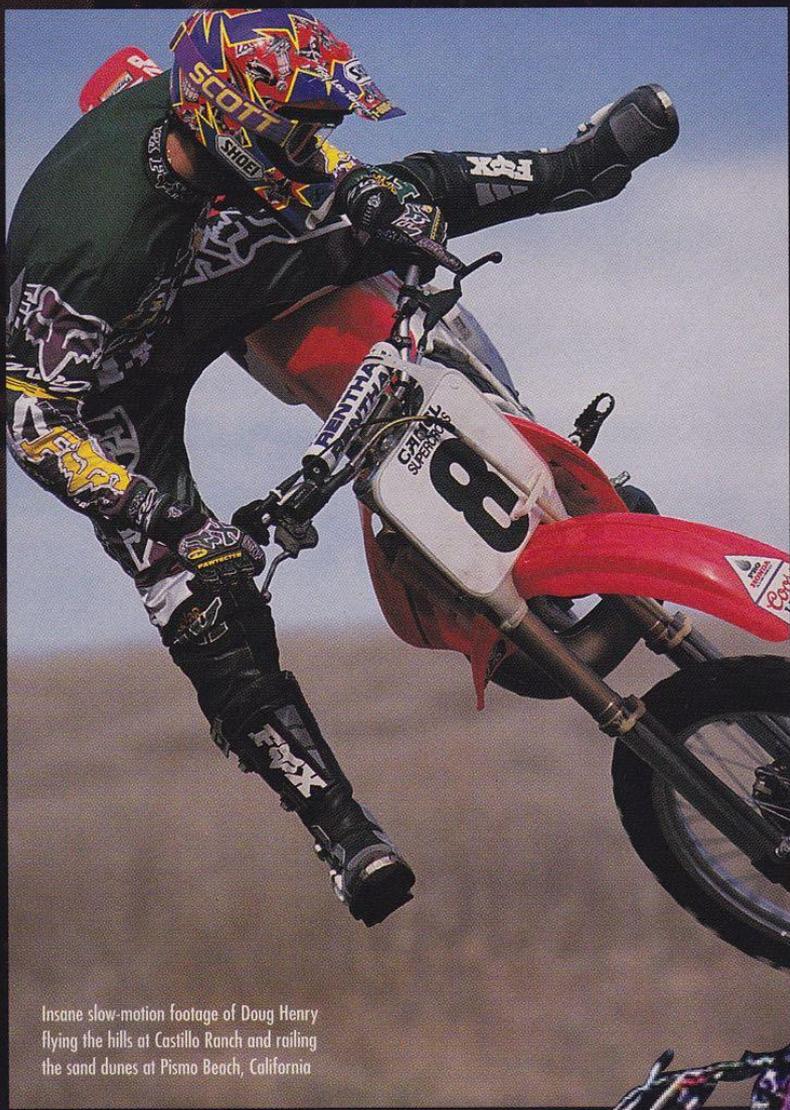
Crazy gorge jump, whoops, doubles and triples at Ezra Lusk's private practice track



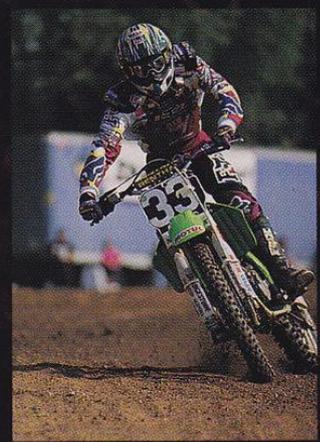
Harsh get-offs and bar-banging action from the 1994 pro season



Behind-the-scenes with top motocross stars

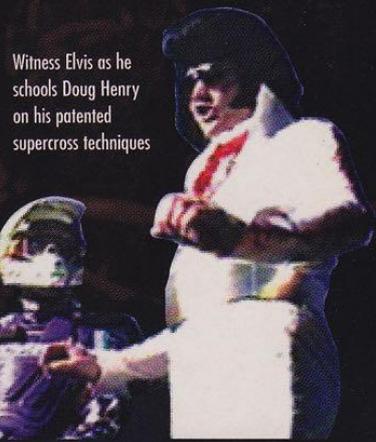


Insane slow-motion footage of Doug Henry flying the hills at Castillo Ranch and railing the sand dunes at Pismo Beach, California



See Robbie Reynard as he gets flat over a 96-foot double jump during a hometown play session in Moore, Oklahoma

**"This video is
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 -Todd Hicks



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New for '95, our new "painted giant Fox head" graphics are sure to make an impact on motocross tracks around the world.

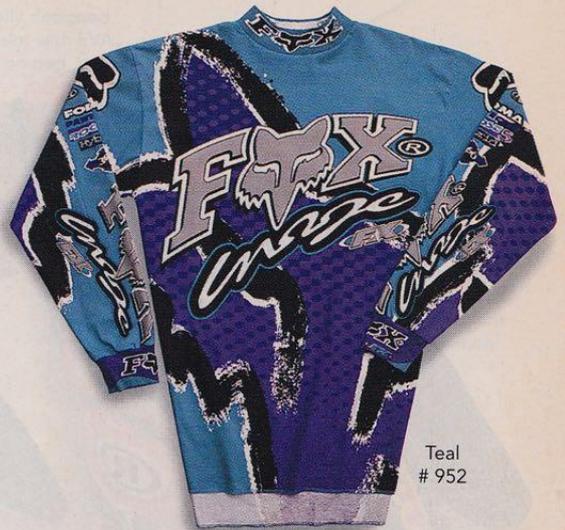
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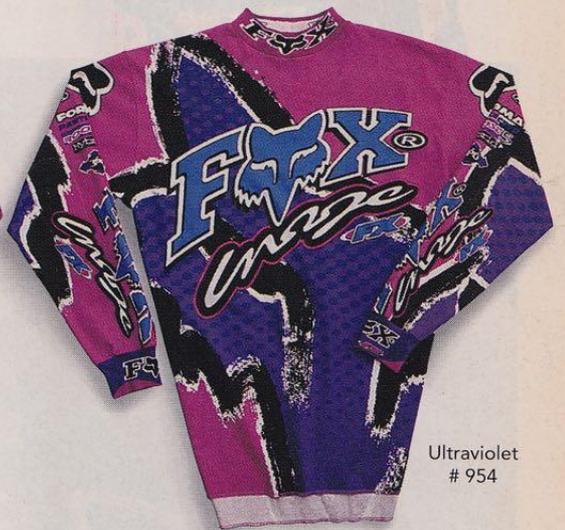
Glo-Red
951



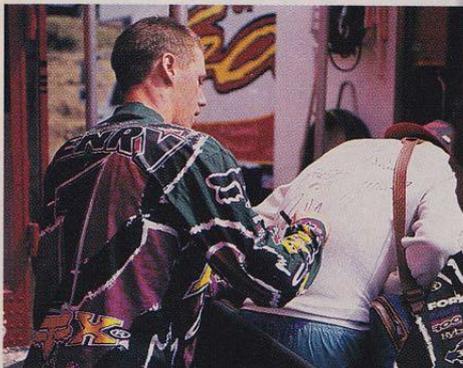
Teal
952



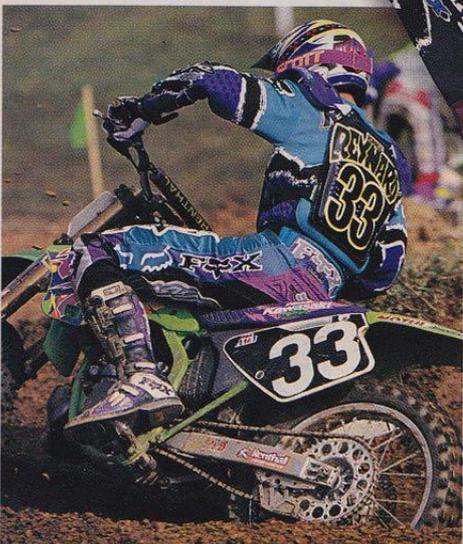
Forest green
953



Ultraviolet
954



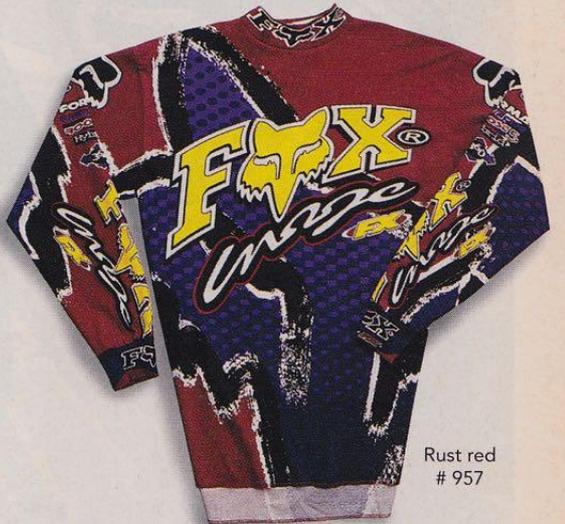
2-time 125cc National Champion Doug Henry showed up healthy at the Washougal National and left with a big points lead over Steve Lamson.



Check the elbow. Robbie Reynard has picture-perfect style.



Navy
955



Rust red
957

	Sm	Med	Lrg	XL	XXL
Glo-red	04-9511	04-9512	04-9513	04-9514	04-9515
Teal	04-9521	04-9522	04-9523	04-9524	04-9525
Forest	04-9531	04-9532	04-9533	04-9534	04-9535
Ultraviolet	04-9541	04-9542	04-9543	04-9544	04-9545
Navy	04-9551	04-9552	04-9553	04-9554	04-9555
Rust	04-9571	04-9572	04-9573	04-9574	04-9575

Glo-Red
51



Teal
52



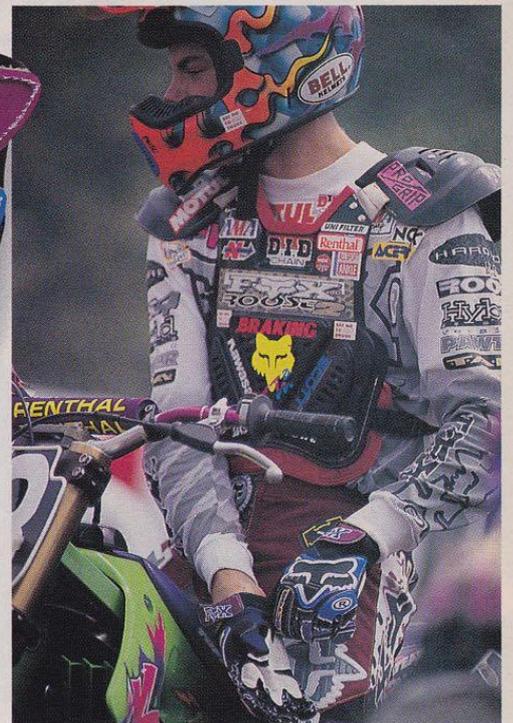
Ultraviolet
54



Rust red
57



Navy
55



The new Pawtector has the most anatomically correct palm design of any glove in motocross.

	KSm-5	KMed-6	KLrg-7	Sm-8	Med-9	Lrg-10	XL-11	XXL-12
Glo-red	NA	NA	NA	20-5108	20-5109	20-5110	20-5111	N/A
Teal	20-5205	20-5206	20-5207	20-5208	20-5209	20-5210	20-5211	N/A
Forest	20-5305	20-5306	20-5307	20-5308	20-5309	20-5310	20-5311	N/A
Ultraviolet	20-5405	20-5406	20-5407	20-5408	20-5409	20-5410	20-5411	N/A
Navy	NA	NA	NA	20-5508	20-5509	20-5510	20-5511	20-5512
Rust	NA	NA	NA	20-5708	20-5709	20-5710	20-5711	N/A

Kids sizes 5-7 are only \$29

Pawtector

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Modern features highlight the 1995 Pawtector. We started by improving the way the Pawtector fits. We curved the fingers and palm to form the position the glove is supposed to be in - on the throttle. This glove is not flat.

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On the palm of the Pawtector we use two layers of Clarino® synthetic leather. The second (white) layer is ergonomically shaped to reduce excess fabric while fitting your hand in the gripping position. We have added an EVA foam pad to the outside edge of the palm for cushion. You won't notice this pad while your hand is on the bars, but you appreciate it when your hand hits the ground.

The '95 Pawtector features our exclusive, new vented neoprene wrist cuff that improves comfort by allowing air to flow through tiny, hidden perforations. Our new Thermaweld/Velcro® wrist closure is curved to follow the shape of your wrist. This new cuff means improved wrist comfort and flexibility.

When you purchase the '95 Pawtector, you have the assurance that you are buying the best engineered motocross glove available.

Sizes: Kids Sm(5)-Adult XXL(12)

\$36

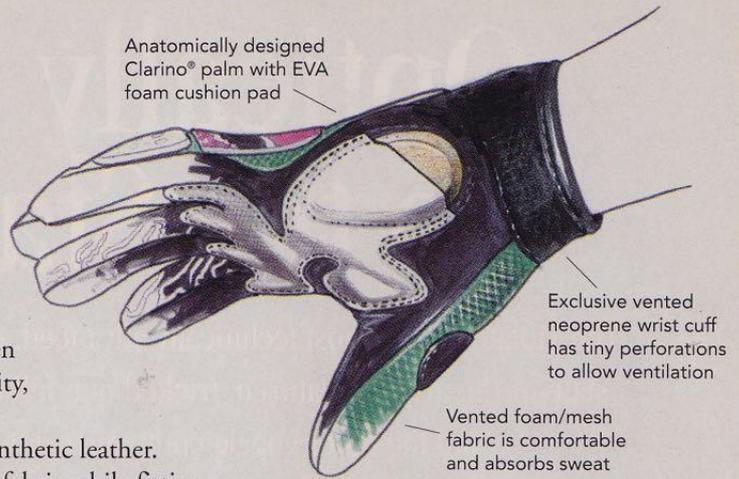


Doug Henry charges ahead of teammate and rival Steve Lamson (4). By the time this photo was taken, Doug had already clinched the title for the 2nd year in a row.

It looked like the 125cc National championship was going to go down to the wire, but Doug came on strong at the end of the season, while Lamson's luck went south.

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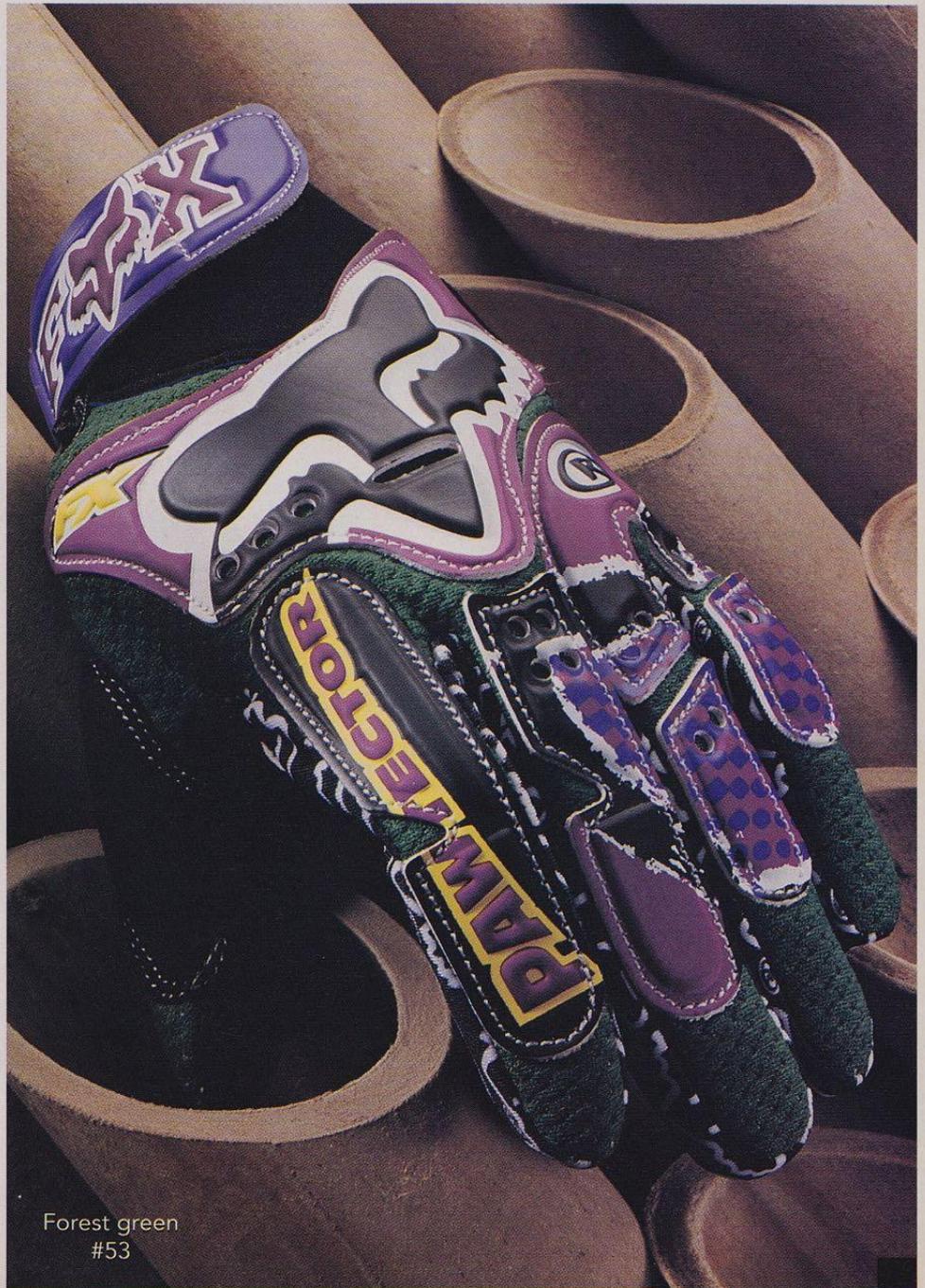
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Forest green
 #53

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MOTOCROSS

ACTION MAGAZINE

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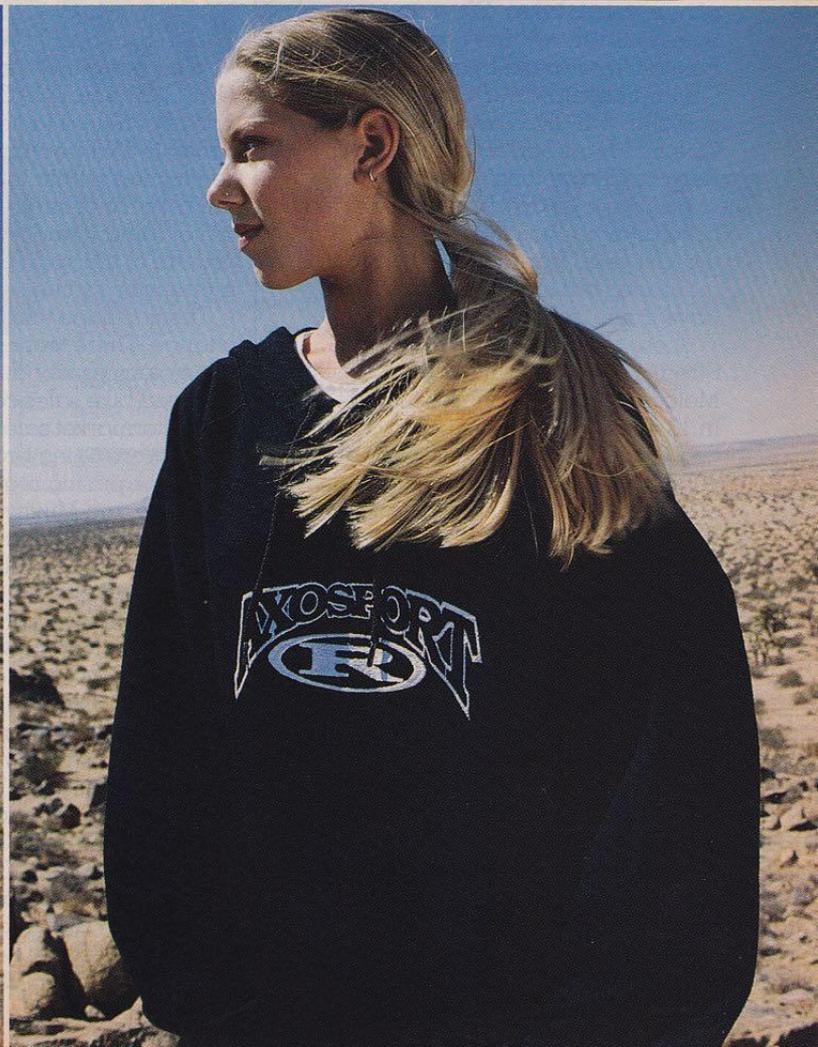
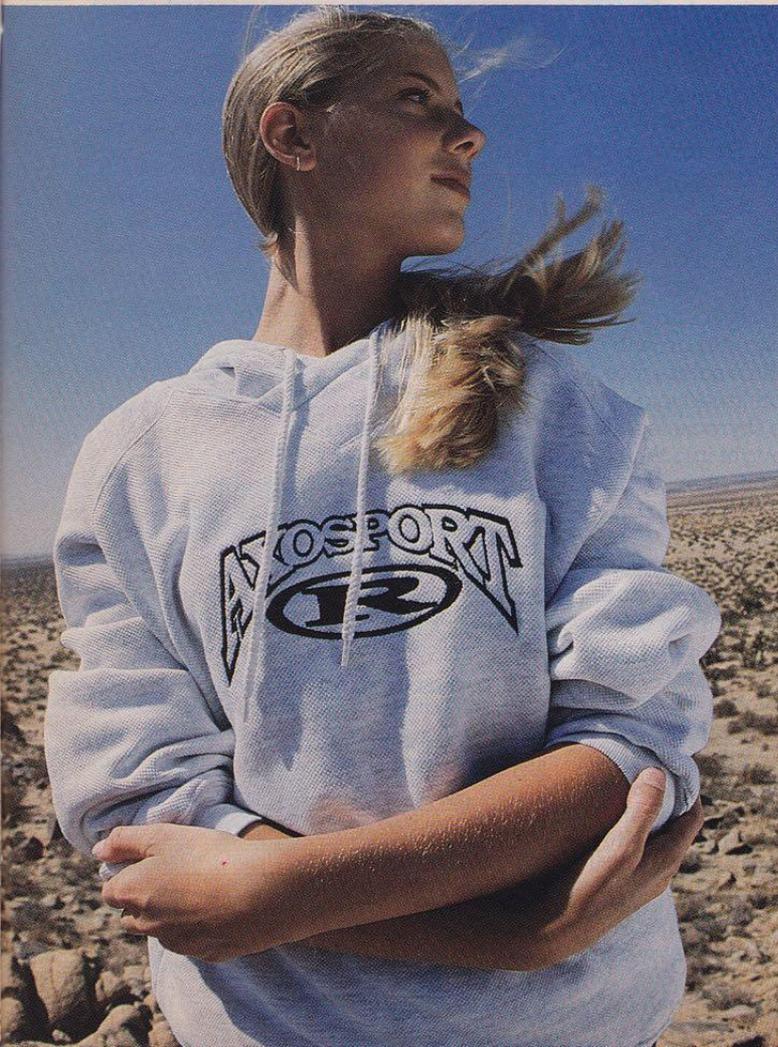
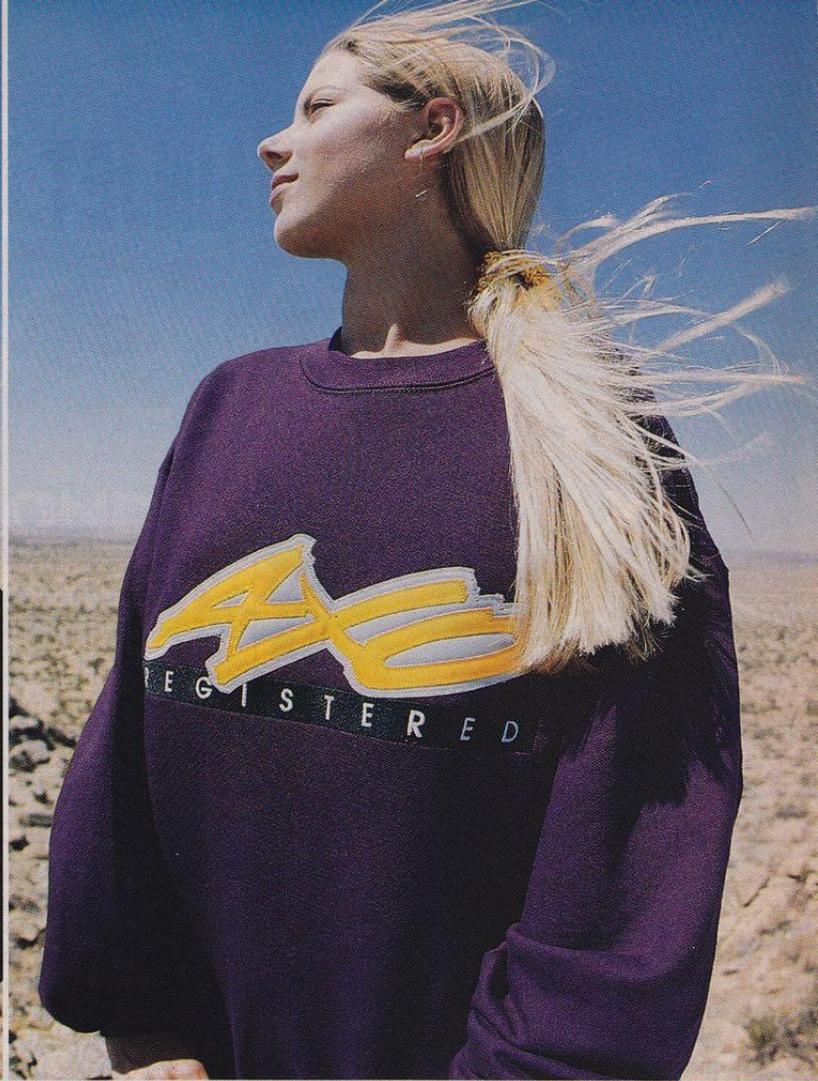
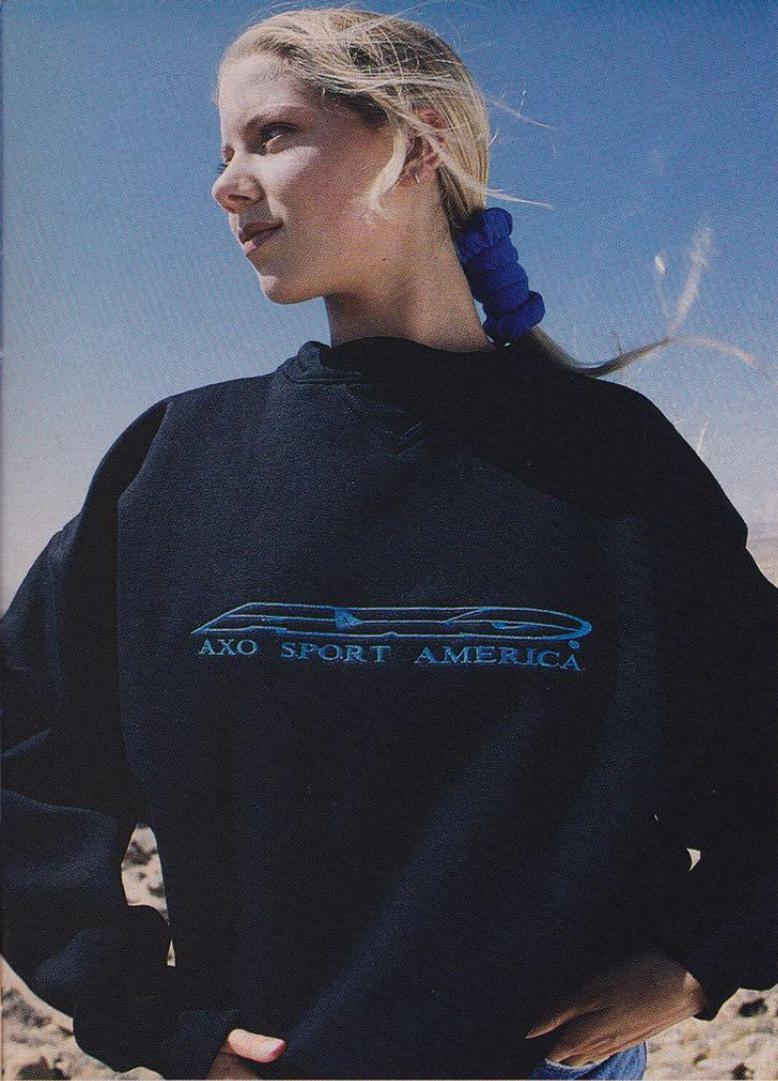
ON THE COVER: Mike LaRocco sails to victory on his Stars and Stripes KX500 at the MXDN. Photo by Luc "Daddy" Verbeke. Ed "Our Man Flint" Arnet nails Willy Musgrave on the YZ250 at Hungry Valley. **ON THIS PAGE:** How did the MXDN go for Mike Kiedrowski? The first turn tells the whole story. Photo by Luc "Our Man in Brussels" Verbeke. Color separations by D.I.S.C.

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

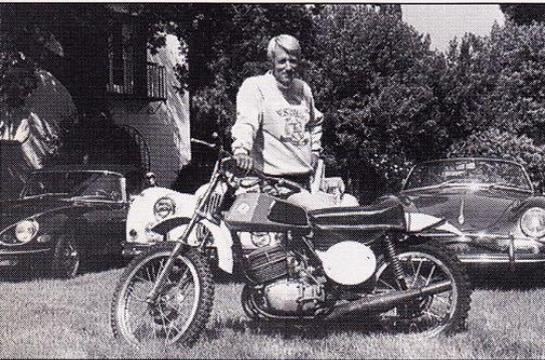
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sweats
team issue





O N THE MAINJET



By Roland Hinz

□ The change of seasons for motocross racers isn't measured by falling leaves, the first snowfall or the vernal equinox. Not that racers are immune to the tilt of the planet, only they operate on a different timetable than the solar plane. A motocrosser's year starts with the Winter Series. Spring is heralded by the opening of all the tracks that closed because of snow. Summer means the coming of the big 250 National at the local track, and Fall is marked on the calendar by the release of next year's bikes. We date our year by events that we are preparing for: Ponca City, Loretta Lynn's, World Vet Championship, Four-Stroke Championship, USGP, Commotion-by-the-Ocean, Mega-Series, Englishtown Race of Champions.

As '94 winds down, it is time to look back on what has transpired during the last year, partially for the fond memories but mostly to learn if we have come anywhere.

There were historical firsts in '94. Streaks were broken (America lost the Motocross des Nations for the first time in 13 years). Old riders faded away (Jeff Stanton raced his last race after winning six AMA titles). New stars emerged (Kevin Windham earned a factory ride after one dazzling moto at Mt. Morris). New trends surfaced (Team SplitFire/Hot Wheels, Team Sizzler/Noleen and Team Boyesen/Penske proved that private teams could eventually replace factory teams). Old mistakes were repeated (the AMA failed to squelch dirty riding and its riding partner, retaliation). Riders were fined (but always less than they stood to earn for their transgressions). Local entries surged (fueled by the Vet class movement). Contingency programs boosted big series races (each factory dedicates millions of dollars to local race promotion). Outside sponsors finally surfaced (Honda got

MCI and next year there will be a new Kmart team). TV coverage expanded (cable sports channels have discovered the ratings pull of motorcycles).

There were also dilemmas to face in '94. There were schisms (the AMA and the supercross promoters have driven a wedge through the center of professional racing in the pursuit of profit). There were new series contenders (a new World Supercross Championship has been organized that will threaten the sanctity of American supercross). There continues to be conservative market leadership (the major motorcycle manufacturers insist on underproducing off-road bikes, even in the face of a growing market). The professional "team look" remained a private team exclusive (Team Honda has vowed to make its team look like one in '95). Major event scheduling was still a problem (teams have close-ended budgets that will not allow for a never-ending proliferation of supercross and National series). The production rule continued to be unenforceable (neither the rulebook nor AMA officials are stringent enough to dictate legislative fairness). Our sport's professionalism sags behind other motorsports like CART, NASCAR and USAC (fancy 18-wheelers can't help a factory rider give a sensible TV interview). There was little realization within the industry of the importance of supporting four-stroke development and racing (the future growth of the sport demands a serious four-stroke racing series).

There is hope that '95 will bring about change. There were signs of growth in the motocross world. Bike sales were up, used bike sales continued to do well and aftermarket sales skyrocketed. New riders were being brought into the sport by the surprising regeneration of the Pee Wee and Minicycle classes. Motorcycle manufacturers have slowed the upward price spiral that threatened to strangle the sport, and at the same time have begun to concentrate on fixing existing technology instead of reinventing the MX bike every year.

Best of all, though, you and I are better informed, more sophisticated and more enthusiastic about the possibilities of next year. We have learned a lot from our mistakes, and hopefully the AMA, AIR, FIM, Honda, Yamaha, Suzuki, Kawasaki, KTM, promoters, racers, sponsors, team managers and mechanics have, too. Last year may be history, but it is not one that we are doomed to repeat. □

MOTOCROSS

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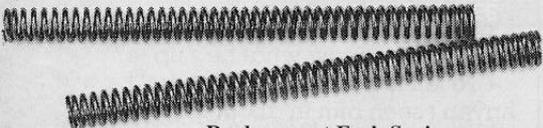
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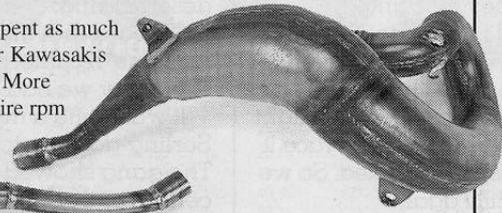


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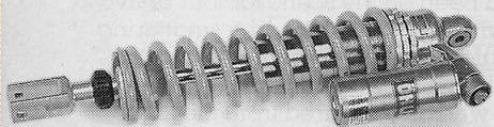
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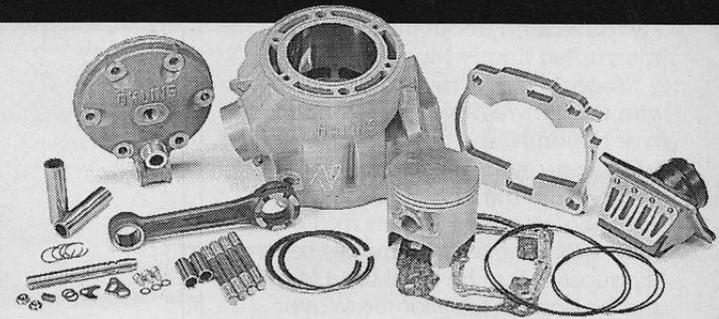


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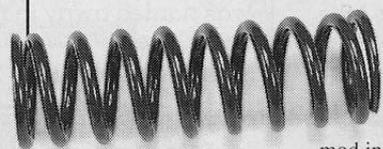
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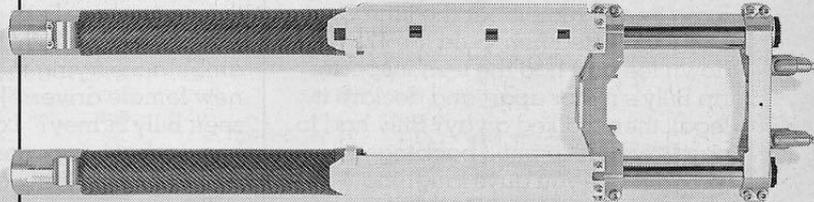
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JODY'S BOX

By Jody Weisel

❑ "When was the last time you saw Billy Haney?" I asked Stumpy Phalange as we stood in line at sign-up.

"I haven't seen him. I heard that he sold his Yamaha and bought a Suzuki. Can you imagine that guy on a Suzuki? He was out of control before," said the Stumpster. "I heard that he was racing up north now."

"You talking about Billy Haney?" interrupted Jimmy Mac.

"Yeah," I said. "He used to hang out with us, but we haven't seen him for over a month. The Stumpmaster thinks he's racing somewhere else."

"No," said the Mac. "I heard that he bought a couple of Jet Skis and has been spending all his time at the river. My guess is that he'll get tired of that and be back in time for the Winter Series."

"That would be good," I said. "I always liked Billy. Remember the time we zip-tied his frame rails to his bike stand? He tried to get his bike off the stand for ten minutes before he realized that he wasn't as weak as he thought he was."

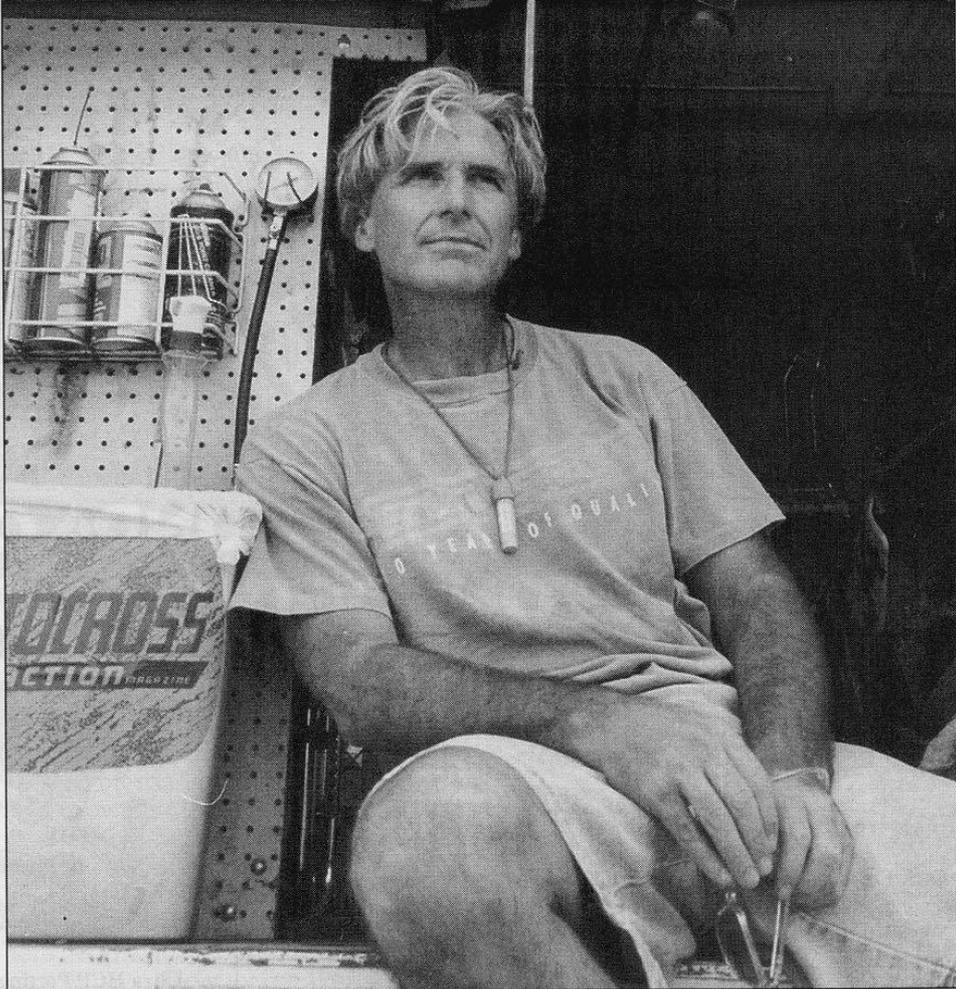
"Oh, yeah," added Stumpy, "and how about that time in Mammoth when we removed the room number from our condo and put it on the apartment next door? When Billy came home from Whiskey Creek that night he walked in on a schoolteacher from Iowa and his wife."

"That was cool," said Jimmy. "The best thing we ever did to Billy was posting that fake race schedule on the back door of the trailer. He showed up on the starting line with the Pee-Wees. Even better, remember the time Crazy Dave protested him, paid the \$25 tear-down fee and had the tech inspector rip Billy's motor apart and declare it legal, then walked away? Billy had to pay Dave \$50 to put it back together."

"What are you guys laughing about?" asked Crazy Dave as we walked back across the pits.

"We were just thinking about all the stupid practical jokes we used to pull on Billy Haney, and how much we miss the guy."

"I heard that he got hurt jumping a big double about a month ago," said Dave. "Monte Floyd told me that Billy had bought a new Kawasaki and came up short on some uphill jump that only people with terminal illnesses were attempting. I guess he missed



it big-time, augured in head-first and was hauled away in the ambulance," said Dave.

"Does Monte know what hospital he's in?"

"Ask him for yourself. Monte and his brother Jimmy are right over there."

"Hey, Monte," I said with a serious tone. "Is Billy Haney all right?"

"Oh, sure," said big Monte. "It just knocked the wind out of him. I haven't seen him since, but Fred Phalange said that Billy sold his Kawasaki and bought a new Honda, but didn't want to race it until he got the suspension fixed. So we might never see Billy again."

"You know who would know?" said Jimmy Mac. "Jumpin' Jack. Billy and he are really close friends. They race in the same class. Let's go ask him."

We found Jumpin' Jack over by the ambulance trying to pick up on the new female driver. "Jack, have you seen Billy Haney?" I asked. "We don't know what happened to him and we thought you might have seen him."

"I never want to see that guy again," said Jack with a flash of anger. "He sold me his new Honda about a month ago and claimed that the suspension had been completely redone by Bones. I asked Bones what settings were in Haney's bike a week later and Bones said he never touched the bike. Billy and I aren't friends anymore. I haven't spoken to him since. Don't know where he is and don't care."

"Bones!" I yelled as we neared the Pro Circuit box van. "We've been look-

ing for Billy Haney. Nobody has seen him. Do you know what he's up to?"

"To tell the truth," said Bones. "I haven't seen him in about month. He sold his Honda to Jumpin' Jack and bought a Husky four-stroke. He came into the shop the day he bought it and I thought he said something about desert racing."

"I heard that his girlfriend left him for some 125 Intermediate," chipped in some guy we had never seen before.

It was quite a mystery. Sort of a Rod-Serling-goes-motocrossin' episode. The gang showed a great deal of concern over the fate of Billy Haney, at least until practice started, then life went on. That's the way it is in racing—they come and they go. Haney had been on the scene for four or five years, and while he had a smattering of talent, he never seemed to put it together. If he was like all the other racers who disappeared from the local scene, this would probably be the last time we would ever mention his name again. He would just be forgotten . . .

He would have been, but right after practice I ran into Billy Haney at the concession stand.

"Billy, where you been?" I asked as I threw my arm around him like a long-lost compatriot at arms. "I haven't seen you in a long time. I was worried. Where have you been keeping yourself?"

"I haven't been anywhere. I just started parking on the other side of the pits, about a month ago." ❑

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CR80	1985	26.58 20.55
CR80	1982-84	26.58 19.92
CR80	1980-81	26.58 10.81
CR125	1990-95	52.21 12.98
CR125	1989	52.21 12.12
CR125	1986-88	47.21 12.12
CR125	1985	47.21 20.61
CR125	1980-84	53.34 20.61
CR250	1992-94	62.26 27.76
CR250	88-91	43.32 27.76
CR250	86-87	51.95 24.79
CR250	1981-85	61.95 24.79
CR250	1980	61.95 20.42
CR500	1989-95	86.88 31.00
CR500	1984-88	85.00 31.00
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CR125	1992-93	16.17
CR125	1987-92	14.71
CR250/CR500	1995	19.26
CR250/CR500	1992-94	16.17
CR250	83-91	14.58
XR	All Models	CALL

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CR125	1985-95	25.60
CR250	1985-95	25.60
CR500	1985-95	25.60
XR80R/XR100R		6.84
XR200R	1984-95	14.43
XR250R	1986-95	21.35
XR350R	1983-85	21.35
XR500R	1983-84	24.09
XR600R	1985-95	21.35

FRONT BRAKES

CR80	1994	28.69
CR80	1993	20.30
CR125	1993-94	25.11
CR250	1993-94	25.11
CR500	1993-94	25.11

CLUTCH CABLES

CR80	1983-95	8.43
CR80	1980-82	10.73
CR125	1991-95	10.67
CR125	1981-90	11.05
CR250	1984-95	12.72
CR500	1985-95	9.94
XR80R	1985-95	9.25
XR100R	1985-95	10.36
XR200R	1984-95	11.44
XR250R	1986-95	10.65
XR350R	1983-85	10.95
XR500R	1983-84	10.34
XR600R	1985-95	11.20

SHIFT LEVERS

CR80	1983-95	27.80
CR80	1980-82	from 16.13
CR125	1987-95	42.50
CR125	1983-86	35.06
CR250	1992-95	46.25
CR250	1988-91	38.50
CR250	82-87	40.50
CR500	1984-95	37.40

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All CR's	Front	from 22.84
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CR125	1986-95	10.65
CR125	1980-85	9.80
CR250	1986-95	9.92
CR500	1990-95	10.45
CR500	1986-89	9.92
CR500	1984-85	11.08
XR80R	1986-95	15.14
XR100R	1986-95	15.36
XR200R	1986-95	18.28
XR250R	1986-95	14.20
XR350R	1983-85	11.44
XR500R	1983-84	10.80
XR600R	1988-95	14.70

BRAKE LEVERS

CR80	1986-95	8.98
CR80	1983-85	8.24
CR125	1992-95	9.82
CR125	1983-91	9.40
CR250	1992-95	9.82
CR250	1984-91	9.22
CR500	1992-95	9.82
CR500	1984-91	9.22
XR80/100/200	1988-95	17.46
XR250/600	1986-95	8.39
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CR80/125	1980-82	6.49
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CR500	1984-95	7.78
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XR500R/XR600R		8.46

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CR80	1982-95	9.23
CR125	1982-95	10.20
CR250	1982-95	10.20
CR500	1984-95	10.20
XR80/100	1985-95	12.92
XR200/250	1984-95	13.69
XR500/600	1985-95	13.69

GASKET SETS

CR80	1993-94	23.67
CR125	1993-94	38.67
CR250	1994	30.25
CR250	1993	30.25
CR500	1994	55.85
CR500	1992-93	29.83

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	Pistons	Rings
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YZ80	1988-92	58.95 6.83
YZ80	1985-87	35.80 6.83
YZ80	1984	44.27 6.83
YZ80	1983	30.04 20.74
YZ80	1982	29.16 18.54
YZ125	1991-95	33.75 6.83
YZ125	1990	38.84 6.30
YZ125	1989	41.04 6.30
YZ125	1986-88	33.56 6.30
YZ125	1985	36.64 6.30
YZ125	1984	28.72 6.30
YZ125	1983	40.60 6.30
YZ125	1982	37.96 6.30
YZ250	1993-95	38.70 33.75
YZ250	1992	33.75 33.75
YZ/WR250	1991	32.75 24.23
YZ/WR250	1989-90	40.60 22.56
YZ250	1985 & 88	38.84 22.56
YZ250	1986-87	42.80 22.56
YZ250	1984	41.48 24.32
YZ250	1983	60.22 18.07
YZ250	1982	43.68 26.96
YZ490	1984-90	49.40 25.64
YZ490	1982-83	53.40 25.64

FRONT FENDERS

YZ80	1993-95	42.36
YZ80	1991-92	21.68
YZ80	1982-90	18.20
YZ125	1992-95	43.65
YZ125	1991	28.35
YZ125	1985-90	19.04
YZ/WR250	1992-95	43.65
YZ/WR250	1991	28.35
YZ/WR250	1989-90	19.83
YZ250	1985-88	19.04
YZ490	1985-90	19.04
WR200	1992	39.28
WR500	1992-93	24.76
IT, TT, XT	Fenders	CALL

PISTONS / RINGS

	Pistons	Rings
WR200	1992	26.52 15.08
WR500	1992-93	49.40 25.64
IT175	1982-83	37.52 20.36
IT200	1984-86	34.88 14.90
IT250	1983	49.40 23.00
IT250	1982	40.16 24.32
IT465	1982	38.84 28.72
IT490	1983-84	55.03 25.64

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YZ80	1993-95	49.05
YZ80	1991-92	9.18
YZ80	1985-90	14.94
YZ80	1983-84	15.25
YZ80	1982	21.24
YZ125	1993-95	51.30
YZ125	1991-92	42.75
YZ125	1986-90	14.64
YZ125	1985	22.60
YZ125	1982-83	20.36
YZ250	1993-95	51.30
WR250	1993	36.20
YZ/WR250	1991-2	42.75
YZ/WR250	1985-90	14.64
YZ250	1982-84	20.36
YZ490	1982-84	20.36
WR200	1992	26.08
WR500	1993	36.20
WR500	1992	41.04

CLUTCH LEVERS

YZ80	1991, 1995	11.88
YZ80	1982-90, 1992-94	6.25
YZ125/YZ250	1994-95	11.88
YZ125	1982-93	6.54
YZ/WR250	1982-93	6.25
YZ490	1982-93	6.25
WR200/500	1992-93	6.25

BRAKE LEVERS

YZ80	1991-95	9.95
YZ125, YZ/WR250	1990-95	12.95
YZ125, YZ/WR250	1989	12.95
YZ125, YZ/WR250	1985-89	12.95
YZ125, YZ/WR250	1982-84	12.95
YZ490		6.25
WR200	1992	12.50
WR500	1992-93	11.95

HANDLEBARS

YZ80	1991-95	30.60
YZ80	1991	21.24
YZ80	1990	28.72
YZ80	1987-89	27.84
YZ80	1983-86	30.04
YZ80	1982	31.80
YZ125	1992-95	23.85
YZ125	1991	21.15
YZ125, YZ/WR250	1987-90	29.16
YZ250/WR250	1993-95	23.85
YZ250/WR250	1991-92	21.15
YZ490	1990	28.28
YZ490	1988-89	29.16
YZ490	1983-87	30.04
YZ490	1982	36.64

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YZ80	1983-84	15.95
YZ125	1985-93	25.95
YZ125	1984	18.95
YZ250	1986-92	29.95
YZ490	1984-90	27.95
WR500	1992-93	29.95
TT600, XT600		23.95
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- BELL MOTO 6 McGrath / Kiedrowski \$239.99
- '95 BIEFFE MX TECH \$119.99
- SHOEI VFX white \$294.99
- SHOEI VFX flash \$394.99

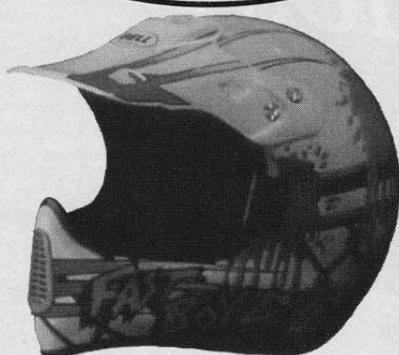


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- SCOTT model 87 \$ 20.99
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- ANSWER TKO \$104.99
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- SINISALO SCX \$104.99
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- '95 ANSWER EDGE 3 \$ 81.99
- '95 ANSWER LOGIK \$112.99
- JT POWER \$ 95.99
- '95 MSR SYSTEM 6 \$132.99
- SINISALO SCX \$134.99
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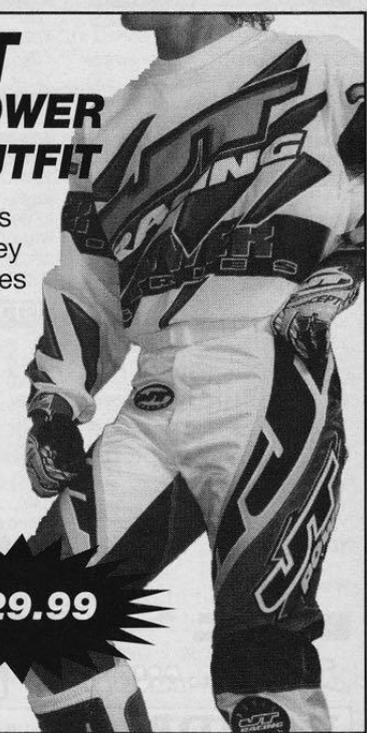
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- '95 ANSWER FORCE \$ 22.99
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- JT HALF BREED \$ 29.99
- '95 MSR SYSTEM 6 \$ 27.99
- SINISALO SHORT \$ 31.99
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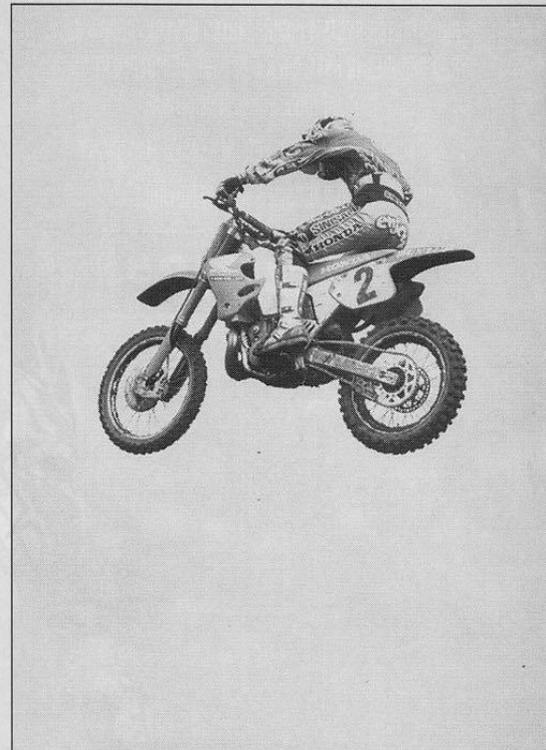
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Back to basics: Jeff Emig has held out on signing his Yamaha contract for '95. Jeff has managed to stay relaxed during his protracted negotiations by spending his off-season trail riding in the mountains by his house.



Broken wing: Current 250cc World Champion Greg Albertyn will be absent from most of the off-season supercross tour due to a freshly broken navicular bone. Breaking the navicular bone is one of the worst injuries for a motocrosser. The bone takes a long time to heal, and often requires surgery to correct. Ricky Johnson's retirement was partly due to a broken navicular.



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Team Manager - Alec Wright
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TO THE PRESIDENT - BELGIAN MOTOR CYCLE FEDERATION

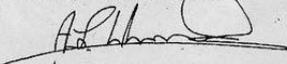
C.C. Johnny Stribos - M X des Nations Team Manager
C.C. Stefan Everts, Jan de Groot, Harry Nolte.

Gentlemen,

You may recall earlier this year that I requested a release for Stefan Everts to ride in the Dutch Championship round at Lichtenvoord, this was at first refused. Only after the commissioning of a Solicitor and the subsequent legal advice of E.E.C. Law did you allow the official release. This action cost Team Kawasaki legal fee which were completely unnecessary.

The Belgian Federation have refused to pay the legal costs, therefore to recover this money I will again require a Solicitors assistance which will result in additional cost. Now you require the assistance of Team Kawasaki to support Stefan Everts for your Moto X des Nations Team.

I now must inform you that due to your refusal to cover the legal costs of your action described above, there will be NO machines or assistance available to support Stefan Everts to compete at the Moto X des Nations.



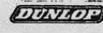
A.L. Wright,
Team Manager,
Team Kawasaki Europe.













PRESS INFORMATION: RAY ARCHER PHOTOGRAPHY

ALEC WRIGHT GETTING EVEN WITH THE BELGIANS?

● One of the biggest controversies at this year's Motocross des Nations was the no-show of Belgium's best motocross star, Stefan Everts. Stefan was denied bikes and support by Alec Wright, Kawasaki team manager in Europe, who just happens to be British. The ever-resourceful, fact-finding, undercover, covert operations, crack investigating MXA spy team uncovered the actual letter written by Alec Wright to the Belgian Federation explaining why they would not be lending support to Stefan. Great Britain won the Motocross des Nations and the Belgians are sure that Stefan-Gate was a plot by the Brits to keep Everts out of the race. You be the judge. ●



Disconnected: Team Honda and Jeremy McGrath are still at the bargaining table, but the deal is all but done. It looks as though Jeremy will get everything he was asking for—at least a half-million in salary, clothing and Honda product (i.e., cars, bikes, etc.) for the '95 season.



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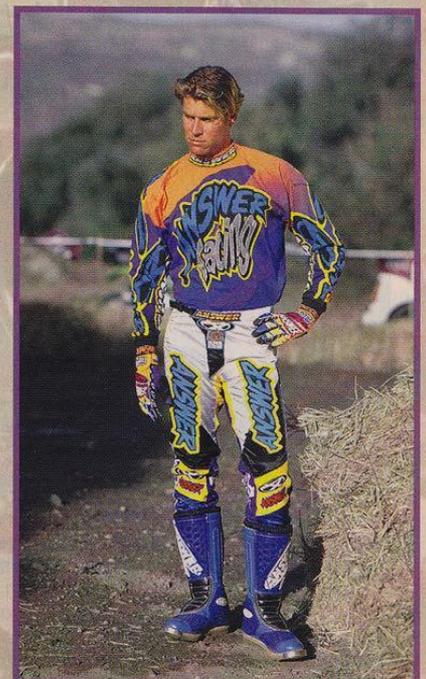
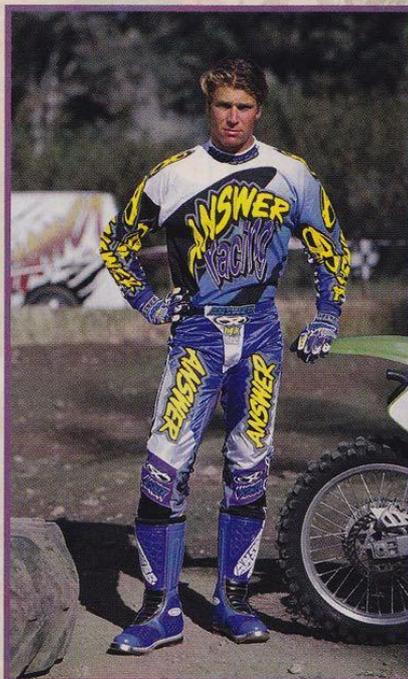
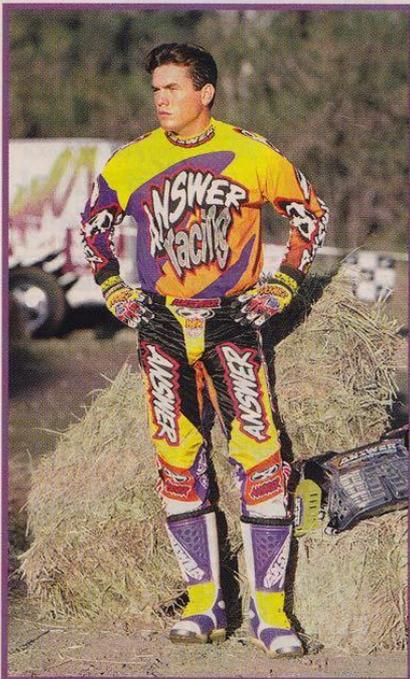
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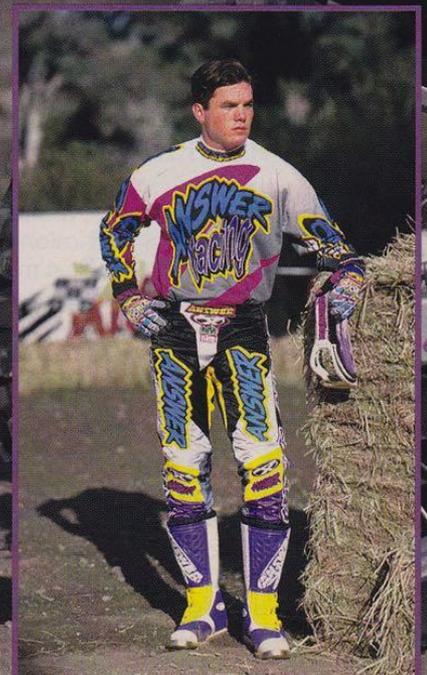
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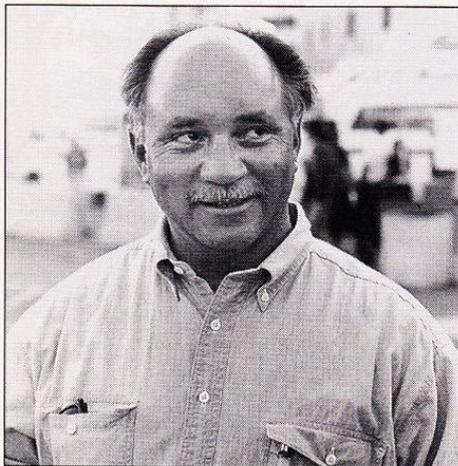
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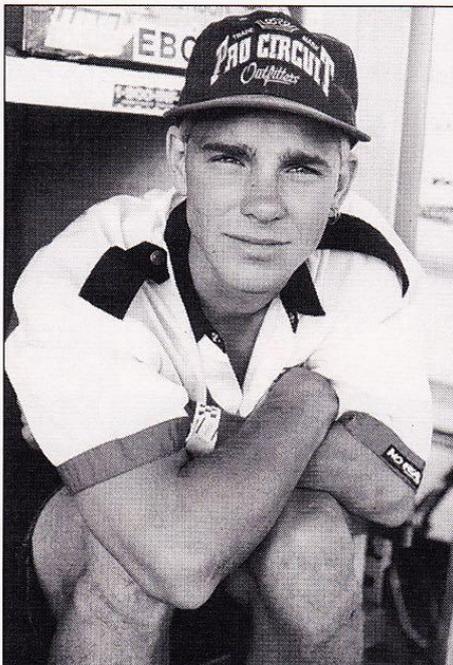


Thin air: The AMA's former director of professional racing, Roy Jansen, is the man in the middle of the big supercross controversy. The supercross promoters group that runs AIR, which Jansen jumped to over the winter, had reportedly come to terms with the AMA to return supercross to the fold. Those first reports were false, but the two sides are still negotiating. What will happen to Roy if they settle? The AMA has already filled his old position.

Hardcore: Randy Lawrence (yes, he's related to Phil) was added to the SplitFire team, along with his rider, David Pingree. Randy is one of the most athletic mechanics on the circuit. Some of R.L.'s hobbies include snowboarding, BMX freestyle, BMX dirt jumping, rollerblading, rental car stunt driving and motocross. That's Randy in the new JT ad. ▶



Promoted: Team SplitFire mechanic Alley Semar has jumped from the Hot Wheels semi to the Team Yamaha big rig. Semar, a former National privateer, will turn the wrenches for Yamaha factory newcomer Kevin Windham. Alley has worked for the powerful Pro Circuit SplitFire team for the last two years, wrenching for Mike Chamberlain and James Dobb.



Rhino skins: After a long development time, Rhino Moto Skins are finally coming off the production line. The full plastic bodywork replaces the radiator wings and side panels, while giving riders plenty of room to plug their sponsors. Rhino Moto Skins are currently available for Honda and Kawasaki MX bikes. For more info call (800) 474-4669.



Pink slip: Team Kawasaki's Mike Kiedrowski gave his longtime mechanic, Shane Nalley, the boot and hired former Yamaha factory mechanic Brian Lunnis to replace him. Shane and Mike had a volatile relationship in '94, with Shane quitting once on the way to a race. Many in the industry feel Lunnis and Kiedrowski are a pair that will work well together.



◀ **Blue light special?:** Former team Suzuki pilots Jimmy Button and Phil Lawrence were close to signing a deal to ride for a Kmart-sponsored team when Kmart backed out of the deal at the last minute. Button and Lawrence are still scrambling for a ride. Jimmy is exploring his options to ride in Europe or Japan, while Phil is seeking employment here in the States. □

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KX250/500 (1982-1987)	17.25

CLUTCH

KX80 (1981-1995)	\$14.70
KX125 (1983-1995)	14.70
KX250/500 (1983-1989)	15.99

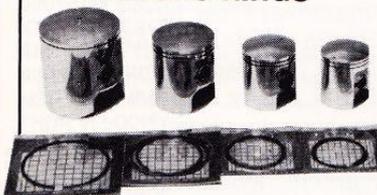
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KX80 (1987-1995)	74.50
KX125/250/500 (1988-1995)	74.50

REAR BRAKE CABLE/HOSE

KX80 (1981-1987)	\$ 8.45
KX80 (1988-1995)	29.95
KX125/250/500 (1986-1993)	37.50
KX125/250/500 (1994-1995)	45.95
KX250/420/500 (1980-1985)	14.25

PISTONS-RINGS



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KX80 (1983-1989)	\$22.95
KX80 (1990-1995)	38.80
KX125 (1982-1986)	57.50
KX125 (1987-1988)	46.50
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KX250 (1983-1989)	46.50
KX250 (1990-1995)	62.95
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KX80 (1983-1995)	\$17.80
KX125 (1982-1985)	21.95
KX125 (1986-1987)	8.99
KX125 (1988-1989)	21.95
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KX500 (1988-1995)	24.80

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SWING ARM BEARING AND SPACER KIT



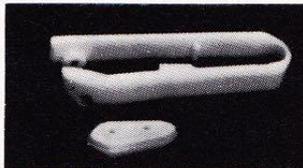
Consists of two GENUINE KAWASAKI swing arm bearings and two spacers.
KX80 (1981-1995)

KX80 (1981-1995)	\$24.95
KX125/250/500 (1982-1991)	25.70
KX125/250/500 (1992-1995)	42.80

CHAIN BUFFER SET

Set consists of swing arm buffer and lower chain guide buffer. The design may vary from the picture, depending on yr. & model.

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REAR

KX80 (1983-1995)	\$17.65
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KX125/250/500 (1988-1995)	25.50

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KX250/500 (1984-1995)	9.40/ea.

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WRIST PIN

KX80 (1984-1995)	\$5.10
KX125/250/500 (1974-1995)	7.99

WRIST PIN BEARING

KX80 (1979-1995)	\$8.15
KX125/250/500 (1981-1995)	8.75

BRAKE SHOES/PADS Genuine KAWASAKI

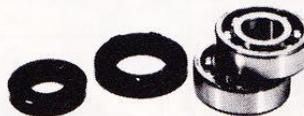
FRONT

KX80 (1981-1983)	\$16.80/pr.
KX80 (1984-1987)	57.40/set
KX80 (1988-1995)	38.99/set
KX125/250 (1980-1981)	16.80/pr.
KX125/250/500 (1982-1986)	57.40/set
KX125/250/500 (1987-1988)	42.50/set
KX125/250/500 (1989-1995)	48.25/set

REAR

KX80 (1981-1987)	\$16.80/pr.
KX80 (1988-1995)	37.95/set
KX125/250/500 (1980-1985)	26.99/pr.
KX125/250/500 (1986)	37.60/set
KX125/250/500 (1987-1991)	42.50/set
KX125/250/500 (1992-1995)	49.99/set

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HALL OF FAME

Dear MXA,

The MXA Hall of Fame story reminded me

how much I loved to watch the riders of the '70s races. Can you tell me whatever happened to (1) Gary Jones, (2) Mark Blackwell, (3) Jimmy Weinert, (4) Gaylon Mosier and (5) Steve

Wise? These were some of my favorite riders, and seeing their names in the Hall of Fame made me think fondly of the great moments they brought me.

Stu Baylor
Rome, NY

Some of the answers are easy and some are painful. (1) Gary Jones, four-time 250 National Champion, works for Noleen Racing. He still races, is the current Over-40 National Champion, and lives in Norco, California. (2) Mark Blackwell, '71 500 National Champion, lives in Thief River Falls, Minnesota, where he is an executive at Arctic Cat Snowmobiles. (3) After his racing career was over, Jimmy Weinert returned to his native New York, where he runs the family salvage business. Jimmy, two-time 500 National and one-time Supercross Champion, races at many of the vintage events across the country. (4) Gaylon Mosier was killed 12 years ago while training on a bicycle. (5) Steve Wise, who won professional events in outdoor motocross, supercross, dirt track, road racing and Superbikers, has become a minister and spends his time spreading the word of God and giving invocations, sermons and speeches at public events.

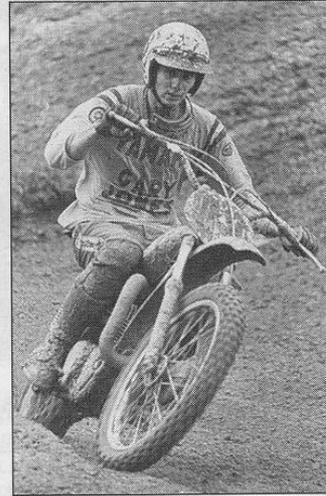
THE PROMOTER SQUABBLES

Dear MXA,

Will there be an Anaheim Supercross this year? I have heard all about the battle between the AMA and the promoters and I was wondering what effect it would have on the Anaheim race.

Drew Pierce
Garden Grove, CA

The conflict between the AMA and the supercross promoters is over money. The source of that money is supercross races like the Anaheim event.



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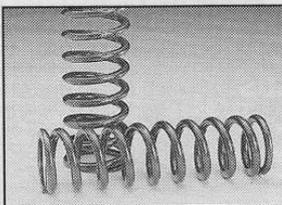
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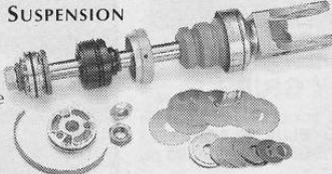
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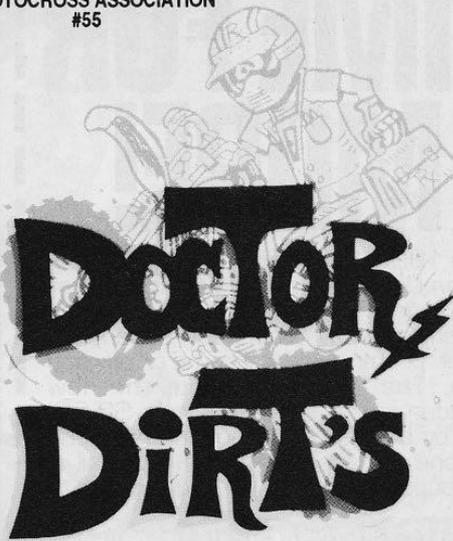
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Don't worry, there will be an Anaheim Supercross! Whether it is sanctioned by the AMA or AIR is really not important to the fans in the stands. These are bureaucratic, internal bookkeeping matters that the lawyers of the two parties will resolve. The only way the squabble could affect the fans is if the AMA and AIR get into promoting conflicting events on the same day. In this case, you will want to be sure that McGrath, LaRocco, Kiedrowski, Lamson and Henry will be at the race you are paying to see.

HONDA DELUSION

Dear MXA,

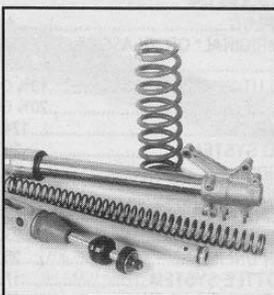
I am sick and tired of your biased views on motocross bikes. You are continually reinforcing your idea that Honda is the king of dirt bikes. Every test in every issue contains comparisons with the testee and Honda. Every time I see "Shootout" on the cover of a new issue I laugh because the only shootout is for second place. The Honda always wins. If you don't print this, I'll know why. You probably don't want all of your poor, unsuspecting readers to find out that your paycheck comes from Honda.

Justin Armer
 Fresno, CA

No, Justin, the only reason we wouldn't print this letter is to save a poor misguided moron from choking on a meal of crow. It is true that every test contains comparisons with the "testee and Honda." For example, we might compare Kawasaki brakes to Honda brakes. Not to do so would deprive the potential buyer of valuable information. The basic element of testing is to make comparisons and references that the reader can use for edification. Honda has the best brakes, so all brakes are compared to the best. By the same token, every test contains comparisons with the "testee" and Kawasaki (when the subject is suspension—because Kawasaki has traditionally had the best suspension). Likewise, comparisons on high-speed stability are made with Yamaha. It is not done as a favor to Honda, Kawasaki or Yamaha, but as a method of informing the reader as to the relative performance of one part versus another part.

Your concept that Honda wins every MXA shootout is an illusion, or maybe a delusion. Since '90, Honda has not won a single 125 shootout (Kawasaki and Suzuki have traded the spot for the last five years), while during the same period of time Honda has only won the 250 shootout once (Yamaha

WINNING PERFORMANCE



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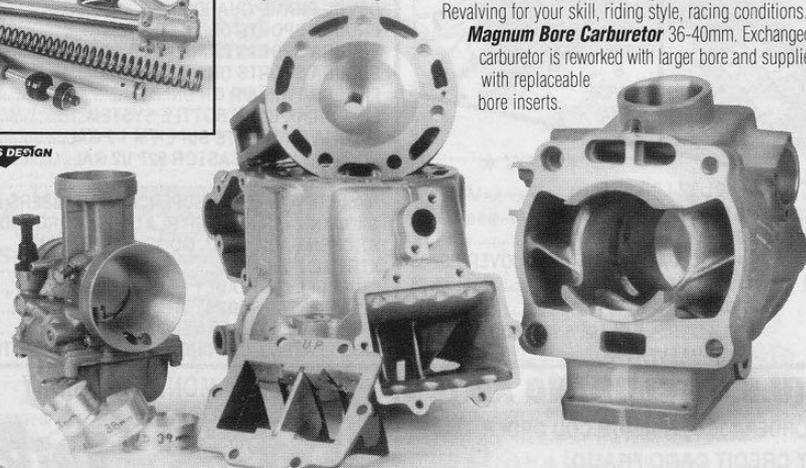
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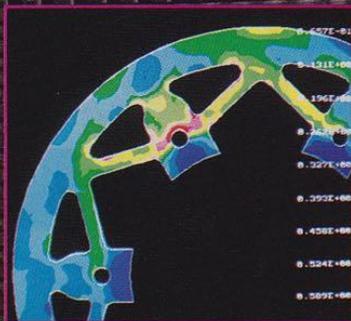


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MAIL ENTRIES

and Kawasaki have traded the victory the other four times). Perhaps you are the one with the bias.

IT'S A DOG'S LIFE

Dear MXA,

This may sound like a stupid question, but MXA showed a picture of Ricky Johnson years ago with his dog. What kind of dog was it?

Kevin Morton
 Phoenix, AZ

Sharpei.

RUDE IS AS RUDE DOES

Dear MXA,

It never fails to amaze me what nerve you guys have. If I was being interviewed by MXA I would be offended by how sarcastic, and downright demeaning, your questions are. However, as a reader, I have never laughed as much as when I read the interviews in the last few issues. Killer questions. Honest answers. No candy coating. It makes the riders more human. Keep it up.

Gary Bunting
 Cleveland, OH

COMING TO CALI

Dear MXA,

I am coming to California over Christmas vacation. If I wanted to race on the same tracks as the MXA wrecking crew, where would that be?

Larry McPhail
 Conroe, TX

It depends on the race schedule for that month, but we typically race at Carlsbad Raceway on Saturdays and Perris Raceway or Glen Helen on Sundays. During the big Winter Series races we try to duck the crowds and get in long motos (for testing) at Carlsbad.

PICKING AT NITS

Dear MXA,

In the Honda CR250 test in the December issue, what kind of bike stand is the bike sitting on (page 76), why is the bottom of the rider's boots covered with screws (page 77), where can I get a fork leg decal that says *Motocross Action* (page 75) and who's the rider?

Jonathan Franks
 Seattle, WA

The bike is sitting on a Pro Circuit bike stand. The boots are Sidi's newest design with a replaceable sole. The screws hold the sole on and when it wears out it can be removed. N-Style makes both the white numberplate backgrounds and the MXA fork guard decals. Larry Brooks is the MXA test rider. □

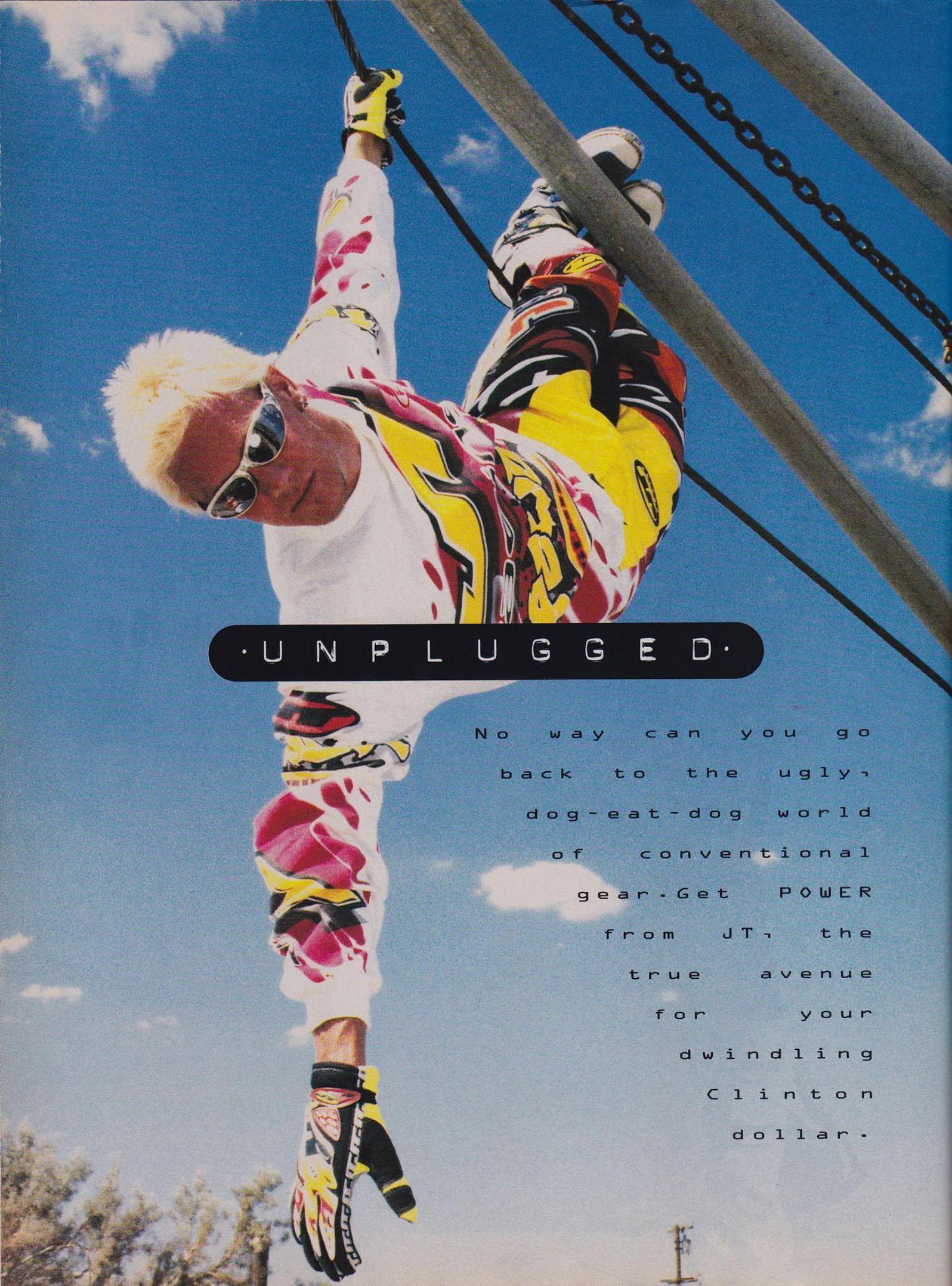


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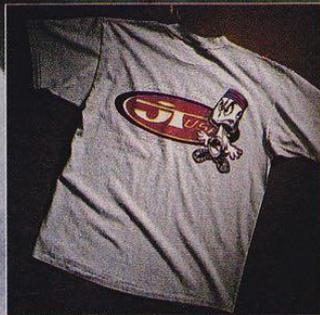
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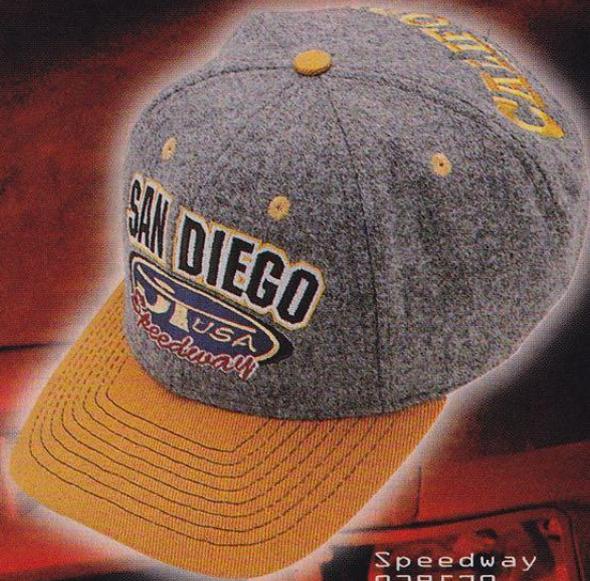
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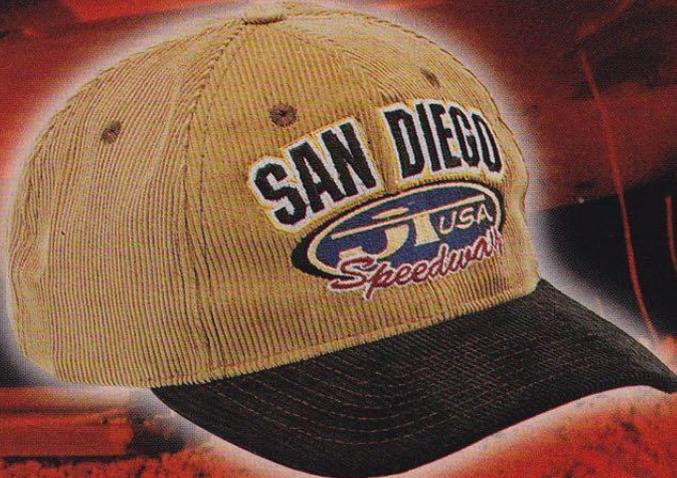
Flame 029550
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RACE TEST

□ Yamaha is the motorcycle success story of the '90s. There were those who thought that lethargy, poor planning, bad engineering and uninvolved management was going to kill Yamaha at the turn of this decade. The chassis designs were old, the engine castings older, management moldy, competition tough and the public uninvolved with the day-to-day operations of Yamaha. It wasn't as bleak as all that, but it wasn't a rosy picture for the future. That was five years ago. Today, it's a different story. Yamaha is sitting on top of the motocross heap. The heroics of John Dowd, the holoshots of Craig, Ward, Lewis, Emig, Brooks and Dubach, the killer amateur contingency program, R&D development of the YZ line, the resuscitation of the Pee Wee class, the domination of mini racing, a new attitude from corporate headquarters and marque identification at the local scene have made Yamaha a motorcycle company on the move.

As we set out to test the '95 YZ250, we had every reason to be optimistic about what the outcome would be. MXA's interaction with Yamaha over the past few years has proved that Yamaha wants to do the right thing. Is the '95 YZ250 a step in that direction? Well, read on.

QUESTION ONE: HOW FAST IS THE '95 YZ250?

First, a little MXA motor history: last year the MXA wrecking crew felt that the '94 YZ250 motor was slower than the '93 motor. Why? Because it was! True, it had more torque, but it had lost snap. In pure acceleration the '93 YZ got up and went, while the '94 went *without* the snappy get-up. The biggest difference between the '93 and '94 motor was that crank inertia was increased in '94 by 7%. Yamaha added the inertia by fiddling with the crank weight location to get more weight farther out on the crank halves, resulting in more chug per rpm (actually, Yamaha just filled in the lightening holes in the crank halves). All was not wrong with the '94, however. It was slower in the git-go but more hooked-up. Test riders felt the '93 was quicker, but they had few, if any, quibbles with the '94. The '94 powerband was an almost perfect marriage of traction and power.

Test riders liked both the '93 and '94 YZ250 motors, but for different reasons.

"Isn't it possible for Yamaha to put a hitch in the git-along like the '93 had, without losing the hooked-up tractor-like feel of the '94?" Test riders wanted Yamaha to blend the '93's snappier low-end to the '94's rheostatic power-

band . . . in short, make a quicker-hitting electric motor. That was a tall order.

QUESTION TWO: DID YAMAHA IMPROVE THE '95 POWERBAND?

Armed with the short history of Yamaha powerplants, its engineers wanted to extend the '94 motor's award-winning torque-o-matic powerband but give it an injection of the '93 model's snappier, responsive and instantaneous hit. In short, make a mellow motor lively, while making a lively motor mellow.

Impossible! Paradoxical! Pie-in-the-sky! Believe it or not, Yamaha did it!

How they did it is amazingly simple. It took something new, something borrowed and something blue. Here's the YZ blueprint:

(1) To get back the snappy, responsive feel of '93, Yamaha took the heavy crank halves out of the '94 engine and went back to the lightening hole models from '93. That meant that the much-ballyhooed "7% more crank inertia for '94" could now be touted as "7% less crank inertia for '95." Marketing genius! Inexpensive engineering. Killing two birds with the same ad verbiage.

(2) Remember the Honda ATAC system? A few years ago Honda cast an empty chamber onto the side of the CR250 cylinder and attached it to the exhaust port via a butterfly valve. At low rpm, the valve opened up the empty chamber so that the exhaust pipe was fooled into thinking it had more volume in the head pipe. As the rpm increased, the valve would close off the empty chamber to return the exhaust pipe volume back to normal. The result? More power at low rpm and the same power at high rpm. For '95 the Honda ATAC chamber found its way from the old CR cylinder to the new YZ cylinder—except Yamaha calls it ERG (Exhaust Gas Resonator) instead of ATAC (Automatic Torque Actuating Chamber).

While it was in a borrowing mood, Yamaha also snagged the reed valve separator out of the current Honda engine.

(3) For years Yamaha remained true blue to Mikuni—no more! The '95 Yamaha YZ250 gets a Keihin PWK carb. The Keihin doesn't make more horsepower than the Mikuni, but it has a rep for better low-end throttle response.

That's it! Engineering at its finest. Lessen the crank weight for a quicker-revving feel, add an ERG chamber for more bottom-end grunt and swap carbs for a crisper feel. *Voila!* The '93's lively feel grafted to the smooth torque of the '94—a transplant that is better than either donor.

IS THE 1995 YAMAHA YZ250 REALLY THE BEST BIKE?

Doing the right thing

QUESTION THREE: SO HOW FAST IS IT, REALLY?

It's a fast bike that doesn't feel fast. It's more torque converter than Top Fuel dragster. The key idea behind the '95 Yamaha YZ250 motor can be stated in drag racing parlance by saying that "it's not the guy with the most horsepower who wins the race—it's the guy with the most horsepower in the ground."

It is, without a doubt, the most "hooked up" bike the MXA test riders have ever ridden. All the power the '95 YZ250 makes (which is more than last year) goes directly into forward motion. No waste and no excess. Even though we felt that we were giving several horsepower up to full-race CRs, the '95 YZ250 would consistently beat them to the first turn.

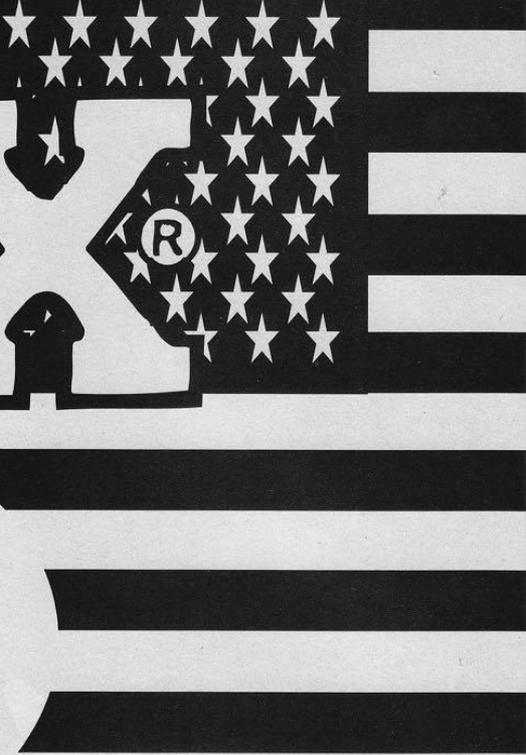
Yamaha deserves to be rewarded for producing a motor that doesn't depend on wheelspin and tire smoke to convince the rider that he's going fast. It's not fast in a traditional sense. No test riders came back raving about how the YZ250 jerked their arms out of the sockets or blurred their vision on acceleration. It's not that kind of motor. It's fast because it is the perfect combination of horsepower, torque, revability and traction to stay hooked up.

QUESTION FOUR: IS IT FASTER THAN A HONDA CR250?

Have you been listening? No, it is not faster than a CR250—nothing is—but the YZ250 can go faster than the CR250 in a wider range of track conditions. What are those conditions? (1) Rough,

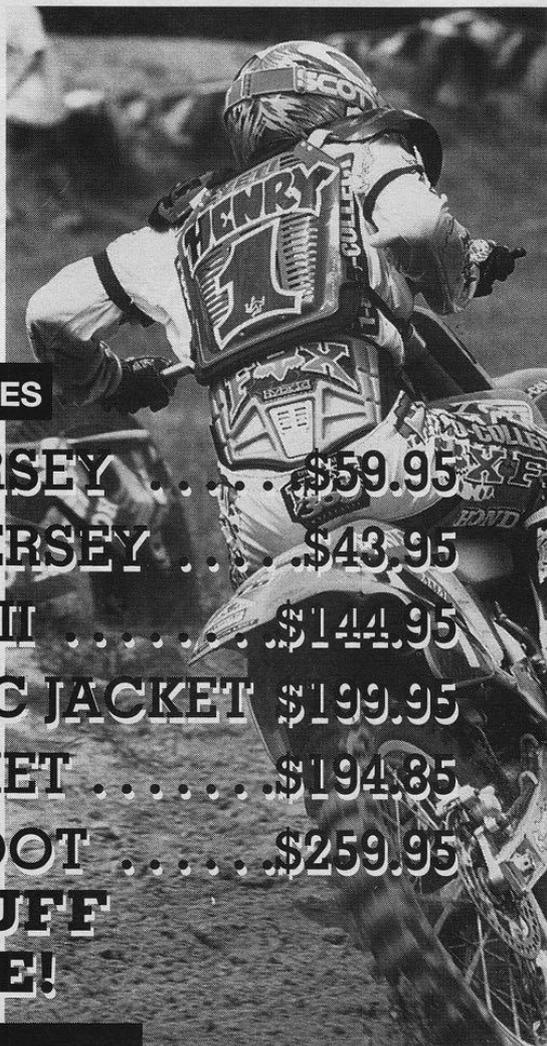
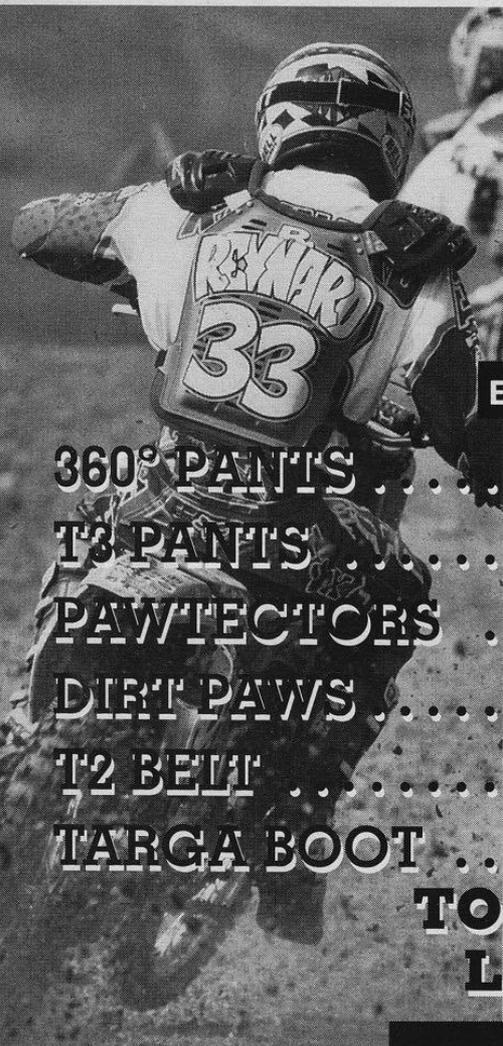


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bumpy and square-edged tracks (this is more a function of bad Honda suspension than horsepower). (2) Hard, slippery and dry tracks (the YZ feels like it has glue on its tires on slippery terrain). (3) Concrete starting pads (that smooth, torquey and electric power—and a lathering of YZ glue—make the YZ launch off concrete better than anything with two wheels). (4) Tricky, technical and off-camber sections (throttle control makes all the difference in the world, when the world is sideways).

When the rider is below Intermediate talent, the YZ250 is easier to ride than the CR by a quotient of 2.356.

When isn't the YZ250 faster than the CR250? (1) When the track doesn't have any bumps (if you don't impede the CR's suspension, it's Don Garlits-time for CR riders). (2) When there is 100% traction (the CR250 makes the best power—as in most—in the motocross world; if that power gets into the ground, the best you can hope for is that the CR rider will let you touch his trophy later in the pits). (3) When Jeremy McGrath is on board and the track is inside a stadium.

Honda has had the favored powerband for motocross over the past ten years—a punchy midrange hit and a square block of dead center power. All a CR rider has to do is crank the throttle open and hang on. Suddenly, the Honda armor of invincibility (in the power department) has had a hole punched in it by a totally new concept of MX power. The YZ powerband depends not on sheer grunt but on gently powdering the track with a fine coating of power. It's Goldilocks and the Three Bears—Yamaha has made a motor that "is just right."

Common sense would tell you that this "easy-to-ride" concept of power would be good for Novices, but bad for Pros. Throw that logic out with the other two bowls of porridge; in the hands of AMA Pros, YZ250s holed almost every race on the circuit last year and John Dowd was the only rider to win an outdoor National whose name wasn't Mike.

QUESTION FIVE: DOES IT SHIFT?

No. It doesn't. Why sugarcoat it? The Yamaha tranny doesn't come close to the efficiency or accuracy rating of Honda or Suzuki. On the plus side, the smooth, rheostat-style YZ powerband makes the infamous third-gear upshift an easier affair. For long-time Yamaha riders this is the best transmission ever, but if you jumped off a CR onto a YZ you would hate the Yamaha tranny. We would be generous to rate it as a "fair" Japanese motocross gearbox.

QUESTION SIX: WHAT ABOUT THE SUSPENSION?

The best suspension of any bike in '95.

YZ250



QUESTION SEVEN: IS THE SUSPENSION PERFECT?

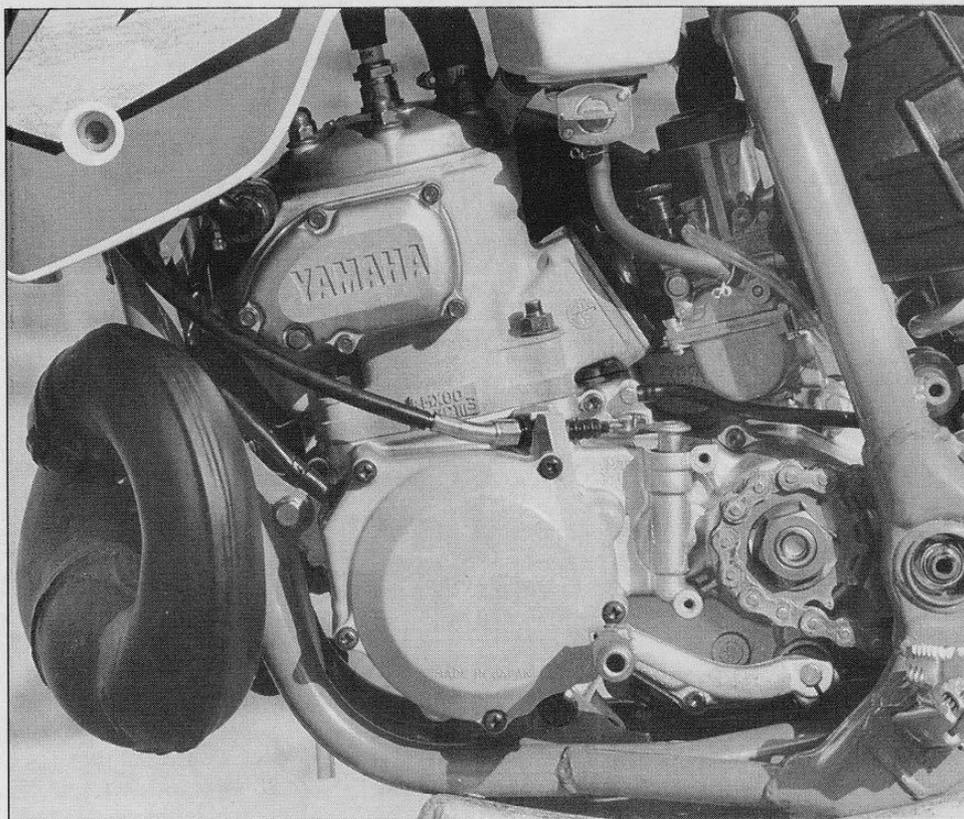
It might be the best suspension sold in '95, but it's far from perfect. However, the MXA test riders only made one change to the Yamaha suspension. We changed the stock 0.41 kg/mm fork springs for 0.42s and lowered the fork oil in small amounts to compensate for track conditions (on some tracks we even raised the oil height). The stock oil height is 100mm. We ran the oil as low as 115mm for smooth tracks and in 5mm increments as the tracks got rougher.

You may well ask, "If Yamaha increased the spring rate from 0.40 to 0.41, then why did MXA increase it from 0.41 to 0.42?" Because the forks were too soft. Your next question is probably, "How can they be too soft if Yamaha made them stiffer?" That's easy. Yamaha produced a stiffer rear end by increasing low-speed compression damping and upping its recommended race sag to 90mm. The stiffer rear suspension transfers more load to the front forks. Yamaha's fork spring

upgrade only brought them up to where they needed to be for last year's rear suspension (which was softer). The most important aspect of a suspension system is balance—the '95 Yamaha needs stiffer forks springs to balance out the stiffer rear end.

QUESTION EIGHT: HOW GOOD IS THE REAR SUSPENSION?

Very good. This is surprising, because the YZ engineers have stubbornly refused to do what every Pro racer, most hardcore local racers and their own race team does—run either the DeVol or Noleen linkage. Rather than change the linkage, which Yamaha intimates puts excessive loads on the shock linkage setup, they opted to get the rear end from sagging under acceleration (and consequently banging through the bumps) by increasing low-speed compression damping. The stiffer compression damping at low speed helps hold the rear of the bike up. Yamaha then lightened high-speed compression damping to allow the shock to flow more smoothly through its stroke.



Music chamber: The YZ engineers played musical chairs with the crank weight, split the reed valve, swapped carbs and added an empty chamber to the side of the cylinder. The result? Cleaner low-end, better pickup, brisker acceleration and a totally hooked-up powerband.

◀ **Scorecard:** The front forks are excellent but need stiffer springs. The jetting is spot-on for 92-octane gas. Tires are ubiquitous Dunlops. The front brake is improved but has a ways to go. Cornering prowess is average, but the bike feels light.

In our opinion it is a band-aid fix, but one that works well enough to make Johnson & Johnson adhesive-brand bandages proud.

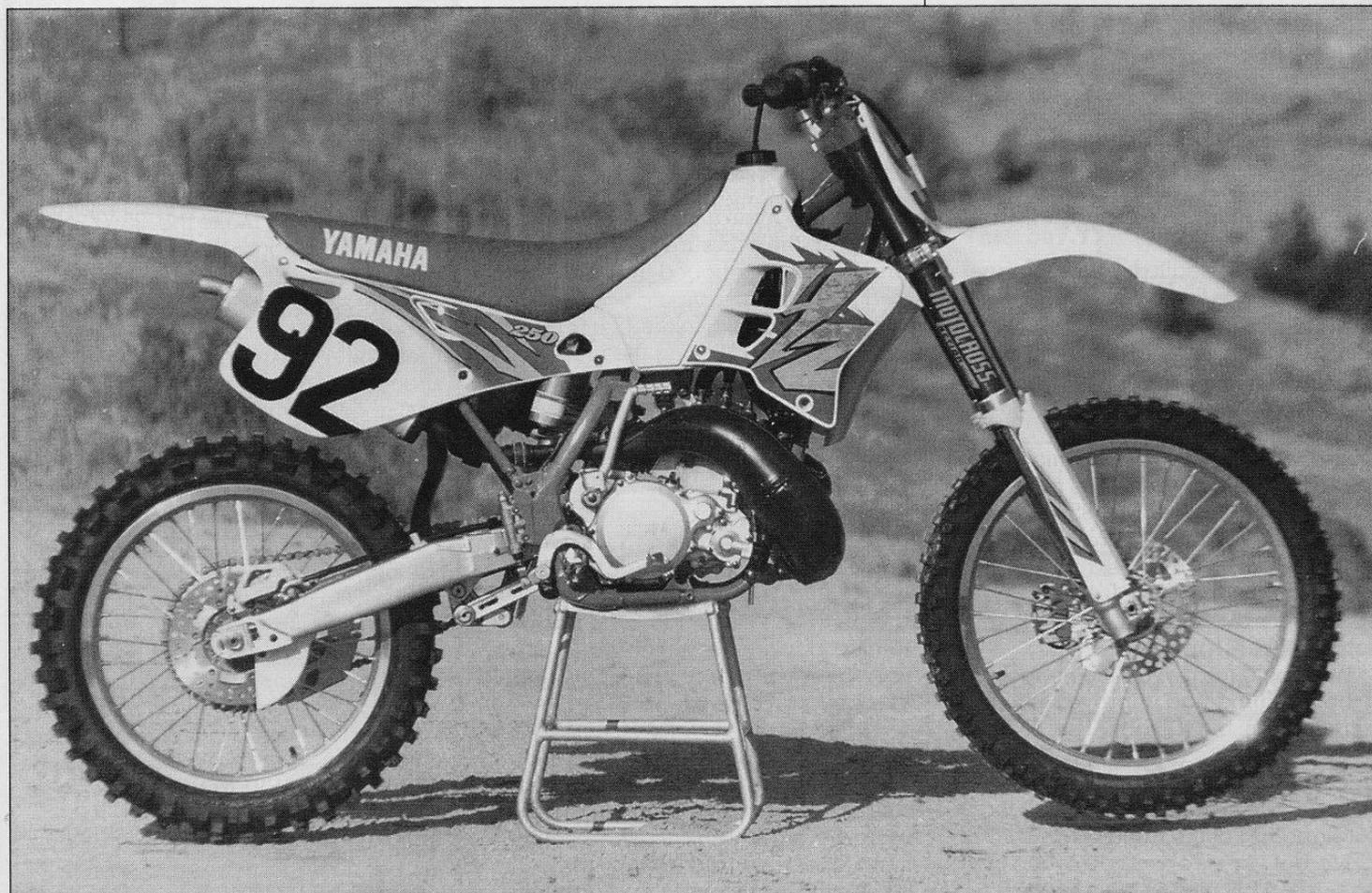
All is not rosy with the YZ rear suspension, though. Since Yamaha depends on lots of low-speed damping and serious preload on the shock spring, the YZ rear end is susceptible to rebound bounce . . . Yamahop! It's not enough to knock the YZ rear suspension off the top step of the suspension podium, but it's a trait that every YZ owner needs to watch. The cure is to carefully set the rebound clickers light enough to let the rear end re-cock but heavy enough to resist the jacked-up shock spring preload.

QUESTION NINE: DOES IT HANDLE?

Yamaha made only one change on the '95 YZ250 chassis—one too many!

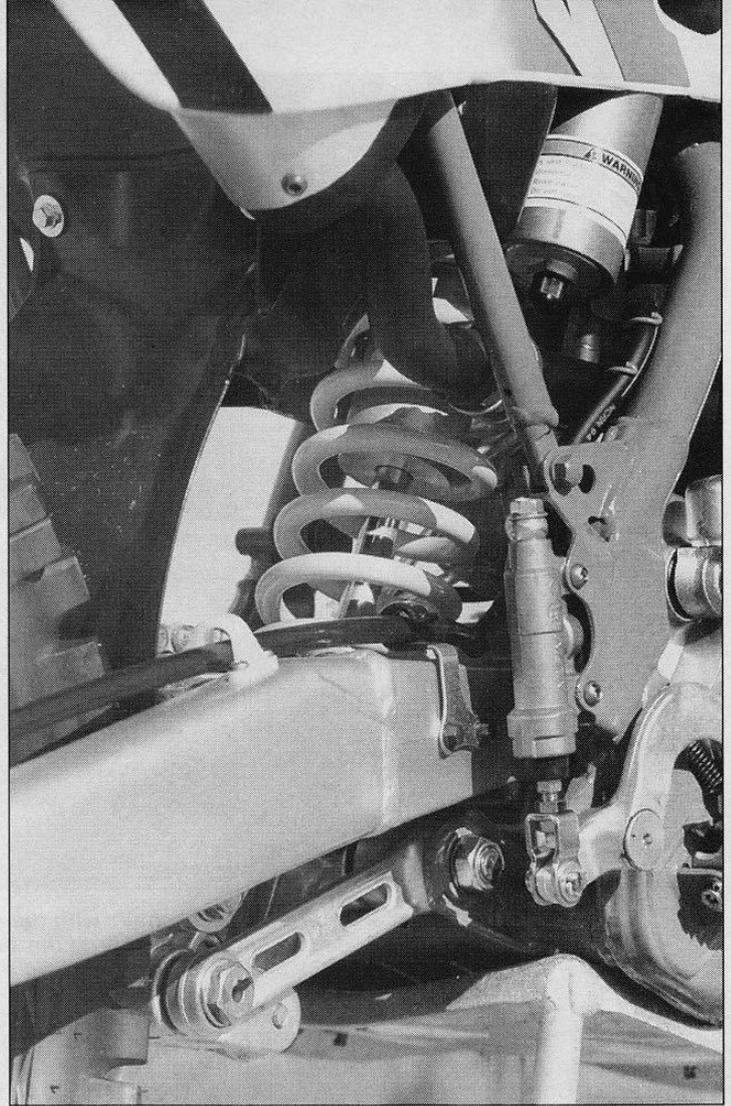
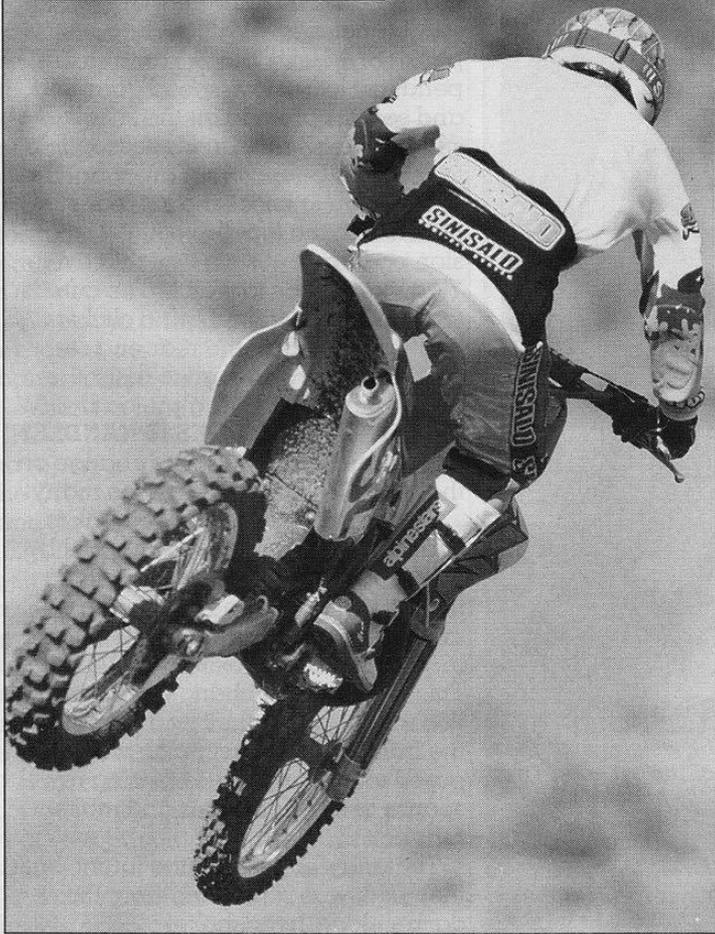
The fork offset was pulled back to change the frame geometry's trail by 5mm. For those of you who violated the federal government's decree to switch over to the metric system back in '76, 5mm is approximately 1/4-inch. This quarter-inch change to the relationship between the head angle and the front tire's contact patch was supposed to lighten up the steering response of the YZ chassis and make it turn better.

That may have been the intent, but the result was something from the darker side—headshake!



'95 Yamaha YZ250: More than any other '95 bike, Yamaha has put the complete package together without making a major faux pas. Not that the YZ250 couldn't be improved, but off the showroom floor it is raceable.

YZ250



McGuffin: *One thing that Yamaha always had going for it was high-speed stability. Put an X through that in '95. For the first time, the YZ250 suffers from headshake—world-class headshake. Stiffer fork springs lessen the oscillation.*

"Blasphemy," you may say. "There is no such thing as a Yamaha with headshake."

True, there used to be no such animal, but for '95 the Yamaha YZ250 becomes just another member of the St. Christopher medal-rattling, oscillating, hang-on-and-pray crowd of shaky motocross bikes. The CR, RM, KX, KTM and YZ all have headshake. Worse yet, Yamaha didn't just squeak into the headshake legion. It took its place at the front of the pack. The '95 YZ dances with the devil himself across high-speed rough ground. As a note of self-preservation; the stiffer 0.42 fork springs cut down on the headshake to some degree.

We would forgive a little headshake if the handling had improved by leaps and bounds, but it didn't. The '95 YZ turns about the same as the '94. Test riders felt that the YZ package was very middle-of-the-road. It's the stodgiest-handling of the major brands (save KTM), but very workmanlike. The package doesn't elicit raves in any handling category (it used to get kudos for stability, but the headshake shot that in

the foot). It's a bike that works well enough to get the job done, but the chassis doesn't add anything to make that job easier.

QUESTION TEN: WHAT DID WE LIKE & DISLIKE?

- Yamaha downsized the I.D. of the front brake hydraulic line to try to pump up the pressure on the front disc brake. Yamaha hoped that more lever and pad pressure would put them on a par with Honda. No soap! Good brakes, but still lacking the modulation, feel and actuation point of Honda.

- Is there a doctor in the house? No, not you, Doug. Every test rider suffered from "YZ-thumb" after racing the '95 Yamaha. "YZ-thumb" is when the base knuckle on the back of your right thumb gets a hole worn in it from rubbing on the throttle housing. It's caused by Yamaha's weird choice of bar bend. Swap to a Honda-style bar. We think you will have to change bars soon after your first crash anyway (the YZ bars aren't the strongest in the world).

- Yamaha has improved its clutch greatly in the last two years, thanks to steel drive plates. The steel plates add more weight to enhance the tractor effect of the drivetrain, contaminate the oil less than aluminum and are not subject to excessive warpage.

- We thought the swap from Mikuni

Link arms: *Everyone on the planet expected Yamaha to swap shock linkages in '95. Surprise! They didn't but instead upped low-speed compression, lightened high-speed compression and set the race sag at 90mm. It's voodoo engineering, but it works.*

to Keihin would make the '95 YZ250 an easy starter. Not so! It was a multi-kick affair.

- The stock tire combo is the ubiquitous K490/K695 setup—good all-around tires until you are ready to switch to specialized sneakers.

- Stock gearing is a 49-tooth rear sprocket. This is good for fast tracks or hardpack dirt, but for gun-and-run in the loam you will need to switch to a 50-tooth cog.

- Cartoon graphics are getting old. We hope that in the future the major motorcycle manufacturers try to highlight the quality, concern, seriousness and cost of their motocross bikes with clean, intelligent and tasteful corporate logos. Last year it was lightning bolts . . . this year we don't even know what it is.

QUESTION ELEVEN: WHAT DO WE REALLY THINK?

If you are looking for a do-it-all motocross bike, look no further than the '95 Yamaha YZ250. It is the best expression of buy-it, race-it, win-on-it technology on the showrooms today. □

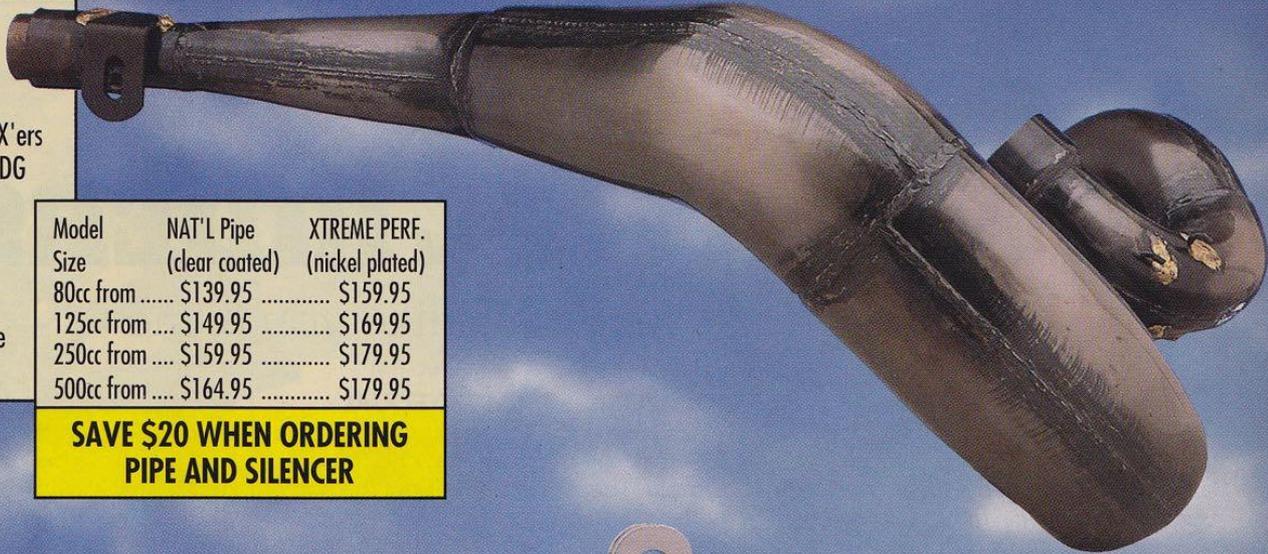


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AMERICA'S TOP 10 250 NATIONAL RIDERS

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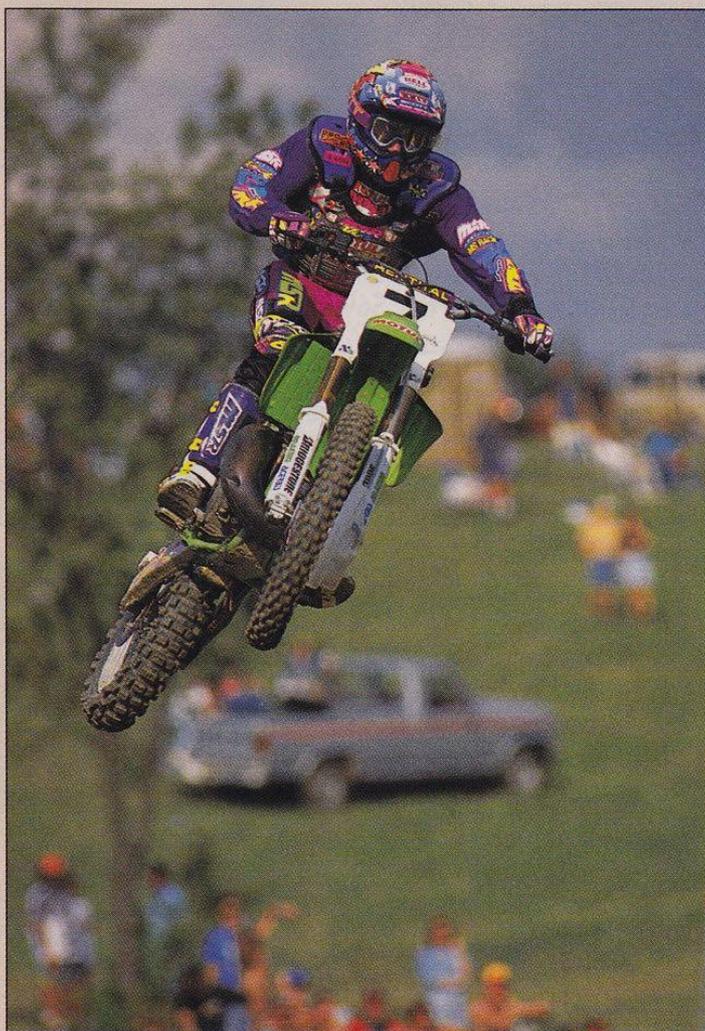
□ There isn't any particular *modus operandi*, mold to fill, form to fit, or set pattern of behavior that separates the 250 National stars from the local weekend warriors. Hard as it may be to believe, these heroes simply didn't wake up one day with Championship-caliber speed. Don't believe us? Sorry, but it's true. They didn't have it any easier than you do. The big question is, then, why did they move through the ranks so quickly with no lapses, setbacks or letdowns?

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from the very start they asked questions whenever they could, watched and learned from anyone who rode, and then patiently waited for the old guard to retire.

So the real big secrets to stardom are patience, attitude, resilience and a willingness to learn. There's no better way to begin practicing this key to motocross success than at the top. Following is a personal look at the top ten 250 National riders in America.



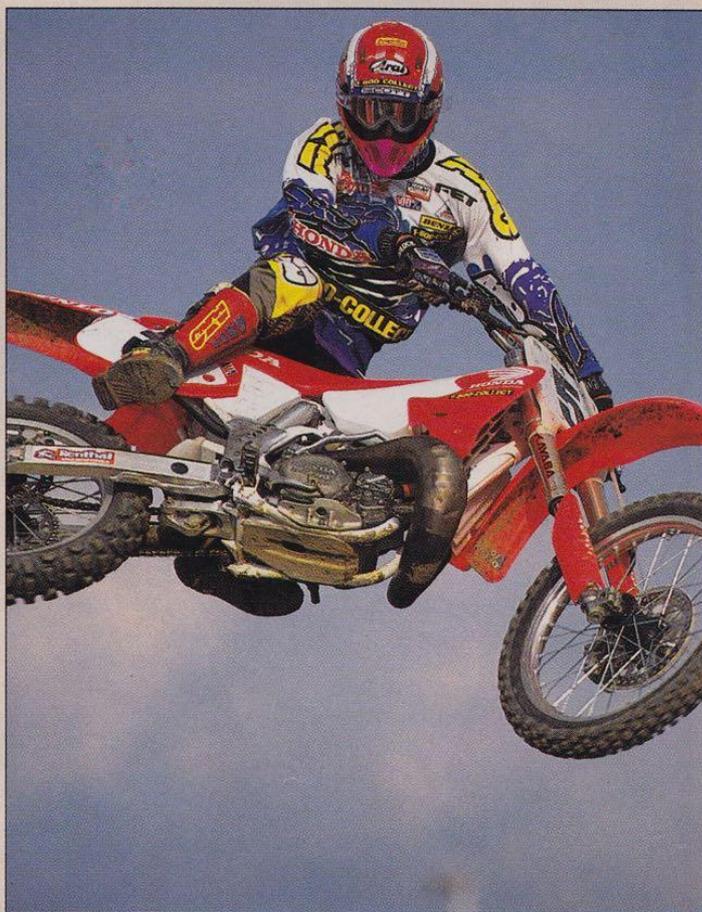
Mike LaRocco #1



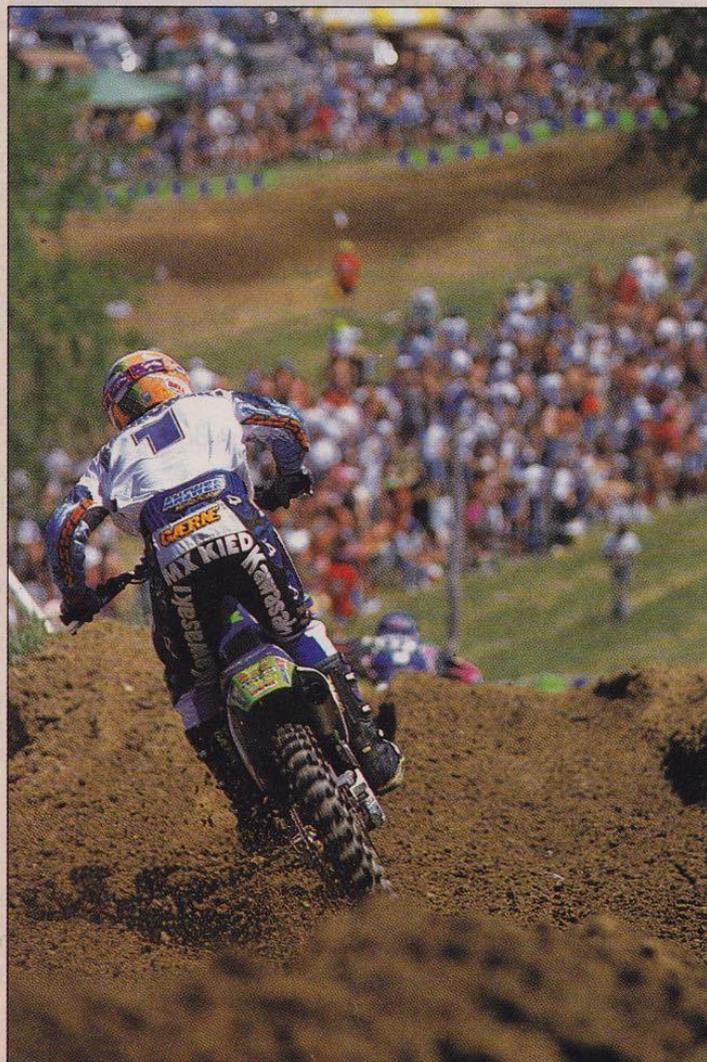
Jeremy McGrath #3



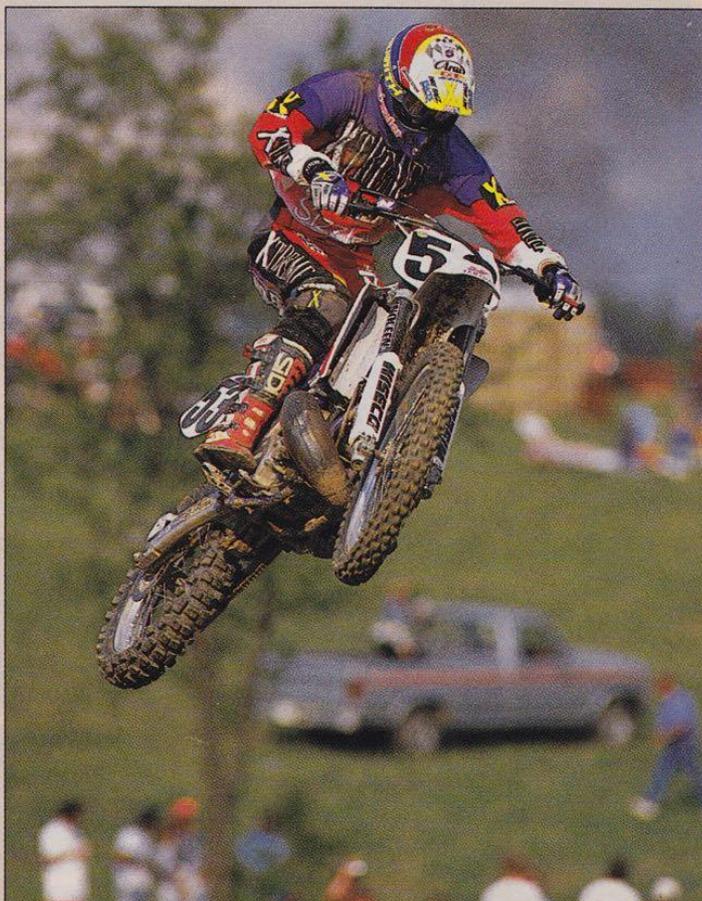
John Dowd #2



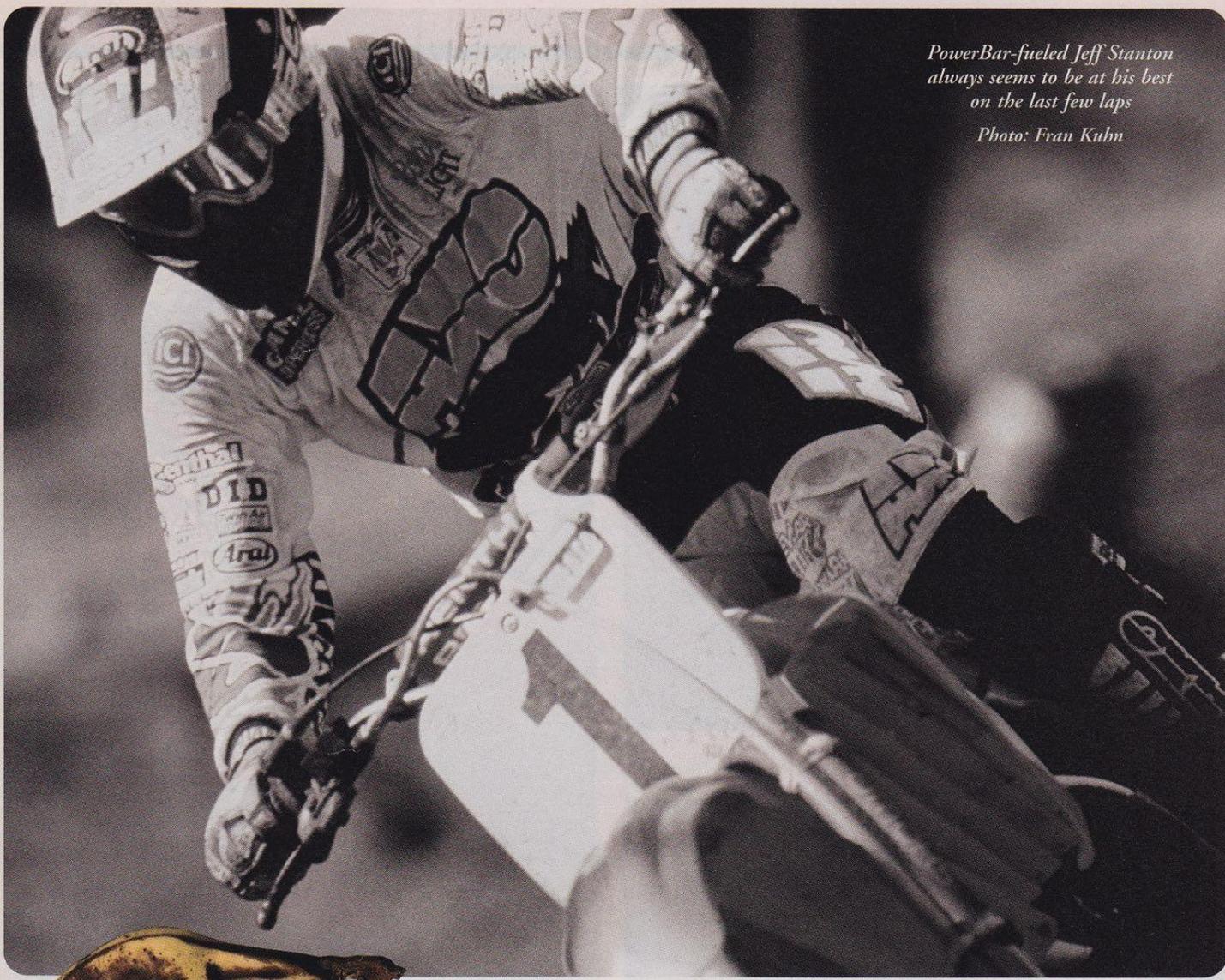
Jeff Stanton #6



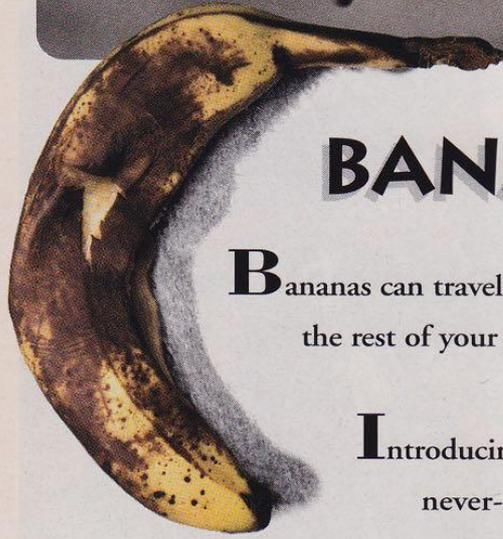
Mike Kiedrowski #4



Kyle Lewis #7



*PowerBar-fueled Jeff Stanton
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Photo: Fran Kuhm*



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TOP 250 RIDERS

NUMBER ONE

MIKE LaROCCO

● Don't think that Mike LaRocco was handed this championship when teammate Mike Kiedrowski injured himself or while Jeff McGrath was trying to decide whether riding outdoors was really worth his time or not. Plain and simple, LaRocco won because he was the fastest man in the 250 class. It was quite evident to those who watched that Mike had the drive, determination and riding ability to easily outdistance himself from the rest of the competitors. These wins, however, did not come without incident. This year will also go down in history as the season that everyone became aware of the allegations of how dirty a rider Mike is. Fact or fiction?

MXA: Congratulations on the title, Mike. What does winning the 250 title mean to you?

Mike: The 250 Nationals was what I really concentrated on when I was preparing for the '94 season. To win the title means that I did what I set out to do.

MXA: At what point in the series did you feel that the title was going to be yours?

Mike: I felt I could win it before the first race of the series. However, I have had my share of crashes, mechanicals and bad luck in the past, so I didn't really know until after the first moto at Washougal [Mike's second-place finish gave him enough points to secure the title with five motos left in the season].

MXA: Mike, almost everyone on the circuit considers you to be a dirty rider. Are you?

Mike: Well, I shower twice daily and wear new or clean clothes every time I ride, so do you think I'm a dirty rider?

MXA: Your contract was automatically renewed after you won seven races. Do you feel cheated because you didn't get to negotiate a new contract as the National Champion?

Mike: My contract also has championship considerations that will compensate me for good results. So for the most part, I don't feel gypped.

MXA: Do you miss the 500s?

Mike: I enjoy riding 500s and didn't want to see them go. I was only able to race them for one season, so I can say that I'm fortunate to have won the title the last time the class was run, but at the same time unfortunate to not have been able to defend it.

MXA: Would you say that poor starts are what have been holding you back, mainly in supercross?

Mike: We're going to fix that for '95—

I'm going to start my testing on the start line. We have our on-the-track power, suspension and handling dialed but just have to come up with a combination that will get me out of the hole better than everyone else.

MXA: If you can get a good start in supercross, do you think you can consistently beat Jeremy McGrath?

Mike: Let's just say that I think I have the speed and consistency to win in supercross.

MXA: Why do you think McGrath isn't as competitive outdoors as indoors?

Mike: Ask McGrath.

MXA: What do you think about the new AIR supercross sanctioning body?

Mike: I don't know much about it. I'll have to wait and see how it goes.

MXA: Who would you like to thank?

Mike: I would like to thank Kawasaki and everybody on the team supplying equipment that could win; my father for getting my bikes ready and keeping them going every week; my trainer Travis Converse for keeping me going; all my sponsors and all my fans for cheering me on.

MIKE LaROCCO VITAL STATISTICS

Age: 23.

Hometown: South Bend, IN.

Main sponsors: Kawasaki, M. S. Racing, Bell, Scott, Endura, Kaos Designs.

Titles: '94 250 National Championship, '93 500 National Championship. ●

He will ram you: Dirty rider or not, you won't find too many who will argue against the fact that Mike LaRocco won the championship because he was the fastest rider on the track. Mike claims that bad starts—his weakness—are a thing of the past. ▼

NUMBER TWO JOHN DOWD

● John Dowd is the epitome of the American dream. David beats Goliath. The underdog who wins big. The privateer who roasts the factory boys. John decimated two 250 National events in '94, leading most to believe that he would be the #1 man in the '95 bidding wars. However, despite all of his newfound success, talk soon surfaced that Dowd would never be able to land a factory ride unless he could ride supercross at the same level of competitiveness with which he competes outdoors. Is John Dowd the antithesis of Jeremy McGrath?

MXA: Yamaha has been calling around trying to get your number. Have they offered you a ride for '95?

John: No, not as of right now. I was working on my own support deals for '95, until [Yamaha's] Keith McCarty and [Honda's] Dave Arnold called. Now everything is up in the air. Last week I had a discussion with Team Suzuki, but their team is set since they have just hired Albertyn and his mechanic to race in America. It's also my understanding that they have signed Roger DeCoster as team manager. I'm hoping to get something going. I'll be talking to both Keith and Dave later this week (John Dowd signed with Team Yamaha immediately after this interview).

MXA: Does being 28 years old hurt your chances of getting a factory ride?

John: Well, I'm sure it probably does. I'm older than most of those guys out there. If I were 18 right now I'd stand a much better chance of getting a factory



TOP 250 RIDERS

Advice: "It takes a while to start feeling comfortable running up front," says privateer sensation and new factory Yamaha shoe John Dowd, "but once you are there, you start to feel like that is where you belong." Dowd chases and succeeds in beating Mike LaRocco at the Millville National. ▶



ride. A year doesn't go by without someone saying that I've already reached my peak. What people have to remember is that I was 21 before I ever went to my first race. I've only been racing for seven years, and that's a lot less than most riders out there. The most important thing is that racing is still a lot of fun for me and I'm super-psyched to ride. The only way age affects me is that it stands in the way of my receiving a factory ride.

MXA: Do you think you are too old to ride supercross?

John: No, I don't think so. It's all psychological. I'm still moving forward and have been getting better and better at supercross over the past few years. This is the first year that I've ridden an entire supercross series. As a matter of fact, I don't even think I've ridden more than ten supercross events in my life. It's just going to take a little more experience.

MXA: What's the best you have ever done in a supercross?

John: I finished third in the 125 class at Pontiac this year.

MXA: Aren't you too big for a 125?

John: I weigh 180 pounds, so that may hurt me a bit. There are some small kids out there, and having 50 pounds more than them does make a difference if you're trying to catch a good drive up to the triples. Depending on what I do for next year, you might see me racing 250 supercross. I'm more comfortable on a 250, but my lack of experience tells me that it would be better to learn in the 125 class. I finally built myself a supercross practice track at home. Now that I have a stadium

course to practice on, I'm getting much more psyched for indoor racing.

MXA: Everyone says you are the nicest racer in the sport. Are you too nice to be a Champion?

John: I think there are times when I should be more aggressive on the track. I might get aggressive if someone messes with me and I need to return the favor, but you always have to keep in mind that if you're too aggressive, people will think you are a dirty rider.

MXA: Who would you like to thank?

John: I would like to thank the entire Boyesen team and their sponsors. I think the season went very well for us. My mechanic Brian Berry also deserves much credit. He has been with me from the start, and not to just work on my bikes—he coaches me as well. ●

JOHN DOWD VITAL STATISTICS

Age: 28.

Hometown: Chicopee, MA.

Titles: '94 250 Florida Series Champion, ten-time NESCC Champion.

Main sponsors: Boyesen/Yamaha/Penske, Acerbis, 100%, Karcher pressure washers, Twin-Air, Renthal, Dunlop, DID, AXO, Ceet, EBC, Spectro, Scott, MMF, Dirt Freak cleaners, Apico, Arto helmet painting. ●

NUMBER THREE JEREMY McGRATH

● Jeremy McGrath is the first big-name rider dominant in only the supercross series. Other riders who have shared winning streaks equal to McGrath—

Bob Hannah and Rick Johnson—forced themselves to be the top in whatever event they rode in, whether it was outdoors or indoors. Not Jeremy McGrath's past four supercross seasons have been stellar, to say the least, but his '92 and '93 National finishes were less than spectacular. People started saying that Jeremy couldn't and didn't want to ride outdoors. So in '94, he set out to dispel all rumors about his ability to ride outdoors.

MXA: Why aren't you as dominant outdoors as you are indoors?

Jeremy: Everyone asks me that question, and I really don't have a good answer. I don't think it takes as much talent to ride outdoors, which is probably one reason I don't like it as much as indoor competition. It gives the other guys, riders who might be stronger or who can hold on longer, more of a chance.

MXA: Are you capable of winning an outdoor National Championship?

Jeremy: I've definitely been lacking a little in that area! Lately, however, I'm feeling a lot stronger and my results have been getting a lot better towards the end of the series. I'm starting to feel like I belong up there in the front. Now that I'm comfortable running at the front in the Nationals, that is where I'm going to be.

MXA: Everyone says you hate racing outdoors.

Jeremy: I wouldn't say that. True, if I had my choice, I would prefer to race indoors. When my confidence improved and I started getting better results towards the end of the series, I really started enjoying it.

MXA: Let's narrow the outdoor questions down to one: can you win the 250 National title next year?

Jeremy: Oh, yeah, I think so. I'll be all right now that my head is into it; we'll work much harder on outdoor bike setup. I want to go for the championship. I never raced a National looking for the championship but rather just to do the best I could. It's going to be different next year now that I know I have a legitimate chance at the title.

MXA: People compliment you on your high level of confidence, but isn't it hard to keep your confidence up when you get beat outdoors by guys who easily smoke indoors?

Jeremy: Nope. My mind is strong enough to easily separate between the two. My mental state used to be a lot different when I raced a supercross compared to a National. I'm very easy-going, and when I don't do well at a National, I just tell myself to wait until next weekend. It's not a problem at all; I have a very strong mental side. But now that my outdoor confidence is

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Learning to cope: It's hard to imagine that a top rider who cakewalks to supercross victories would feel uncomfortable with outdoor events, but it's also hard to imagine a rider like Jeremy McGrath. Jeremy turned down Honda's original contract renewal offer of \$300,000.

building, things are going to be different for next year.

MXA: Why are you so good indoors?

Jeremy: I love to jump! Even before I ever raced I liked to jump my BMX bike or minibike. The technical aspect of jumping is what I love to do best, so I guess I just excelled at it.

MXA: Is it true that you are asking for a half-million dollars to ride for Honda?

Jeremy: I don't know what to say there. Should I answer that or not? Well, I guess I can tell you guys . . . yes.

MXA: Why are you worth that much money?

Jeremy: This sport is lacking someone who has style, personality, wins races a lot and likes to dominate. Honda can afford to pay that much now that there are outside sponsors involved in racing.

MXA: Are you going to be ruined by money, fame or women?

Jeremy: None of them. I'm definitely not going to let women ruin me, I know that. The only thing that will ruin me is if I get bored. That won't happen for a long time. I'm the same person I always was, and have just as much fun jumping!

MXA: Who would you like to thank for your good success?

Jeremy: My mom and dad for giving me the opportunity to race. My sister deserves much credit for always being there and the fact that she had to make sacrifices while my parents were spending lots of time taking me to the races.

JEREMY McGRATH VITAL STATS

Age: 22.

Hometown: Murrieta, CA.

Main sponsors: Honda/1 (800) COLLECT, Sinisalo, No Fear, Bell, Spy sunglasses, Alpinestars, Troy Lee Designs, GT Bicycles.

Titles: '94 and '93 Supercross Champion, '92 and '91 West Coast Supercross Champion. ●

NUMBER FOUR MIKE KIEDROWSKI

● If it isn't bad enough that Mike Kiedrowski didn't win any championships this year, it's a complete slap in his face that one of the reasons he didn't win the title was because his own teammate, Mike LaRocco, took him out at Red Bud in what Kiedrowski claims was a shocking display of dirty riding. Kiedrowski's luck would turn from bad to worse at the following race in Unadilla when a roosted-up rock busted his finger in practice. Kiedrowski had to sit out for five long events (and watch LaRocco easily clinch the title) before he was healed enough to return to the fray. Mike's solid 3/4 moto finishes at the final proved that he had not lost any of his speed and has a better chance than anyone, as the statesman of the National scene, to give LaRocco a run for his money next year.

MXA: You are heading into the second year of a three-year contract with Kawasaki. Don't long contracts provide less incentive to kick out the jams on the track compared to a shorter one-year commitment?

Mike: No. I've raced the same no matter what brand of bike I'm on, where I live and how long my contract

TOP 250 RIDERS

is. Every rider is different, though, so I'm not saying that it wouldn't have an effect on some people.

MXA: People say that you are a better outdoor rider than a supercross rider. What do you say?

Mike: That is not true. I ride supercross and outdoors the same competitive way. About the only reason I would consistently beat the others outdoors is that they are not at the same level of fitness I am.

MXA: We hear you are engaged.

Mike: Yes, I am. [High school sweetheart] Wendy [Moore] and I will be married at the end of '96.

MXA: Congratulations. Don't they say that getting married can slow you down?

Mike: I'll race the same no matter . . .

MXA: Are you concerned about Albertyn?

Mike: No.

MXA: What do you think about AIR?

Mike: I'm not sure yet, but if they cater a bit more to the riders and bring some more sponsors into racing, I'm all for it.

MXA: Are you completely healed from the broken finger?

Mike: My right ring finger, which was broken from a roosted rock during practice at Unadilla, is 100%. It wasn't a very hard injury to come back from.

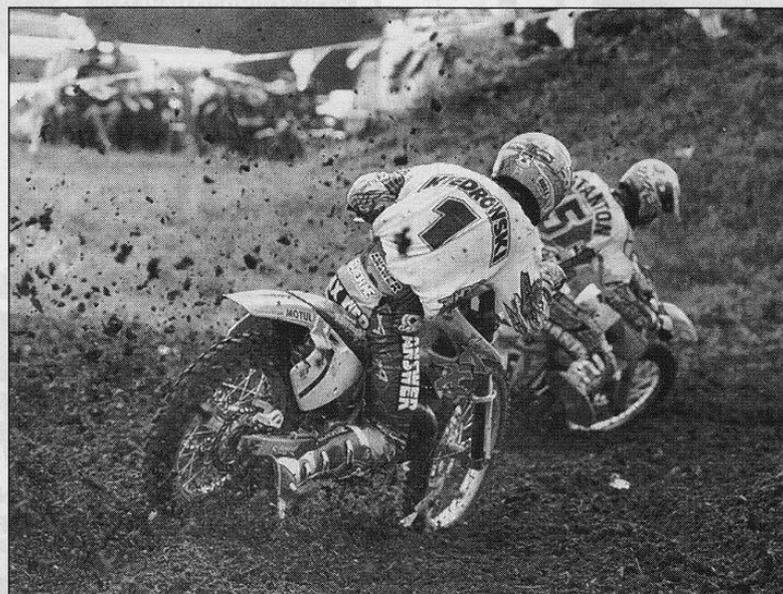
MXA: Do you know whose bike the rock came from?

Mike: No, it was just one of those freak things.

MXA: If you hadn't broken your finger, do you think you would have won the 250 title? Or do you think LaRocco would have continued to clean you out in the final corner?

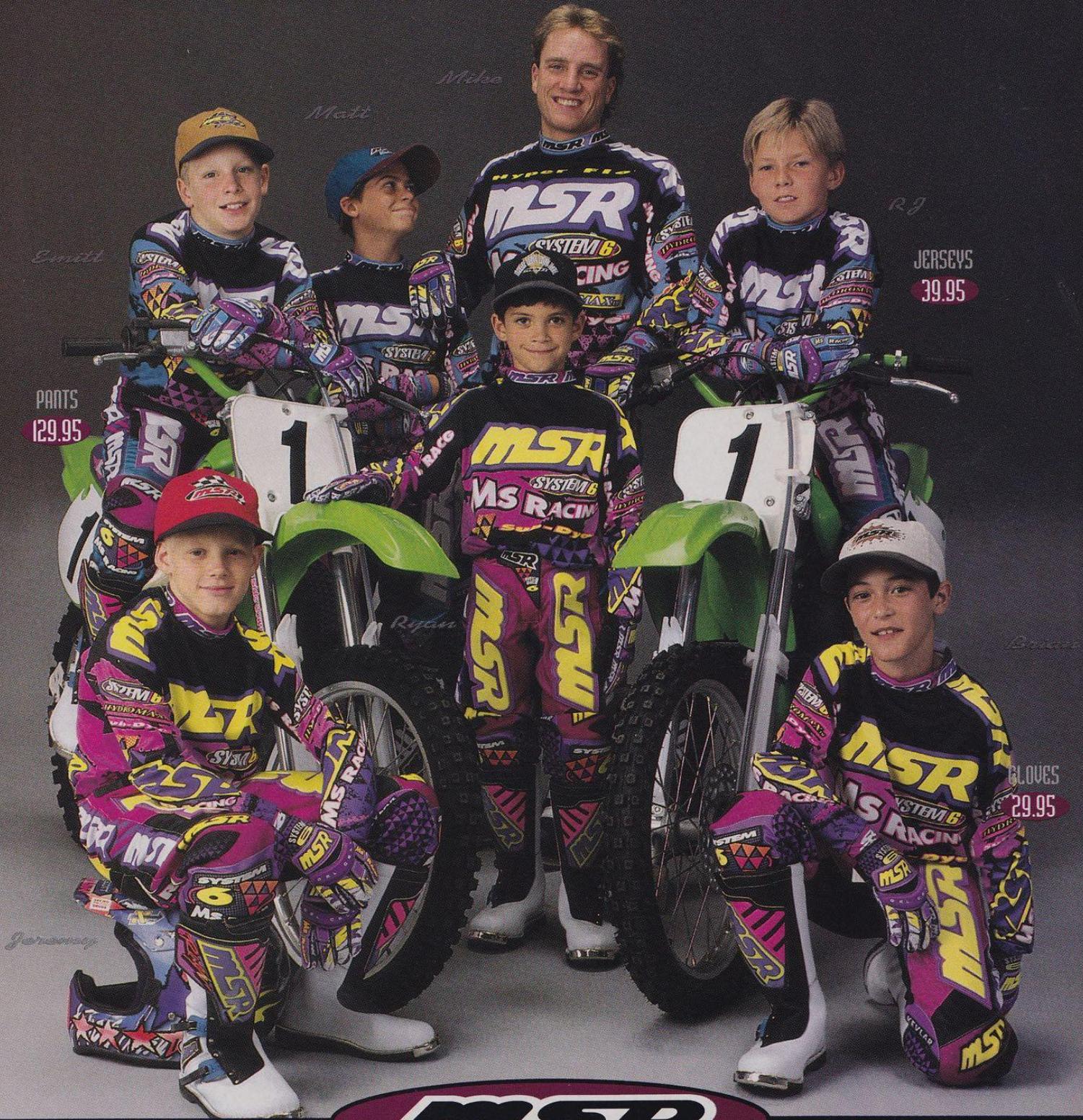
Mike: Yes, I believe I would have won the championship.

MXA: Who has been instrumental in your success?



◀ **Statesman:** Mike Kiedrowski will carry the distinct honor of being the rider who holds the most championship titles at the start of the '95 season. Even though he has this experience, there were still three riders in the top ten in '94 older than Mike.

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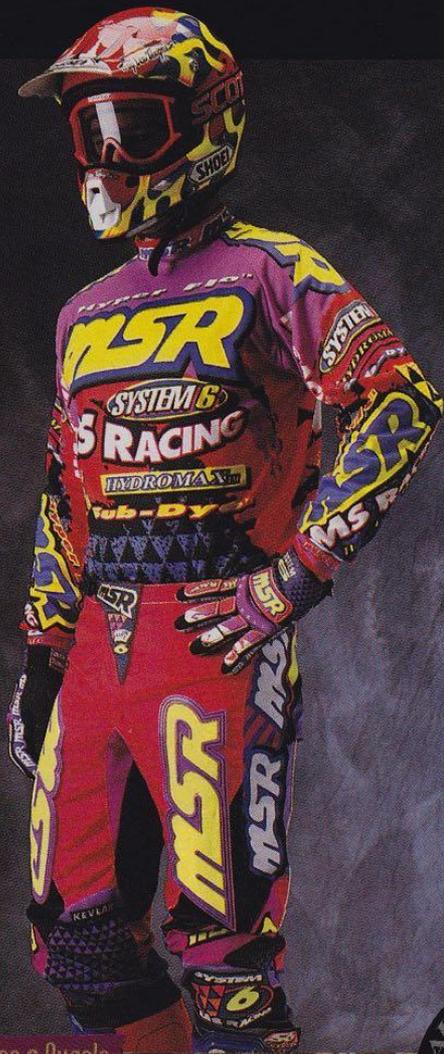
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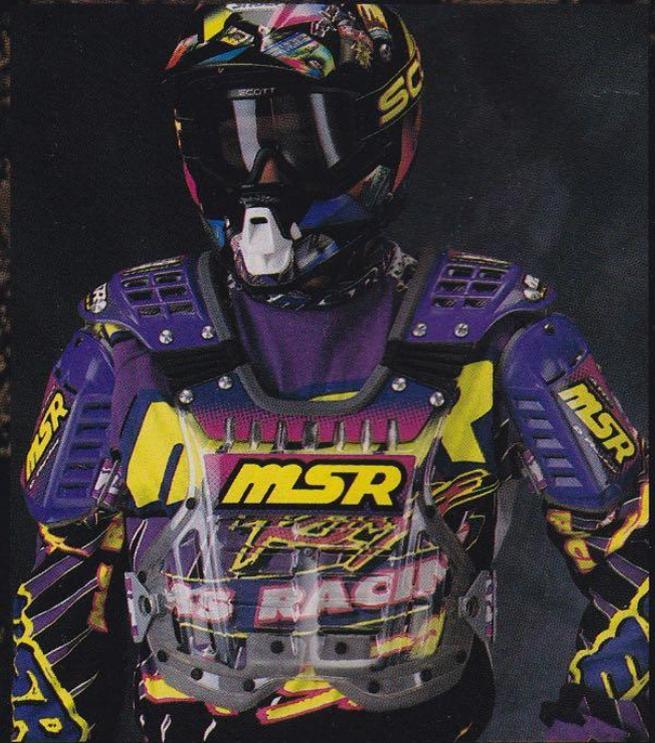
3 Gloves

We've taken glove design one step beyond. By utilizing current Gel Technology used in the high impact zones of boots we made a Gel Cell™ knuckle guard to deflect flying debris and absorb impacts. A Gel filled pocket covers each knuckle while an external layer of Biofoam protects the Gel pocket. The System 6 Glove still has our soft Neo-Cuff™ for max comfort, light palm padding for the ultimate gripping power and a pre-curved pattern that almost automatically wraps your hands around your grips. Shop and compare to feel the difference.



4 Support Belt

Motocross is an aggressive sport that requires body english just shy of a contortionist. Which is why you need a Support Belt that won't bite you while hammerin' through the rockers or pinch your ribs while clicking it over the big double. The System 6 Support Belt has the perfect balance of support and mobility. A centrally located pivot allows the upper belt panel to move where you move while Biofoam backed soft plastic panels do the support work. Additional support is provided by our exclusive tapered belt design that gets slimmer in the front to get rid of that irritating bunching you get with most other belts.

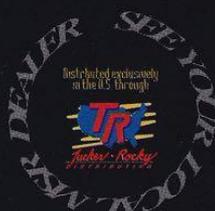


5 Roost D-Flector

It's key feature...the Articulated Radial Connectors (ARC) that allow it's mesh suspended shoulders to pivot with the natural motion of the human shoulders. Most other Roost D-Flectors have either solid mounted shoulders that bind you up or floppy strap mounted shoulders that allow the shoulders to flop around while in action. Poor designs eh. The high impact body panels have strategically designed air flow vents for maximum cooling and there's soft cellular foam at all contact zones to keep you smokin' in comfort. You can even replace the back body panel with our transparent back strap for those who prefer a front only concept.

6 Boots

We know what you want in a boot. No pinching when you slip your foot in, minimal break in time, just enough protection, and top quality materials that last and last. Our System 6 boot meets your demands and then some. Major comfort all around, our trick new EZ™ Flex instep design, Bio-Impact™ Gel ankle cups and it all comes together using the best Top Grain Italian leather. Not some cheap substitute creatively marketed to deceive you into thinking it's superior. We went several steps further by having a replaceable foot peg section in the sole, a sand heat shield worked into the plastic shin plate and clean looking protective plastics in the ankle zones.



TOP 250 RIDERS

Mike: Mike Kiedrowski, Shane Nalley and Kawasaki Motors Corp.

MIKE KIEDROWSKI VITAL STATISTICS

Age: 25.

Hometown: Acton, CA.

Main sponsors: Kawasaki, Answer, Gærne, Scott, Bell, N-Style, No Fear.

Titles: '93 250 National Champion, '92 500 National Champion, '91 and '89 125 National Champion; '93, '92 and '90 Mx des Nations Champion. ●

NUMBER FIVE BRIAN SWINK



Success ratio: "It's hard to give 100% when the factory is only giving 60%," says Brian Swink about his former employer. After destroying the competition in the opening moto of last year, Brian's only other top-three finish came 11 races later at Binghamton.

● The 250 Nationals will go down in history as the one where Brian Swink lost his factory Suzuki ride. His chances of being snatched up by another team are rather slim, since Brian is perceived by all to be a super, super talented rider who doesn't want to work at it. He says he trains, but it's obvious that he doesn't. If he worked at it like he says he does, there is no way that he would do as badly as he does. Is Brian the Ron Lechien of the '90s?

MXA: What happened at Suzuki?

Brian: Things just didn't pan out. We didn't have any big differences or anything, it was just that we parted company because things weren't happening. I needed a change.

MXA: Is Suzuki a bad place to be?

Brian: It's a bad place to be if you are a 250 rider. They don't do enough

testing on the bike. We tested at the start of the season, and that was it. We used the same motor and everything for the remainder of the year, while everyone else continued to test, making their bikes better and better, and they started pulling away from us. That seemed to burn out a lot of the guys who ride for Suzuki. There is so much competition in the 250 class, a manufacturer can't expect to give you a check and simply tell you to go race. If you get only fifth or sixth, they're not concerned. They need to get their act together.

MXA: Everyone says you are not in shape. Do you care to rebut?

Brian: Sure. I'm not in perfect racing shape. Remember, being in racing shape is not just being able to run 20 miles or bench-pressing 200 pounds. It's a combination of being conditioned, confident and comfortable on the bike. It's hard to give 100% when the factory is only giving 60%.

MXA: What is the new Brian Swink going to be like?

Brian: I've been working harder, and it showed in my results at the last few Nationals. While the other guys are taking time off and partying during the off-season, I'm going to work my tail off and show up next year ready to impress people and gain my respectability back.

MXA: Some people accuse you of being a partier.

Brian: I don't go out and party. It's probably because of my image—it's something that is not the norm, and some people might make me out to be a partier. They might think that, but they're very wrong.

MXA: Have you ever thought of changing your look?

Brian: I'm comfortable with the way I look and want to stay the same. I'll be riding for Honda of Troy next year, and if they want me to look a certain way that would be fine with me. But it's good when people can look the way they want to; it adds personality. I'm the same person shaved or with long hair. If Suzuki had asked me to look different, I would have. They just didn't seem to care. Just race and pick your check up.

MXA: Who is instrumental in your success?

Brian: My parents, Gary and Nelda. They've stuck behind me through good and bad. Plus, they're honest critics. It took every dime they had to get me out racing and they didn't do it for them, they did it for me.

BRIAN SWINK VITAL STATISTICS

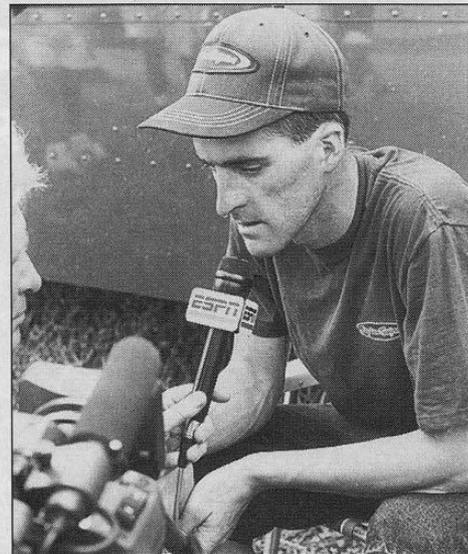
Age: 21.

Hometown: Ocala, FL.

Main sponsors: Suzuki, UFO, Bell, Sidi, Scott.

Title: '92 East Coast 125 Supercross Champion. ●

NUMBER SIX JEFF STANTON



Farewell: When the checkers fell at the conclusion of Steel City's second moto, Jeff Stanton completed the last professional motorcycle race of his illustrious career. Jeff will always be remembered as a rider whom everyone liked. Expect to see Jeff in the pits this year as a Honda consultant.

● The guard has been changing for the past years, and '94 will be the last time we will have the chance to see six-time National and Supercross Champion Jeff Stanton race in AMA professional competition. It's only been two years? That's right, Stanton last won titles back in '92, but when you are the defending multi-title champion, two years of not winning can seem like an eternity. Fortunately, Stanton's great attitude has earned him a strong following that will easily overturn the "here today, gone tomorrow" creed.

MXA: Did you stop racing as hard as you could once you announced your retirement?

Jeff: No, I didn't. My goal was to come back and win a race or two at the end, but that didn't happen. Like I always have, I did the best I could without taking unnecessary risks, riding over my head and getting busted up. I'm very fortunate to walk away from this healthy and not limping.

MXA: What do you say to the talk that you are not eating well and that was what was hurting your performance?

Jeff: In a way, there is some truth to the rumor. It's not just because of the way I've been eating, it's really because of my current lifestyle. I have some new living habits to better maintain my level of fitness as I continue to grow older. Plus, the bridge I built when I was on my way up is burned down, and it takes too many years to reconstruct. Racing competitively in something like 50 or so races a season

TOP 250 RIDERS

for three to four years takes a lot out of you, and it caught up to me. I was fortunate to get what I did out of my racing while I still had the speed.

In '91 and '92, I had my rhythm going and was winning everything. When things are going good, why change, even if some of the things you're doing are bad? I was winning but wasn't necessarily training and eating in a manner that was best for my longevity. In reality, I was burning my bridges. I'm nearing the end of the ladder and don't have the bulk mass I had four to five years ago. So although I feel healthier and more comfortable, I might not be in the best mental or physical racing condition.

MXA: *Everyone says you are going to take up bicycle racing. How good are you?*

Jeff: Even though I love mountain and road cycling, I don't know if I'll actually race. If I did, I don't think that I would be able to make money at it and become the next John Tomac. If I race bicycles, I'll do it to torture myself and have fun.

MXA: *Can you beat O'Mara on a bicycle?*

Jeff: At this point, probably not. But that means I might. If I spend as much time riding a bicycle as I did running and practicing for motocross, then, yes, I could.

MXA: *If you lost let's call it toughness for motocross, how could you ever be competitive on a bicycle? Bicycle racing is the most grueling sport in the world.*

Jeff: I don't have the bulk to submit my body to all the pounding of the bumps and jumps of motocross. So although I might not be able to ride a motorcycle and be strong for more than 25 minutes—I couldn't all season long—I do, however, have the desire and feel healthy and comfortable enough to push myself all the way on a bicycle. I can go out right now and ride a bike strong for 150 miles straight.

Something that has more to do with it than anything else is that my love for riding has kind of fallen by the wayside. If I enjoyed riding and practicing on my motorcycle, this entire story would be different. I wasn't gifted with tons of natural talent, so once the love for MX left me, I didn't have the drive to try. I looked for anything else to do but put in my practice motos.

MXA: *Why did the 500 title always elude you?*

Jeff: Good question. I always wanted to win the 500 title. It's possible that I was getting too burned-out by time the 500s came around that late in the season. One year I lost by one point when Jean-Michel Bayle pulled over and let



◀ **Moving on:** "It's important," says Kyle Lewis concerning his '94 MTEG title, "but not as important as doing well in the AMA series." Next year you can expect Kyle to improve upon both his National and Supercross finishes. Kyle is a multi-time amateur champion who is starting to bloom.

Kiedrowski by in '92 at Budds Creek. I won the moto, but my teammate—but not friend—Bayle cost me the championship.

MXA: *What exactly will your "consultant" job at American Honda be?*

Jeff: We haven't really sat down together and set the exact guidelines for my new position at Team Honda. There are more important things to do, like hiring some new riders [Honda is looking for an additional outdoor 250 guy]. I know what it took to get me there and what it took to knock me down. I can help the riders with advice as well as with their training. I'll be going to Laguna Seca for them to help at the road race and to sign autographs. Oh, yeah, I'm going to help on the design of their new test track in Corona, California.

MXA: *What did you do today?*

Jeff: I already went out in the morning and put 85 miles on a road bike. Then I ran around a bit and helped my brother with his baseball. He's 11 years old and I want to spend the time with him that I missed when I was too busy racing motocross. I'll be a kid for a couple of years; you know, variety is the spice of life!

MXA: *Who gets the thanks for your fame?*

Jeff: There are so many people to thank from my amateur to professional days that I can't even begin unless you have a day and can give me the space of the entire magazine. For now, let's say that everybody who helped me knows who they are, and I'll say it right now that I can't thank them enough. Someday I'll be able to personally thank each and every one of them.

JEFF STANTON VITAL STATISTICS

Age: 26.

Hometown: Sherwood, MI.

Main sponsors: Honda, Arai, Scott, AXO, PowerBar, Dunlop, CTi, Yeti mountain bikes.

Titles: '92, '90 and '89 250 National Champion, '92, '90 and '89 Supercross Champion, '91, '90 and '89 Motocross des Nations Champion. ●

NUMBER SEVEN KYLE LEWIS

● Nineteen ninety-four will be known as the turning point in Kyle Lewis' career. Lewis could always be counted on to easily run in the top ten. His best finish in the series came at round two in Sacramento, where his 4-3 moto scores and third overall placing made lots of people take notice. Sure, it's been long-awaited, especially when you consider that Kyle has been a promising racer for the past 15 years and a former factory Kawasaki and Honda mini-pilot. However, at the still relatively young age of 23, Lewis has plenty of time to back up his '94 outdoor season.

MXA: *You got 18th in the supercross series. What did you do differently in the Nationals to be a front-runner?*

Kyle: Remember, I had to miss a few rounds of the supercross series that conflicted with the Mickey Thompson events I'm contracted to ride. It was also my first year on 250 in supercross and I never seemed to loosen up all season long [Kyle has 125 SX experience and finished fourth overall in the '87 West Coast series].

My good outdoor results are a combination of training really hard at the beginning of the year and the fact that I have the best equipment I've ridden in a long time. Noleen put together a really good 250 this year. We were consistently getting good starts throughout the year, except I blew it on the starts at the last three Nationals.

MXA: *Now that you have arrived on the National scene, what's your game plan for '95?*

Kyle: To definitely focus more towards supercross and bring my finish number way down in that series. I'll be a bit more prepared, since it will be my second year in the 250 SXs. I was in fourth in the standings until I blew it at Steel City, so I don't think it will be a problem to run in the top three next

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TOP 250 RIDERS

year. The only people who really have an edge on me are Kiedrowski and LaRocco. They're running next level, but if I work hard during the off-season I can catch them. I want to be up there making those guys mad next year.

MXA: What's Kyle Lewis' average day like?

Kyle: I get up around 8:00 a.m. and eat pancakes, home-fried potatoes, English muffins, wheat toast and maybe some coffee for breakfast. Then I'll go and ride. If I'm in the mood for motos, I'll ride twice for 30 minutes. If I feel like playing I'll look for jumps for at least two hours. I do that pretty much every day during the off-season. A turkey or ham sandwich will be my lunchtime meal, and then it's off to the gym for an hour or two. During the off-season I work the entire body and during the race season I'll do light weights with my upper body one day and work my lower body hard on the other days. Then I come home, relax and get ready for another day. For dinner I'll have pasta, vegetables, salad and sometimes a baked potato. Other than that, I have a normal life!

MXA: Who's instrumental in your success?

Kyle: My dad. That's about it. Well, Clark Jones receives a bunch of thanks for giving me the chance to race again this year. Noleen Racing is a great place to be at. I get along with everyone and feel real comfortable.

KYLE LEWIS VITAL STATISTICS

Age: 23.

Hometown: Rosamond, CA.

Main sponsors: Noleen, Sizzler, Yamaha, Bridgestone, Extreme, Arai, Smith, Sidi, Yamalube, 100%, Karcher pressure washers, EBC, Bob's Crazy Brush, Dirt Bags, GT Bicycles.

Titles: Fourteen AMA, NMA, GNC and CMC Amateur National Championship titles. ●

NUMBER EIGHT JIMMY BUTTON

● Similar to Kyle Lewis, Jimmy Button is another ex-mini star who has experienced an up-and-down career ever since he started racing with the big boys. This year, Jimmy set out to prove that he has what it takes to be a factory rider. After a strong second-place finish in the 125 East Coast Supercross series, Jimmy continued to capitalize on his newfound speed by putting it to good use throughout the 250 outdoor series.

MXA: It's been said that a lack of confidence has been holding you back since your mini days. What do you say?

Jimmy: Yeah. That's a viable thing to say for my first few years as a Pro in '90. While Robbie Reynard, Kevin Windham and guys like that had lots of backing to support their move into the professional ranks, I was on my own when I first raced Pro. But not anymore. I really turned my racing around this year, not only in supercross but mainly outdoors, which had proven to be my weakness in the past.

MXA: Why were the outdoors your weakness?

Jimmy: I practiced more on supercross skills because it was more important to me at the time. My recent results prove that I no longer feel that way. Now I can ride with anyone in supercross and am starting to get a level of confidence that is close to that for the outdoors.

MXA: All of your newfound confidence must have taken a dive when Suzuki told you that they were dropping you. Why did they do it?

Jimmy: So they could hire Albertyn. I think it's bad, because during the season we had talked extensively about my '95 deal, and they assured me everything would be fine if I kept making the podium at the 125 supercrosses. Not only did I accomplish that, but I went on to run very strong in the 250 Nationals. I worked very hard on my PR duties, and they kept reassuring me time after time that all we had to do was come up with the right dollar figure. Then just before the final National at Steel City, American Suzuki got the word from Japan that they were going to hire Albertyn. Even though U.S. Suzuki asked to keep me, the Japanese said, "No way." It would have been nice to know a little earlier in the year so I could've started working on other deals.

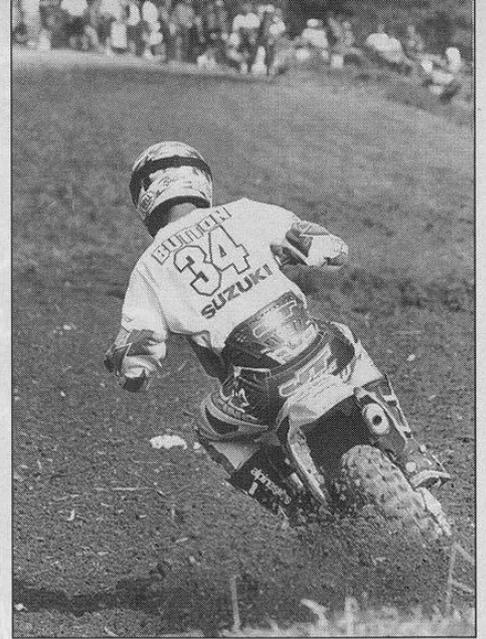
MXA: How will Albertyn do?

Jimmy: He'll be a decent outdoor rider but won't do anything in supercross. I've raced against him in Europe and, although he's a decent rider, we're talking about a 16-race series run on different soil. He's certainly no Jean-Michele Bayle. If he starts with LaRocco, he won't be able to touch him outdoors. Plus, McGrath, Kiedrowski and myself are all going to be riding harder in the Nationals next year. It's not going to be easy for Albertyn.

MXA: There are those who say you had a point to prove at Steel City.

Jimmy: I went in feeling that it was kind of weird to ride well all year and then get dropped. Kiedrowski passed me two laps from the end when I ran off the track, and that kept me from making the podium. It was a tight battle, and I was hoping that one of the managers from another team would take note. That is what my plan was.

MXA: What can people expect from Jimmy Button in the future?



No respect: After experiencing his best year ever in professional racing, Jimmy Button was a little shocked to learn that Suzuki wouldn't rehire him for the '95 season. The decision proved to be an additional chapter in Suzuki's incredibly long book of senseless moves.

Jimmy: As of right now, I'm not so sure. I'm currently talking to Honda, Yamaha and Kmart. I can tell you that no matter what avenue I choose, I'm going to go out, put everything together and show everybody that it was a mistake to bump me off of Team Suzuki. You can call it revenge, but that isn't really my motive. I just want to get the job done.

MXA: We always hear complaints about Team Suzuki. Was poor team management holding you back?

Jimmy: Actually, the American management didn't bother. I knew what they expected of me and just went out there and did my job. Our 125s were far superior in supercross and the 250 is as good as anyone's. What is strange is that although [Team Manager] Ray Tetherton is a good, straightforward guy, no one ever gets to see it because the Japanese override everything he says and does. That is really sad, because the Japanese don't even go to the races and they really don't have a clue about what is happening.

MXA: Who would you like to thank?

Jimmy: I would like to thank my parents and Brandy Harvey, my fiancee. Jeremy McGrath also gets thanks for helping me when I stayed with him for about two months towards the end of the season. Everybody can see by my results that it helped me out. We rode a lot together and did lots of motos. I became very comfortable with riding a little faster pace.

JIMMY BUTTON VITAL STATISTICS

Age: 21.

Hometown: Scottsdale, AZ.

Main sponsors: Suzuki, JT, Bell, Oakley, Alpinestars.

Titles: 22-time AMA, NMA and GNC amateur title champion. ●

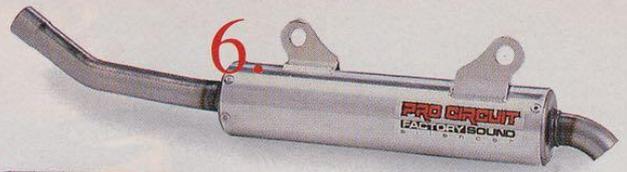
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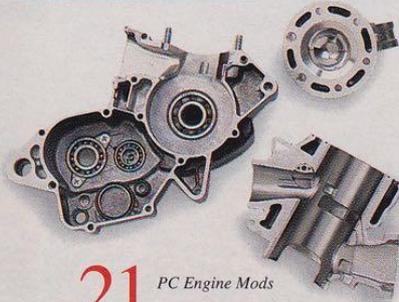
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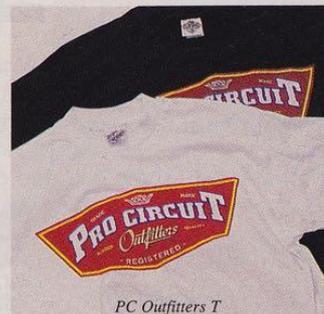


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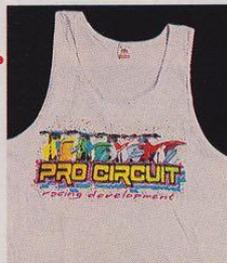
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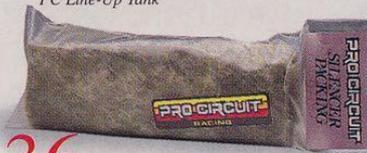


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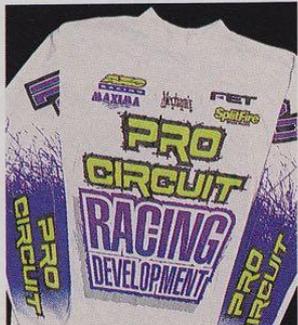


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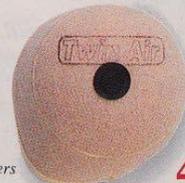
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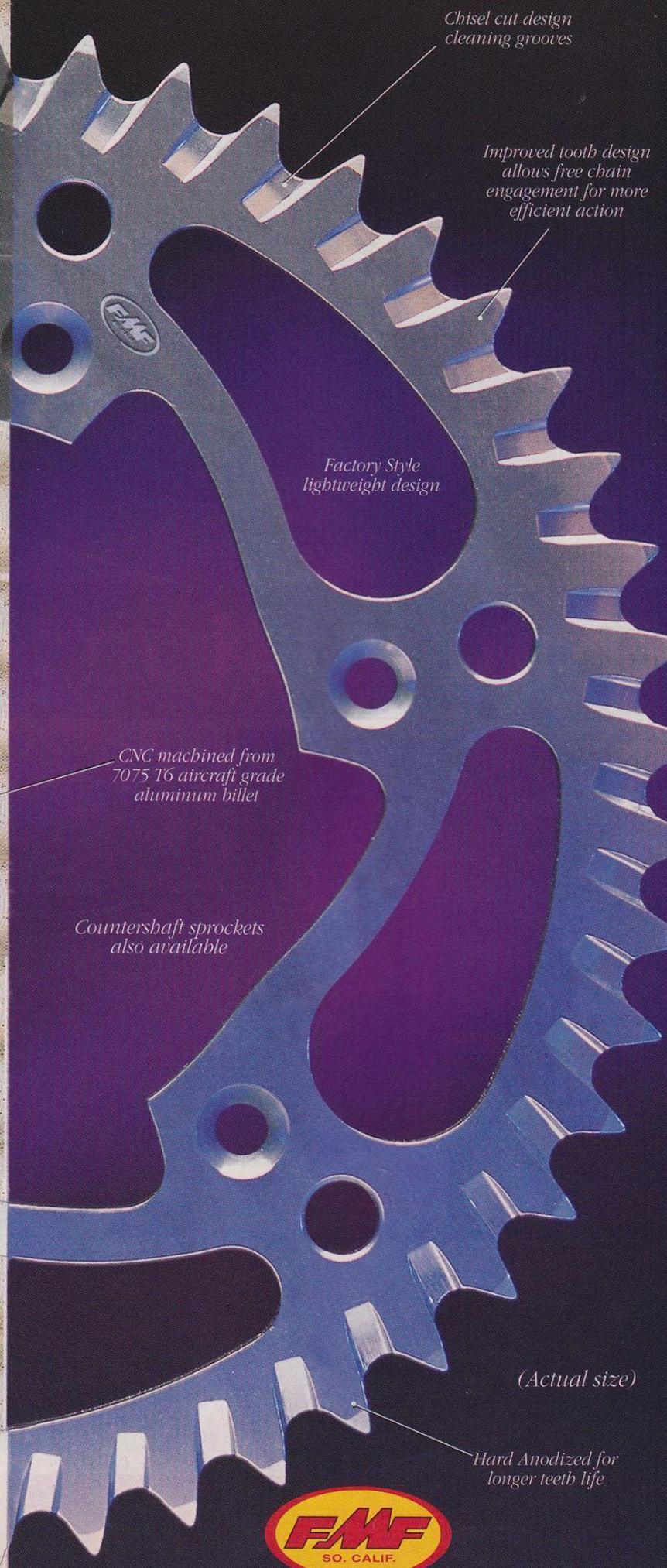
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◀ **Now we know: Who is Larry Ward and why do so many people say bad things about him? Ward turned heads by riding at the front at the start of the '94 season, but contract disputes and musical mechanics made him the talk of the circuit. Larry will put it all behind him and is planning to run at the front this year.**

NUMBER NINE LARRY WARD

● If you had the opportunity to browse through the pits at an AMA National, you might hear the following comments concerning Larry Ward: "He's weird." "He's a sketch—he's already been through four mechanics this year. Last year at Suzuki he went through two mechanics." "He's never happy." "Everybody on Team Noleen hates him." "A lot of people say that he is flaky.

Flaky, weird, or not, no one can deny the fact that Larry turned heads at the start of the season. However, Ward's inconsistency during the re-

maining supercross season and throughout the Nationals didn't help quiet all the talk that was going on behind his back.

MXA: Larry, you started the season off very hot. What happened?

Larry: I was very pleased with how I was doing in the supercrosses at the beginning of the year. About six races into the season, things just fell apart. I can't really put my finger on it. I went from leading supercrosses to getting bad starts, and so forth. Once I was in a rut, it made it a bit tougher to stay focused like I was at the start of the year. Things came together again at Pontiac, where I placed second. I also rode great at the last three events in Seattle, San Jose and Las Vegas.

MXA: Why did you ride a 125 at the National opener in Gainesville?

Larry: I felt better on a 125 outdoors. I rode hard, but fell twice during the first moto and ended up with an eighth for the day. It was at that point when I decided that yes, at 180 pounds, I'm just too heavy to really be competitive against the works boys in the 125 class.

TOP 250 RIDERS

I switched back to a 250 for Sacramento, but it took me a good four races to get adjusted enough to where I started doing good again. My results were good at rounds seven through 11, but I ran into some problems at Steel City when I broke a peg in the first moto and was involved in a pileup at the start of the second.

MXA: Why is it that your teammates don't like you?

Larry: That's a rumor. They might think I'm a little weird because I don't ride any of the earlier pre-race practices they hold on the Friday before the race. I get better practice at home, and how can riding a track that is never really fully prepped help me? I fly in right before the event, do my job, and fly back home. All I can say is that it works for me.

MXA: What is the story with all the mechanics?

Larry: That has nothing to do with me. First, Marshal Plumb left Noleen to go help his dad. It was a quarter of the way through the season already and we scrambled to get a replacement. Our first choice, Scott Fisher, didn't pan out and was let go. Currently I work with Burt Thomson, and everything is just fine. Remember, my results

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TOP 250 RIDERS

improved towards the end. By the way, that's three mechanics, not four!

MXA: Why are there so many bad things said about you?

Larry: All I can say is that maybe I'm a little on the shy side, but if you get the chance to know me, I would leave a good impression.

MXA: Who are you going to ride for next year?

Larry: I just re-signed with Noleen Racing. It sounds like you heard that I was talking to Honda of Troy, right? Well, that is true, because I have been talking to them since June. But when it came down to it, Noleen matched their offer and I would have been an idiot to leave. Our bikes work and that is what I'm used to riding.

MXA: Doesn't Noleen have a contract to ride the Mickey Thompson Off-Road Gran Prix series? Why didn't you race them?

Larry: Noleen's contract with Yamaha states that whichever rider is doing the best after the first few supercrosses does not have to ride the MTGP events. I could ride the last two MTGPs of the year, but I'm going to go over and race in Europe instead. I don't want to interfere with the points battle that my first- and second-place teammates, Larry

Brooks and Kyle Lewis, are engaged in. **MXA:** What are you going to do differently in '95?

Larry: I'm going to train like mad during the off-season and will head into the new year as a championship contender. I won't be happy with anything but top-three indoors and outdoors.

LARRY WARD VITAL STATISTICS

Age: 24.

Hometown: Florence, SC.

Main sponsors: Noleen Racing, Sizler, Extreme, Shoei, Oakley, Sidi, Dirt Bags, Endura, 100%.

Titles: Five-time NMA, AMA and International Youth (Great Britain) champion. ●

NUMBER TEN LARRY BROOKS

● Many of you will remember Larry Brooks as being the wildest kid in the world. After exploding onto the scene by securing the '81 Ponca City Grand National and '82 NMA World Mini titles, Honda snatched the young mini rider up at the end of '83. Larry continued his winning ways, winning countless local SoCal Pro events and the '84 Ponca City 125 and 250 Championships. Although injuries have slowed Larry down (a broken wrist cost him the '85 125

Supercross title), he has now matured into a steady rider who can always be counted on to run in the top ten.

By the way, he is also an MXA test rider and has been one since '81.

MXA: You are the father of 18-month-old twin boys. Does having a family slow you down?

Larry: No. Sometimes it gets in the way of training and stuff, but it's really just a matter of scheduling around it. I think that overall it's a lot more positive than negative.

MXA: Do you want your kids to race motorcycles?

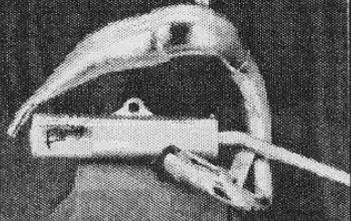
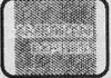
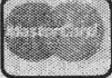
Larry: It's up to them. I don't want to force them into anything, but if they want to race, they can. As a matter of fact, my father didn't want me to race and still doesn't, but it was what I wanted to do so he allowed it.

MXA: What is the wildest thing you have ever done on a motorcycle?

Larry: It would probably have to be between jumping straight up the inverted 100-foot Palm Avenue cliffs and whipping it as hard as possible, or leaping the huge 200-foot downhill double jumps at Glamis Dunes.

MXA: You are a member of the MXA wrecking crew. What does it take to be a good magazine test rider?

Larry: The willingness to work long hours and be able to listen to photographers yelling for you to jump higher

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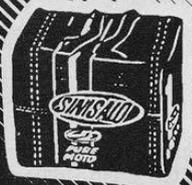
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TOP 250 RIDERS

and further for eight hours on end. Truthfully, you'd better like to ride and be very available during the week.

MXA: You are the defending MTGP Champion. Isn't that type of racing, when compared to the more technical supercross tracks, more luck than skill?

Larry: No, it's not. Of course, like any form of racing there is some luck involved, but the main thing is that you have to be super-aggressive. To make the racing more interesting they invert the start with the faster riders starting further back, and then they not only pay points for the final finish but also for how many riders you passed on your way up to the front. Oftentimes, the real winner in points doesn't neces-

Test rider done good: MXA test rider Larry Brooks (left) just lost his MTEG Championship title to teammate Kyle Lewis (far right). The wild kid of the late '80s has settled down a family and is making a good living racing. People dig Larry because he is real. ▶



sarily win the race. I'm basically hired to win that Championship.

MXA: Who would you like to thank?

Larry: Clark Jones for giving me the opportunity to race for Noleen, my parents for letting me race, and my wife Terri and my two sons Gavin and Derik for supporting me at home.

LARRY BROOKS VITAL STATISTICS

Age: 26.

Hometown: El Cajon, CA.

Main sponsors: Noleen Racing, Sizler, Extreme, Shoei, Oakley, Sidi, Dirt Bags, Endura, 100%.

Titles: '93 MTGP Champion and '86 AMA Rookie of the Year. □

1994 250 NATIONAL MOTO FINISHES

	Mike LaRocco	John Dowd	Jeremy McGrath	Mike Kiedrowski	Brian Swink	Jeff Stanton	Kyle Lewis	Jimmy Button	Larry Ward	Larry Brooks
Gainesville, FL.....	2/1	5/2	4/6	3/5	1/8	8/3	15/7	7/36	DNS	10/11
Sacramento, CA.....	1/4	8/9	DNS	2/1	6/32	DNF	4/3	15/6	5/16	9/5
Budds Creek, MD.....	1/1	4/6	3/2	2/4	7/35	DNF	6/5	38/7	9/36	10/10
Mt. Morris, PA.....	2/2	7/9	3/3	1/1	6/5	DNS	8/12	5/7	38/19	10/6
Southwick, MA.....	2/1	4/3	3/5	1/2	7/7	5/4	11/8	37/6	23/10	10/16
Buchanan, MI.....	1/2	11/10	5/37	2/1	39/7	3/3	7/6	9/5	6/8	33/12
New Berlin, NY.....	1/1	6/7	37/3	DNS	4/6	2/2	7/4	5/33	3/23	21/5
Troy, OH.....	3/1	4/5	1/3	DNS	DNS	5/2	8/7	6/4	2/6	11/33
Millville, MN.....	1/2	2/1	3/3	DNS	7/8	4/4	9/9	8/5	5/6	6/11
Washougal, WA.....	2/1	7/4	1/2	DNS	5/7	9/32	38/11	35/9	4/3	8/24
Binghamton, NY.....	3/6	1/1	7/5	DNS	2/7	12/3	13/8	4/4	6/2	8/11
Steel City, PA.....	1/1	7/6	2/2	3/4	8/3	5/7	6/29	4/5	10/9	DNF
Final points.....	552	402	393	305	299	296	292	282	260	210

DNF: Did not finish; DNS: Did not start.

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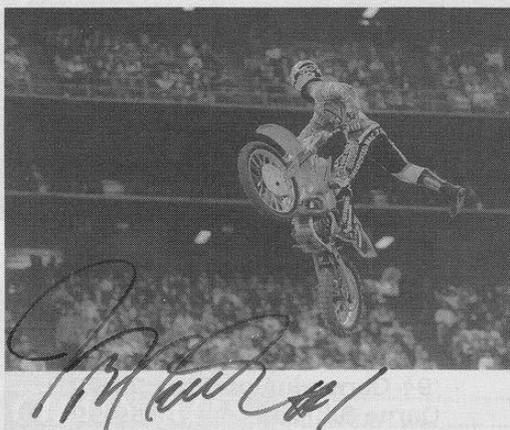


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ACTION

DOWN TO THE WIRE

AMERICA'S TOP 10 125 NATIONAL RIDERS

A look at the boys of summer

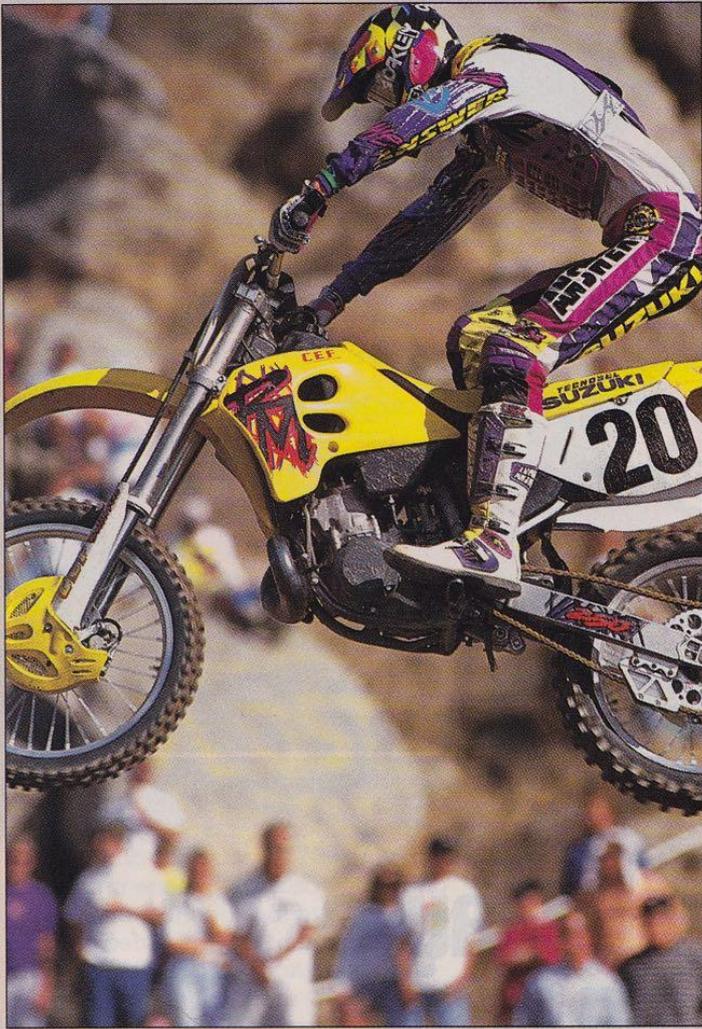
□ Anyone who had the pleasure of attending a National event this year will be the first to admit that most of the racing action was taking place in the 125 class. The hyperactive small-bore pilots, most of whom are members of the new guard, provided spectators with nail-biting race action from the drop of the gate all the way to the wave of the checkers. In total, seven different riders won motos during the 12-race series.

TOUGHER BY VIRTUE

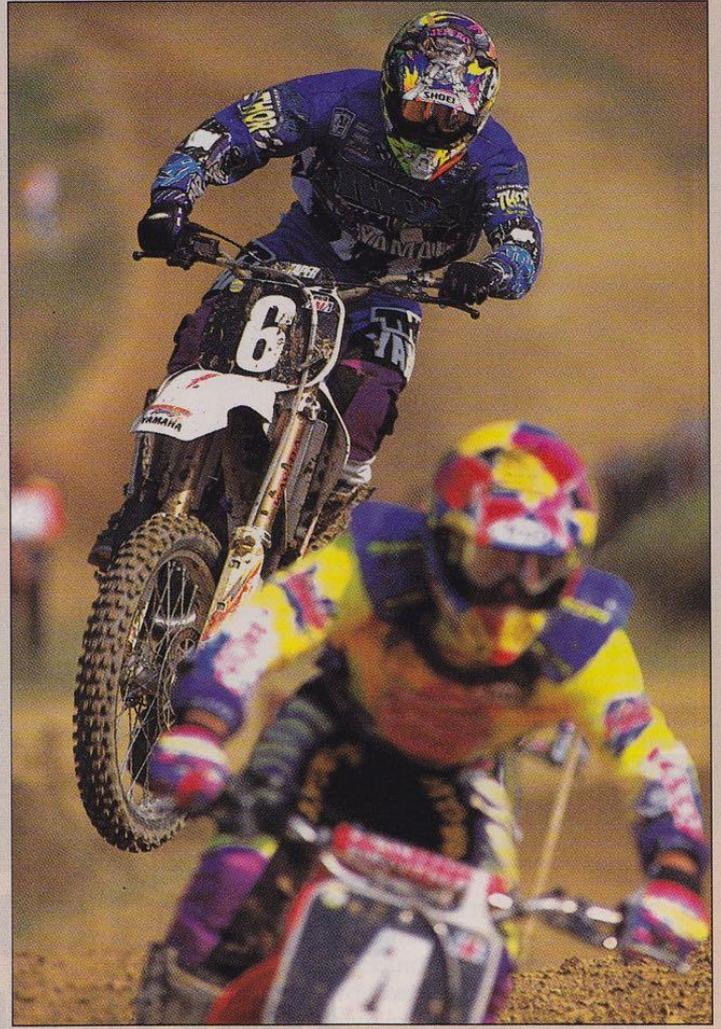
This fact should really come as no surprise, since the 250 battle had turned into a two-man fight right from the start, and when half of that scuffle was sidelined by injury, it became a one-man runaway. The richer field of 125 riders provided for much more intense race-to-race action. No one rider would ever become the clear-cut champion until the very second-to-last moto of the year at Steel City. Moreover, three of the top ten weren't decided until the gate dropped for the final 30-minute race of the year. Here are the ten boys of summer who can be thanked for keeping thousands of National spectators on their toes to the very end.

Doug Henry #1 ►

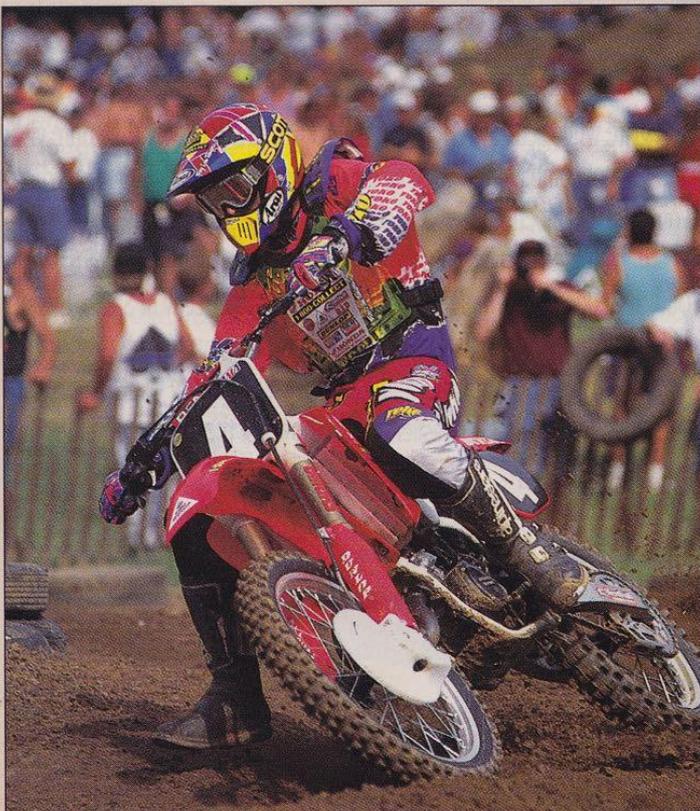




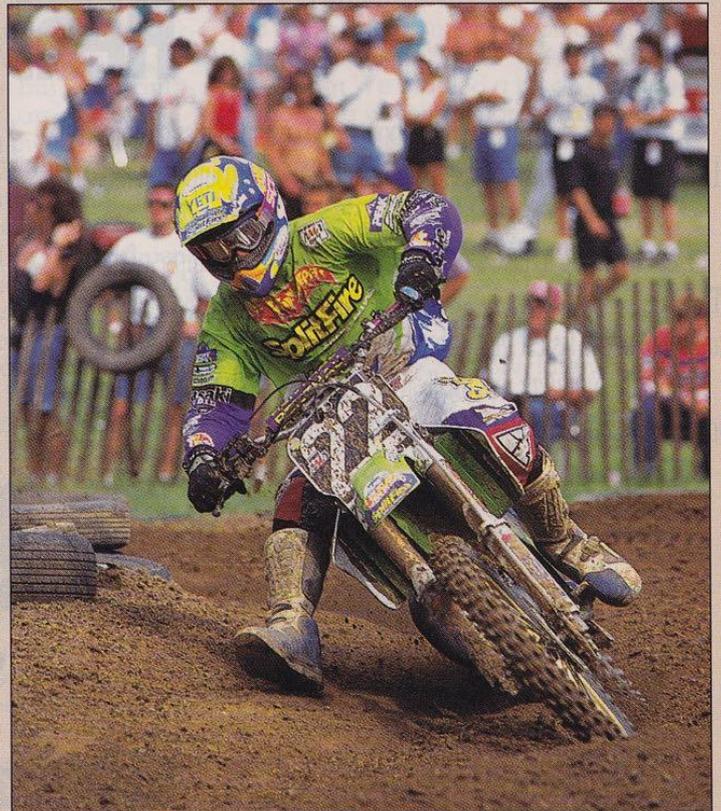
Damon Huffman #4



Jeff Emig #5



Steve Lamson #2



Ryan Hughes #3



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TOP 125 RIDERS

NUMBER ONE DOUG HENRY

● Defending 125 National Champion Doug Henry didn't exactly start off the '94 season with a bang—he placed 13th at the Gainesville opener. It was then that the rumors began to run rampant: "Doug has some intestinal disease." "Doug is out of shape." "Something is wrong with Doug and the doctors can't figure it out." And so it went.

Doug sat back and continued his points battle with the tenacity that only an experienced National Champion can possess. Here is the story how he turned bad to good to a championship.

MXA: Congratulations on your 125 National Championship, Doug. What exactly was the story with your illness? Why did it hold you up and how did you cure it?

Doug: There is some kind of a mal-absorption problem with my intestinal system. Nutrients aren't staying around in my intestines long enough to be absorbed by my bloodstream and fed into my muscles. Not only am I not storing energy, I'm also not storing water. Due to this lack of hydration, water is being borrowed from muscles and organs throughout my body and is being used in the more vital life-supportive organs. The result is that I get tired, experience lightheadedness, feel dehydrated and muscles all over my body begin to cramp from lack of hydration.

MXA: Was that the problem at the opening National at Gainesville?

Doug: It had something to do with it. At the start of the year, testing by my doctor had led me to believe that my digestive system wasn't allowing my system to correctly absorb the nutrients I get through food. So what I did at Gainesville was try to not go to the bathroom all day to keep the nutrients in my stomach as long as possible. I had to try something, since I wasn't getting anywhere with the doctor. But it kind of backfired on me and did nothing more than give me a bad pain in the stomach.

MXA: How long has this been going on?

Doug: It bothered me a little last year, but I didn't really become aware of the fact I had a problem until the second supercross of the year at Houston.

MXA: Has it been cured?

Doug: No, we don't really know what the problem is yet and the doctors are still performing tests on me. That is why at Troy the doctors decid-



◀ **Try it:** "They have no idea what the IV was for," says National Champion Doug Henry, "and have no reason to complain. I'm just bringing myself back up to a normal condition. I did the IV in private in the AMA Medical Booth at Troy, so I don't know how the other teams found out about it."

ed to start putting me on an IV before the start of my motos. We can bypass the digestive system and feed nutrients directly into the bloodstream, so I have enough energy to last an entire moto.

MXA: At what point in the season did you feel you had the 125 title won?

Doug: It wasn't until I got the checkers in the first moto at Steel City. I was leading the first moto, but was riding too tense. First Steve Lamson, then Robbie Reynard and then Ryan Hughes passed me. That is when I calmed down and started racing instead of thinking about what I had to do to secure the title [he had to finish at least sixth]. I closed back in during the last few laps and was able to pass Hughes for third before the finish. It didn't even hit me that I had won the championship when I crossed the line.

MXA: What about the scuffle you had with him during the second moto?

Doug: It was blown way out of proportion because some people felt that I deliberately took him out so that Lamson would pass him for second in point standings. That second moto was most likely going to be my last 125 race, since I'm thinking of moving into the 250 class next year, so I wanted to win. Reynard had disappeared in the lead, so I knew the overall win was most likely out of the picture. When Lamson passed me, I knew that if I wanted to get on the podium, I would have to at least beat Hughes, who started battling

with me. We were riding real close and I went on the inside of him on part of the track that no one had been riding. It was very slick and I couldn't slow down fast enough to avoid not running into him. We ended up both going down.

MXA: Ryan punched you a few times, didn't he?

Doug: We scuffled a bit on the sidelines. We wrestled more than anything else. He certainly seemed to be a little upset, didn't he?

MXA: He claims you took him out on purpose, just like at Washougal.

Doug: Ryan's crash at Washougal was his own fault. He tried to force me over a berm from the inside and high-sided over my back end. As a matter of fact, he apologized for it later. Hopefully I'll ride a 250 next year, where there aren't as many whiners.

MXA: It's amusing that you think there aren't many whiners in the 250 class. The AMA fined you for the Steel City incident, didn't it?

Doug: I was issued a letter informing me that both Ryan and I were being fined for misconduct. We're going to appeal it, though. Why should I pay for no wrongdoing?

MXA: What motivates you?

Doug: I'm not really sure, it's just something inside me. Ever since I was a kid I wanted to be the best at everything I was involved in, whether it was jumping BMX bikes or playing ice

TOP 125 RIDERS

hockey. That is where my competitive spirit came from.

DOUG HENRY VITAL STATISTICS

Age: 24.

Hometown: Oxford, CT.

Main sponsors: Honda, 1 (800) COLLECT, Fox, Shoei, Scott, USA Sports, Dunlop, CTi, Yeti mountain bikes.

Titles: '94 and '93 125 National Champion, '93 125 East Coast Supercross Champion, '93 and '92 125 NESC 125 Champion. ●

NUMBER TWO STEVE LAMSON

● When Steve Lamson, Mr. Consistency himself, began padding his points lead at round two of the 125 National Championships, pit pundits all but handed him the championship on a silver platter. They reasoned that: (1) Doug Henry was sick; (2) Ryan Hughes would break something; (3) Damon Huffman lacks outdoor experience; and (4) Jeff Emig has been inconsistent in the past. It looked like the only thing that could keep Steve from winning the '94 title was Steve himself. The bad rap on him was his go-for-broke drive to win a championship. As it turned out, Steve lost the title—not from being too conservative, but for hanging it out a bit too far.

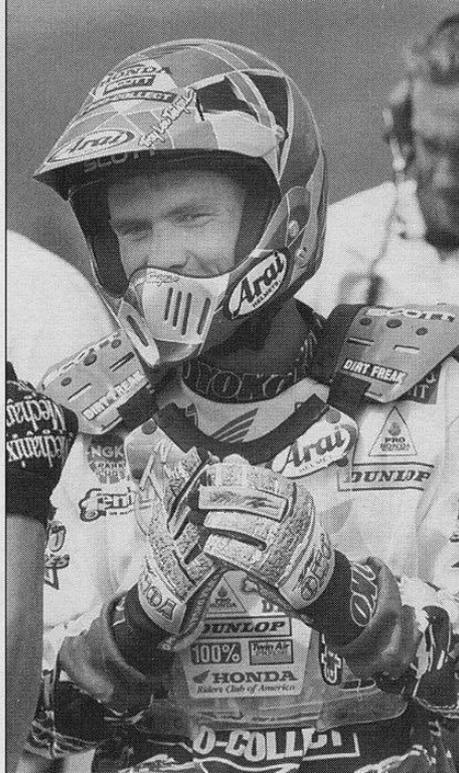
MXA: Steve, what happened to Mr. Consistency?

Steve: My consistency was certainly paying off at the start of the series, until I crashed real hard at Unadilla and was unable to finish the first moto. That ate up my 24-point lead right there. I caught back up to Henry at Washougal, but threw it away again and ended up DNFing. That is where I lost the championship.

MXA: How did you move by Ryan Hughes for second at the final round?

Steve: I was in third, seven points behind Ryan Hughes, heading into the final event. After a bad first-moto start, I moved up and found Henry and Hughes in the front. I first passed Doug and got by Ryan with a lap and a half to go. Both Robbie Reynard and Henry passed Hughes as well before the finish, and that left Ryan and me tied in points.

Reynard holeshot the second moto with Henry in second followed by me, then Emig and Hughes. It was muddy, and Reynard simply took off and left us. When Emig and Hughes started pressuring me, I moved by Henry. Emig and I went at it for some time, but I ended up beating him out at the finish. Although I didn't win the race, I felt it was one of the best weekends I've ridden in quite some time.



Unfair advantage?: "It's safe to say that our Hondas are definitely faster than most of the bikes out there," says Steve Lamson with a smile. Last year will go down in history as the year Mr. Second Place found what it took to break out in the front—and throw it all away again.

MXA: Are you riding for Honda next year?

Steve: Yes, I just signed for one more year. I'll be riding 250 supercross and 125 outdoors. I learned from my mistakes and had better win the 125 Nationals this time around.

MXA: Do you feel that being a nice guy hurts you out on the track?

Steve: I think it has in the past. It's okay to be a nice guy off the track, but you have to leave it behind when it's time to race. I started getting tougher on the track this year and have been in there banging bars a bit to let people know that I won't back down.

MXA: Are the works Honda 125s far superior to anything else on the track?

Steve: It always seems like Honda has the best bikes out there, so I know we're not at a disadvantage! I weigh 175 pounds, which is on the heavy side for a 125, but I got great starts all year long. Part of the reason for this is that Honda always tests. While some of the other manufacturers find a combination that works at the beginning of the year and stop testing, Honda is always looking for a way to make its bikes run harder.

MXA: How do you maintain your motivation?

Steve: The way I look at it, I can't race forever, and if I'm making this type of money now for having so much fun, I'm going to try my hardest and not even think of giving up until I'm forced to. Sometimes you do start to feel burned out, since you're always doing the same training on the same

tracks, but it's just a matter of taking a few days off and you're fine.

STEVE LAMSON VITAL STATISTICS

Age: 23.

Hometown: Pollack Pines, CA.

Main sponsors: Honda, 1 (800) COLLECT, Yoko, HRP, Aria, Scott, Alpine-stars, Troy Lee Designs.

Title: '89 Loretta Lynn's 125A Champion. ●

NUMBER THREE RYAN HUGHES

● The big news with Ryan Hughes is that after four years of sitting on the 125 National sidelines nursing broken bones, he has finally lived up to his factory contract and finished a season. It's obvious to everyone that Ryan has grown up a bit this year and is starting to shake his wildman, streetfighter reputation. He has instead replaced it with an aggressive, hard-riding style that has not only found him on the winner's podium, it's earned him another year on Kawasaki-supported Team SplitFire.

MXA: How does it feel to finish a complete series?

Ryan: It's always been one of my goals to prove to everyone that I could not only win but also finish a series. I turned a lot of people's heads this year, and was a championship contender to the very end.

MXA: Are you a crasher?

Ryan: Everyone crashes now and then, but I guess you can say I used to crash a lot more than now. I've always wanted to win badly, and in the past the only way I knew how to win was by just going real fast—a little too fast sometimes. I've proved in the National series that I'm more experienced this year, have smoothed out and am not the crasher that I used to be.

MXA: You got involved in some terrific duels this season. Some of your competition say you are a dirty rider. Are you?

Ryan: No, I'm just really aggressive. I hate losing. I hate being passed and I hate seeing people in front of me, but I have never intentionally hit or taken someone out. I just want to win, and no one can say anything bad about that.

MXA: You had a scuffle with Doug Henry during the last moto of the year. What happened?

Ryan: I passed Doug heading into a turn at the bottom of a hill. I yelled at him to move out of my way and swooped him on the outside. It must have made him mad, because coming down another hill he came up on the inside and kept it pinned—he completely took me out on purpose. I guess Doug didn't care, since he had already clinched the title during the first moto. We both went down and got into a lit-

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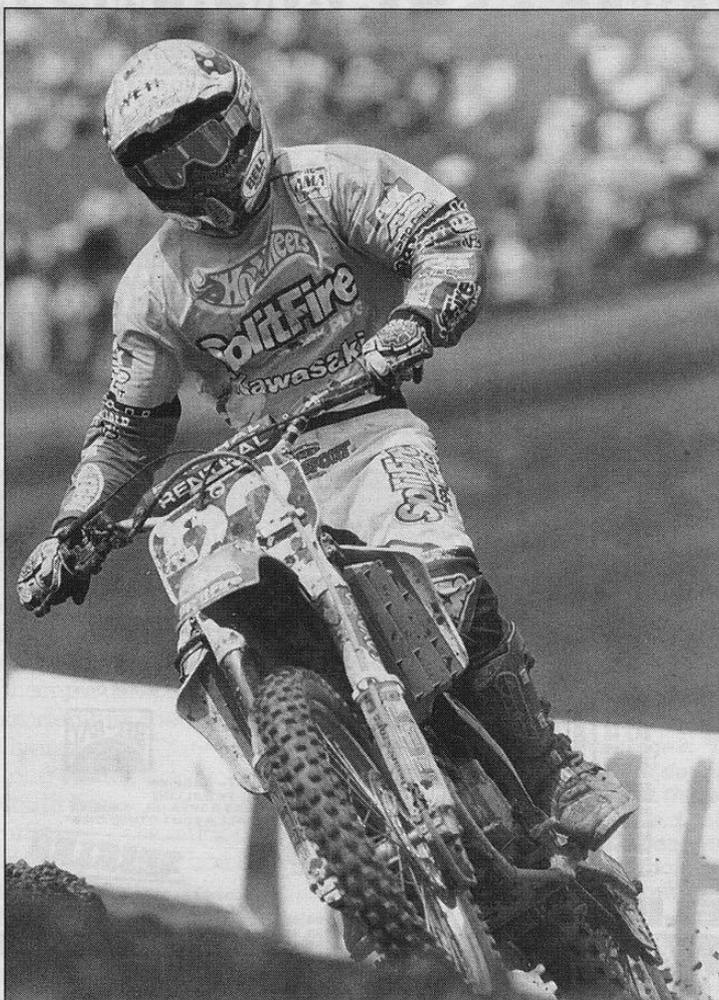
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◀ **New job description:** Ryan Hughes used to be known as the least used factory rider on the planet. No more. Ryan used '94 to replace his crasher reputation with one of being a more calculated racer and a genuine threat to win. Hughes won three motos during the '94 season.

Pit talk: What do they say about Damon Huffman? "Extremely talented—he rides like Ronnie Lechien." "His dad thinks he's still riding minibikes and wants to file a protest for anything he doesn't like." "The problem lies with his mechanic Tony Berluti—that guy is a big whiner." ▶

TOP 125 RIDERS

the fight on the sidelines. That is the second time he has taken me out on purpose this year, and his time is coming in a big way.

MXA: What are your plans for '95?

Ryan: I plan on being more consistent in the 125 Supercross series and to win that championship. My season will not be complete without at least one top-three finish in a 250 Supercross—I'll be riding the 250 class on the East Coast when I'm not racing the 125 West series. Then I'm going to carry the experience I picked up this year to win the 125 National Championship.

MXA: How do you stay psyched to race?

Ryan: Just by winning. When you win, everyone thinks you're great and it's a good feeling. I've had a lot of bad things happen to me this year, and it's something that I had to prove to myself. Now I want everyone else to know that I'm for real.

RYAN HUGHES VITAL STATISTICS

Age: 21.

Hometown: Escondido, CA.

Main sponsors: SplitFire/Hot Wheels/Pro Circuit/Kawasaki, AXO, Bell, Scott, Bridgestone, Yeti mountain bikes, Maxima, Troy Lee, Renthal.

Titles: Ten-time NMA, GNC and AMA amateur champion. ●

NUMBER FOUR DAMON HUFFMAN

● To this day, Damon Huffman is billed as the "new teenage supercross phenomenon." A sensation he is, but at age 18 he's older than many of the riders he competes against. It's more his baby face than his age that is helping him maintain his prepubescent hero status. The fact of the matter is that Damon is already considered by many to be the old man on the 125 West Coast Supercross circuit. He won three 125 supercrosses back in '93 and clinched the 125 west title in '94.

Damon's 125 National Championship results were true to form for his supercross title—his best outdoor finishes were on the hardpack, jump-filled layouts that typified a supercross layout.

MXA: Do you ride differently indoors than outdoors?

Damon: You have to be smoother indoors than outdoors. When you see me ride supercross, you'll notice that I'm always picking lines that will keep me as low to the ground as possible. You can't keep the momentum up when you're in the air, and momentum is the key to winning on a 125.

The outdoor style is more of the hang-it-out and ride-wide-open variety. You definitely have to work harder on the bike outdoors, not to mention

the fact that you are riding two long motos.

MXA: How do you practice for both types of racing?

Damon: To prepare for a supercross, I practice starts and work on my timing over different types of jumps. For outdoors, it's necessary to practice for at least as long as you are racing for. Strictly riding two 30-minute motos at speed over a chewed-up practice track makes it the harder form of practice on both mind and body.

MXA: What's it going to take for you to become 125 National Champion?

Damon: It's going to take more experience, which I got this year. Two years



ago, '93, was my first year on the Nationals and I placed seventh. Not only did I improve upon that finish this year, but I also got a couple of National wins under my belt. I proved something to myself and will head into '95 with more experience and confidence. You will see me winning more motos and finishing in the top five every weekend.

MXA: We know you have heard the talk about your being a "whiner." Is the Huffman camp getting a bad rap for being whiners?

Damon: That all came about because of the TV interview after the San Jose Supercross main. I think it's a joke.

MXA: You must admit, it sure made you look silly when you had just won the 125 Supercross title but were too busy whining about Ryan to act like a champion. Very few people who saw it on TV felt that it was Ryan's fault.

Damon: I jumped the doubles way against the hay bales to the right of Ryan, who was leading. He ended up

JOHN

it's

not seeing
different
things.



R.J. fully engaged

it's

seeing the
same things
differently.

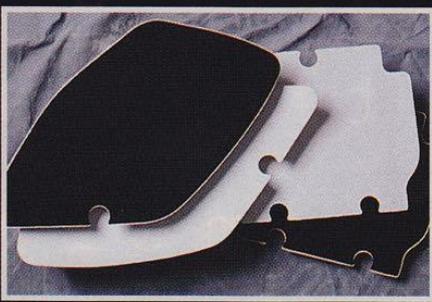
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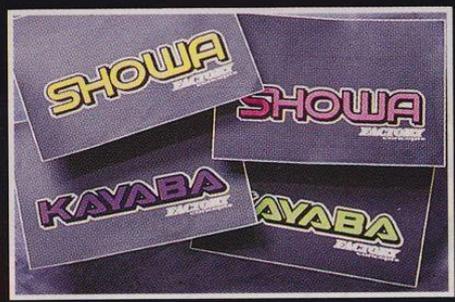
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TOP 125 RIDERS

landing short and got squirrely, and since I was right behind and to the side of him, there was absolutely nowhere for me to go. You cannot say that it was my fault. I jumped perfectly and crashed into him because of his own riding error. It made me mad because I was in a perfect position to win the last supercross of the year and end the season in style.

I ride hard and try to win every race. If something bad happens, like someone falls in front of me or lands short and takes me out, you are forced to race with that in the back of your mind the entire time while trying to make up lost ground. So when someone sticks a microphone in your face the second you pull off the track, you simply say things the way you see it at that point. If I had been asked the same question 15 minutes after the finish, there would have been enough time for the fact that I was now officially the Supercross Champion to sink in. I would have been a lot more ecstatic if that was when the camera crew would have come up to me. Needless to say, I did learn a little lesson on proper interview etiquette.

MXA: *Is it hard to stay motivated?*

Damon: The way I look at it is that if I don't make it in motocross, what else am I going to do? It's going to be awful hard to find a job that is better than this one. You only get one shot at this, so I better make it happen. You will never find me pulling off the track like Michael Craig does. Not only would you be letting yourself down, you would be letting down all the people who support you. Even if I go down in the first turn, I'll still ride my hardest. Plus, I want to win a lot of trophies!

DAMON HUFFMAN VITAL STATISTICS

Age: 18.

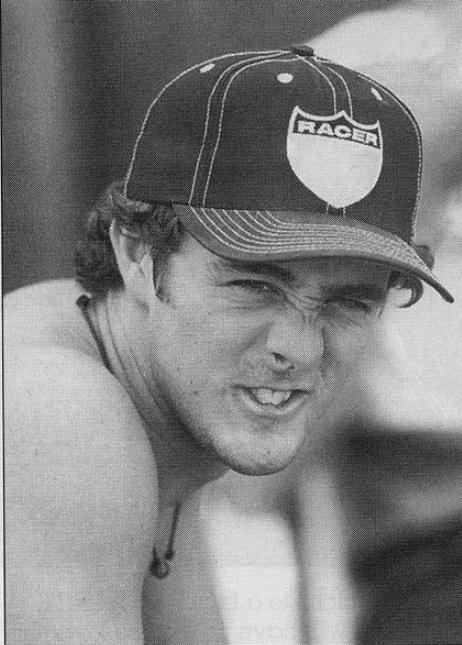
Hometown: Saugus, CA.

Main sponsors: Suzuki, Answer, Shoei, Oakley, Dunlop, Troy Lee, CEF

Titles: '94 West Coast 125 Supercross Champion. ●

NUMBER FIVE JEFF EMIG

● After former 125 National Champion Jeff Emig lost the title during the last moto in '93, the fans couldn't wait to see him come back swinging this year. Which is exactly what he did. Jeff ruined the competition at the Gainesville opener while title defender Doug Henry struggled for a 13th-place finish. Then just as quickly as Emig's season started, it fell apart, leaving the dominant 125 rider struggling to finish in the top five.



What happened?: *Why did Jeff Emig, the rider who everyone thought would dominant the 125s, turn out to be not so dominant this past year? Why didn't Emig win in '94? Was it Mike Craig? Is he not tough enough? Is his Yamaha fast enough? Could his Yamaha last an entire moto, or be ready for the start of a moto? Why was he talking to Honda? Here are the answers.*

MXA: *Why were you so inconsistent this year?*

Jeff: Although I worked just as hard as in past years, nothing seemed to go my way ever since we had problems with the bike before the first moto at Hangtown [Sacramento, California]. I couldn't start the moto and lost 25 points and my National lead right then and there. I played catch-up the entire time. There were numerous races where I lost 25 points at a time. Like at Troy. I was flying and came from 20th to second. But things didn't go my way while passing Henry for the lead, and I went down, losing more points. Other than the Gainesville opener, the only other race that really went well for me was Red Bud. If I knew why I had these problems, they wouldn't have happened.

MXA: *Did the Mike Craig soap opera have anything to do with it?*

Jeff: No, he was his own distraction.

MXA: *It has been said that you talked to Team Honda after the season was over.*

Jeff: Yeah, there was a spot open for a rider. They needed someone who can win the 250 National title for them. I thought I could be the one to fill the position. We'll have to wait and see.

MXA: *We heard that they weren't interested in you.*

Jeff: There are a lot of things being said. Who knows? Maybe they weren't. That remains to be seen. If they don't want me, oh well. I'm going to race for sure; what bike it is going to be on remains to be seen.

MXA: *How do you keep your driving force alive?*

Jeff: Well, I guess keeping the wish to win is the toughest thing there is. I've been racing for a long time, and what works for me is to always remind myself why I'm doing it in the first place. Think more about the fun you get out of racing than the money, similar to how it was when you first started racing at age 12. When you win, the money will come.

JEFF EMIG VITAL STATISTICS

Age: 23.

Hometown: Kansas City, KS.

Main sponsors: Yamaha, Thor Racing, Scott, Shoei, Arnet glasses, Troy Lee Designs, Alpinestars.

Titles: '93 and '92 Motocross des Nations Champion, '92 125 National Champion, '91 East/West Shootout Champion. ●

NUMBER SIX JAMES DOBB

● If you are determined to become a top racer and looking to get as much track time as possible, Europe is definitely not the best place to be. That is why top British rider James Dobb started coming over to America—to get away from the foul winter weather back home while partaking in some valuable track time during the sunny California winters. Dobb raced in the Intermediate class in California in '86 and '87 before heading back home to capture the British Amateur Championship title. With the help of Dave Thorpe, 15-year-old James was able to secure a Pro license from the ACU to compete in the eight-race British Professional Championship Series, where he placed third.

Unfortunately, the writing was on the wall after James secured two more British National Pro Championship titles. All the rides in England were drying up. That is when Dobb packed his bags and set out to make his mark in the promised land.

MXA: *You came out and blew everybody away at last year's Unadilla National. Why weren't you able to find that winning form this year?*

James: I broke my forearm at the following National in Troy in '93. There were complications with the healing process, so the fracture had to be re-broken and reset. It was December by the time everything was healed, which only gave me four weeks to prepare for the start of the '94 Supercross season. Then a crash at the Houston Supercross broke my collarbone, and I didn't have enough time to completely heal before the first National in Gainesville. At the San Jose Supercross, I separated a rib and shoulder and fractured the sixth vertebra in my back. I've been coming back from injury all year long.

Only twice: Although injuries have ruined the last two seasons for British expatriate James Dobb, let it be known that he fell only twice this year and is not a crasher. Team managers see Dobb as a really talented rider outdoors who has to work on his supercross skills. ▶



TOP 125 RIDERS

MXA: Would you say that you crash more often than other riders?

James: No. I've only crashed twice during the supercross series, but, unfortunately, I crashed hard enough to break stuff.

MXA: You seem to have a problem getting into the groove of supercross.

James: I do lack supercross experience. I'm 22 and this is only my second year riding supercross. I never practiced for this type of riding in England, so I have less supercross time than most of my 16-year-old competitors. It's hard for me to easily find a rhythm on a supercross track and I wear myself out more than I should.

MXA: What's it going to take to excel at supercross?

James: Experience. I'm going to concentrate on my supercross training. You'll see me riding the Honda supercross track in Corona every day preparing for the '95 season. I've beaten all the riders who are staying in the 125 East Coast series next year, and I have as good a chance as any to beat them again.

MXA: Rumor has it that you are not in shape.

James: Although I disagree with that, I can see how that rumor originated. A lot of time has been lost the last year and a half due to injuries, and I haven't been able to train. I always try my best, and if people knew what I've been going through, or what condition I've been riding in, they would see it in a different light. I never made a big deal about it because I'd rather keep my mouth closed and not moan about things.

MXA: If you live in Southern California, why are you riding the East Coast 125 Supercrosses?

James: Because that's the series that my new sponsor, Honda of Troy, is competing in.

MXA: Tell us about your new Honda of Troy ride.

James: I'm looking forward to it. It's

about as close to a factory ride as I'll get, and I will have no excuses whatsoever. Everyone involved with the Honda of Troy race program is really into it. We're getting factory suspension through Honda for the outdoor races and Pro Circuit is doing our engines. I'll be on equipment as good as anyone's.

MXA: What's your driving force?

James: I've put so much into racing over the years that it can definitely be considered my main love in life. All I need is some luck and I know I have it in me to win the championship. I know I can be the 125 National Champion, and I'm going to prove it.

JAMES DOBB VITAL STATISTICS

Age: 22.

Hometown: Darby, England.

Titles: '89 125 British MX Championship, '90 250 British MX Championship.

Main sponsor: Honda of Troy. ●

NUMBER SEVEN ROBBIE REYNARD

● Robbie Reynard is a prime example of why the manufacturers hate long-term contracts. When Reynard burst onto the scene, Kawasaki wasn't about to let a good thing get away from it and signed Reynard for a big-bucks, long-term contract, as did Fox Racing. He was 16 years old and the hottest property in the sport. Unfortunately, Robbie started getting injured. Not once, not twice, but all year long. The 125 series soon turned into a "let-me-see-if-I-can-finish" series for Reynard. It was the worst nightmare that a team manager could think of—a long-term contract with a rider who couldn't finish a year without an injury.

MXA: Tell us about your injuries.

Robbie: I broke a bone in my wrist at Hangtown, bent the screw in my shoulder that was repaired at the start of the year [from an injury at Southwick in '93], cracked two ribs at Mt. Morris and broke and cracked a rib at Washougal. I've been riding almost the entire year injured.



Dispelling rumors: Kawasaki's Robbie Reynard wants everyone to know that 1) he isn't afraid of getting hurt on the track, 2) living in Oklahoma isn't slowing him down and 3) he isn't sitting back and riding out a long-term contract. "I don't like to lose," says Robbie. "I'll be back."

MXA: Do you think you might be riding scared?

Robbie: Not really. What would I be scared of?

MXA: A normal human being, with your medical record, would be scared of getting injured.

Robbie: I'm tired of getting injured, but not scared. I made some mistakes and haven't allowed myself to heal up from them. I'm certainly not afraid of getting hurt when I'm out there riding.

MXA: Don't you think riders tend to sit back, rest on their laurels and take things easier when they have a long-term contract?

Robbie: Yeah, most riders do, I guess. I have a long-term contract, but I don't like losing, so you won't see me slow down because I might feel there isn't as much pressure on me to perform. I drive myself to perform, and nothing will stand in the way of that attitude.

MXA: You are still in school. You deserve credit for sticking with school in a sport dominated by dropouts. Do you feel it is a disadvantage?

Robbie: Yeah, it is a little bit. I still have two years left, and I take it very seriously because every kid needs a good education so they have somewhere to go other than McDonald's. I'm getting As and Bs in my courses.

MXA: What about not being able to test as much in Oklahoma as the riders do near the factory in California?

Robbie: That hurts me a little as well, but the last thing I want to do is go where they have all the earthquakes. Kawasaki sends me stuff to try and I call them up if it works or not.

MXA: How do you maintain the com-

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TOP 125 RIDERS

petitive edge?

Robbie: I don't like to lose. If I do badly one week—whether it's a lack of conditioning, a bad start, or if I'm slow on a certain obstacle—it makes me want to train that much harder to fix it.

ROBBIE REYNARD VITAL STATISTICS

Age: 17.

Hometown: Moore, OK.

Titles: Numerous NMA, AMA and GNC Amateur National Titles.

Main sponsors: Kawasaki, Bell, Scott, Fox, MXA, N-Style, DID, Renthal, Motul, Bridgestone, Ajax Kawasaki, Mike Taylor Designs, GTI, Allsport Dynamics. ●

NUMBER EIGHT TIM FERRY

● Imagine being a hot up-and-coming amateur who finally receives that long-awaited dream phone call—a call from one of the factories asking you to ride for them. That is exactly what happened to Tim Ferry when U.S. Suzuki called him halfway through the year—but did Tim jump up and down and shout? No. Rumor has it that he made Suzuki mad with his ultra-casual “I’ll be out there in a couple of weeks and maybe I’ll come by” reply. Thankfully for Tim, Suzuki looked more at his great results aboard the privateer RRP Honda than his casual attitude when he finally inked his name to the standard Suzuki contract (which is typically \$75,000).

MXA: Everyone has high expectations now that you are going to be on a factory bike for '95. Should they?

Tim: Yes. I can win at Gainesville and Southwick because of the sand. I like it when it's rough. The rougher it gets, the more it separates the good guys from the also-rans. Anyone can go fast on a smooth track. Plus, I'm good in sand, since I'm from Florida.

MXA: Okay, but what do you expect to do in a 12-race series that consists of more hard tracks than sandy tracks?

Tim: My outdoor goal for '95 is to finish in the top five, although I'm aiming at the top three. Of course, I'm looking to win at least two Nationals [Gainesville and Southwick].

MXA: Do you have a reply to the statements from people who state that you aren't a serious trainer?

Tim: They say that? I've gotten in much better shape this year. Remember, I was still in school last year, so my training time was very limited. I train a lot—I ride a couple of 30-minute motos three times a week and run three to four miles every day—and everybody I'm racing against gets just as tired as I do.



◀ Still waters run deep: “I’m a real laid-back person,” says new factory Suzuki rider Tim Ferry, “but when I’m on the track it shows that I want it real bad.” Ferry’s best moto finish was a sixth at Millville.

MXA: Tell us about your Suzuki ride.

Tim: I received an offer from them mainly due to my third-place 125 East Coast Supercross finish. Our bikes ran especially competitive in Supercross this year.

MXA: How do you think you will do indoors?

Tim: I think I have a good chance of winning it. If I go by this year's results, and considering that Ezra Lusk and Jimmy Button will be moving up to the 250s, it stands to reason that my main competition will come from Robbie Reynard and Kevin Windham. There is no reason why I can't beat those two, since I already have this year.

MXA: Is it true that you made Suzuki mad by being less than enthusiastic when they called you and offered a ride?

Tim: I'm not really sure. I received a call early in the season and I didn't have any free time to get out to see them in California. All I know is that I was super-enthusiastic whenever I spoke to them over the phone or met with them in person. There was no problem.

MXA: Tell us something about yourself that no one knows.

Tim: I like to sleep! Sometimes you are on the road so much as a privateer that you never get the chance to relax. It's nice, whenever I have enough free time, just to relax. It certainly helps keep me from getting burned out.

MXA: Is it hard to stay motivated?

Tim: I've been staying with Ronnie Tichenor and have had someone to train and ride with. I really like to ride, and having someone to ride with gives you something to look forward to every single day and keeps my drive up.

TIM FERRY VITAL STATISTICS

Age: 19.

Hometown: West Palm Beach, FL.

Main sponsors: RRP, Kayo, Honda West, Cycles of Palm Beach, UFO, Sidi,

Bell, Scott, Dunlop, EK chain, 100%, CTi, No Limit Designs.

Titles: Seven-time Loretta Lynn's Champion. ●

NUMBER NINE DENNY STEPHENSON

● Denny Stephenson is the perfect example of a mini star struggling to make his mark in the Pro ranks. As have hundreds of mini stars before him, Green Team rider Denny showed great promise when he rocketed onto the National circuit in '89 and immediately started mixing it up with the big boys. Naysayers' suspicions that Denny was just another flash-in-the-pan were slightly eased in '90 when he switched to Suzuki and clinched the '90 125 East Coast Supercross Championship. However, Denny's inconsistent and injury-prone seasons following the 125 supercross title have put him straight back on the one-shot-wonder list. Denny tried to use '94 to regain some of his lost respect.

MXA: A strong showing at the final in Steel City moved you from 12th to ninth in the standings.

Denny: Yes, I'm really happy how things turned out this year. It's been the first time in a long while that I have stayed injury-free. I finished seventh at Troy, sixth at Unadilla and ran consistently in the top ten the last half year. It was nice to be paid by a top-ten finish for riding so consistently.

MXA: What are you planning for next year?

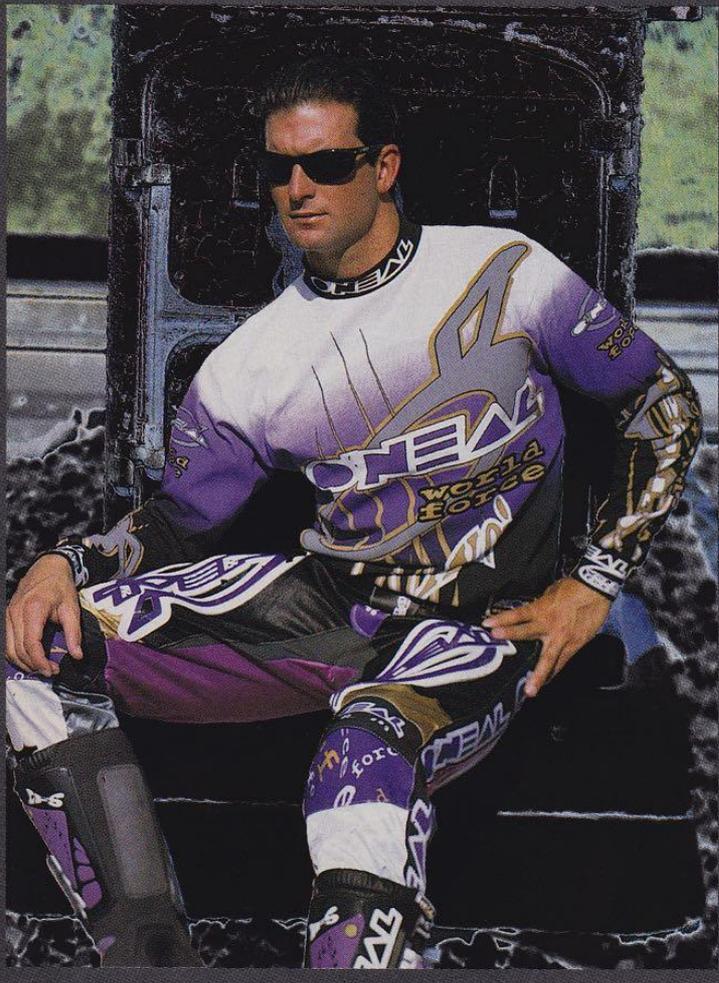
Denny: I'm not sure yet. Currently, I'm trying to work out a deal with either Suzuki or KTM. I'm looking to ride in the 250 Nationals next year, which will be a new experience for me. Finishing sixth or seventh in the 250 class will bring you a lot more recognition than finishing in tenth in the 125 class.



CRAIG DECKER FACTORY SUZUKI

ONEAL

FALL '94



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Orange/Black



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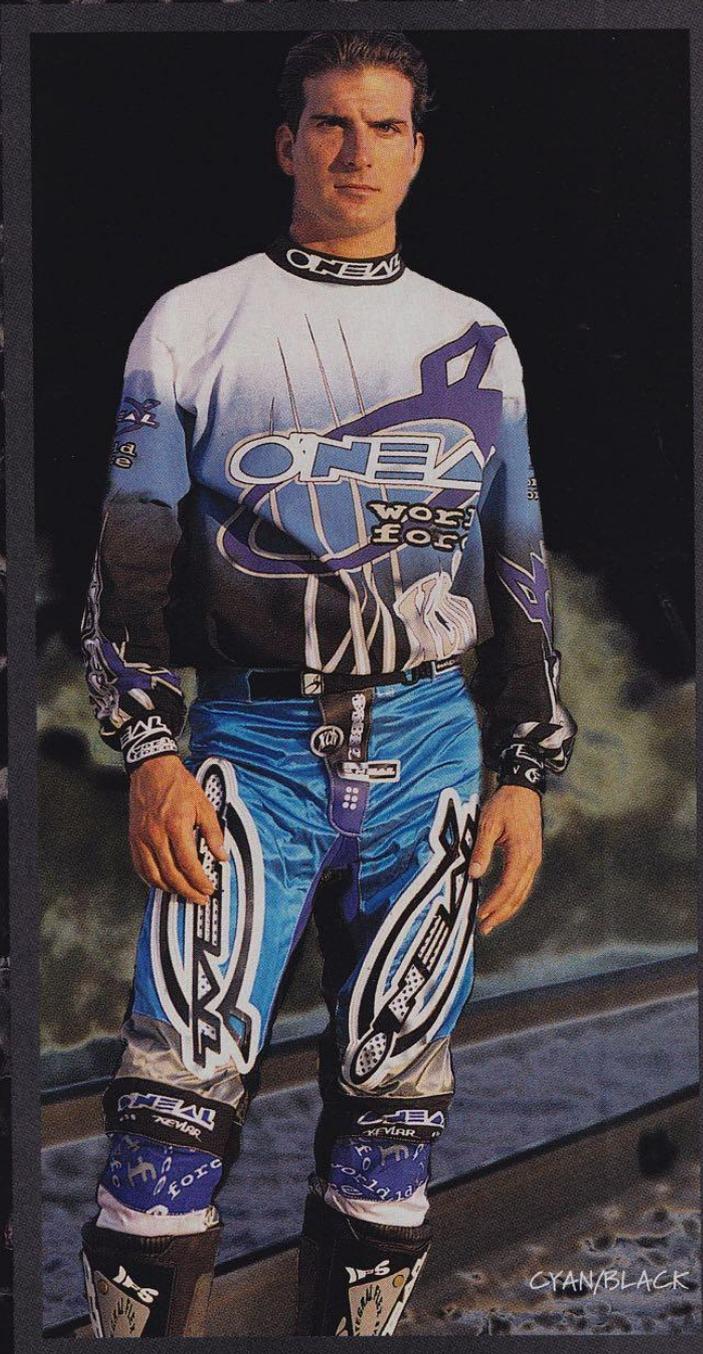
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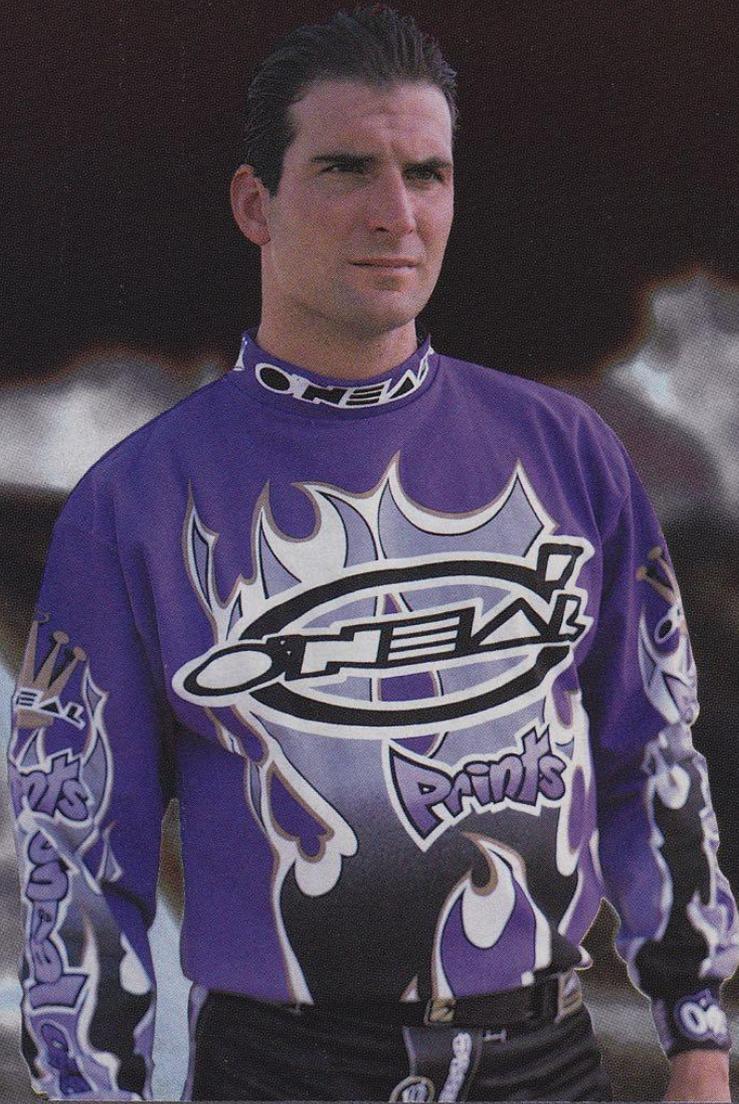


Purple/Black

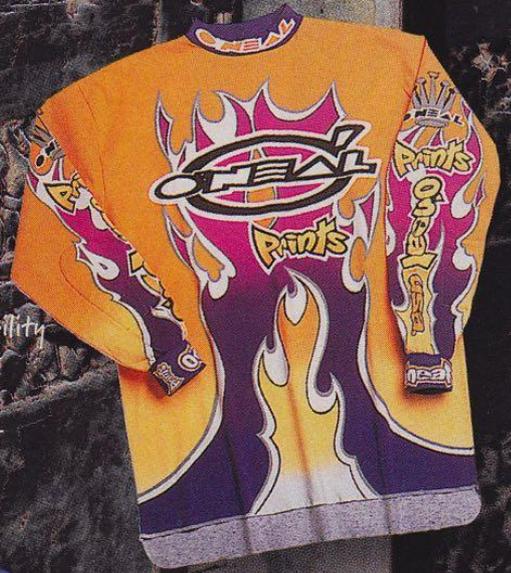
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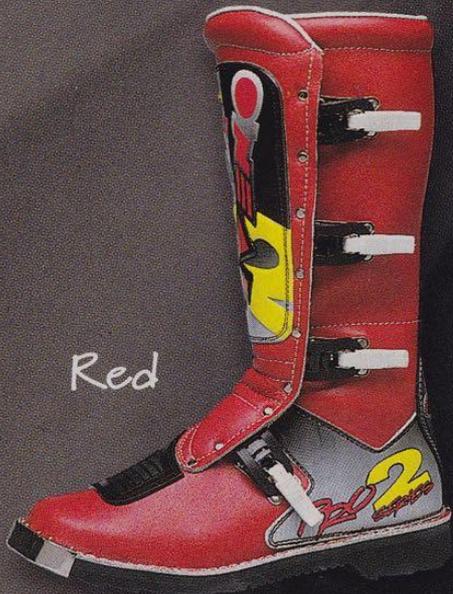
Cyan/Black



Blue



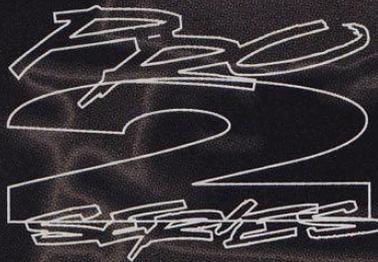
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RED/BLACK



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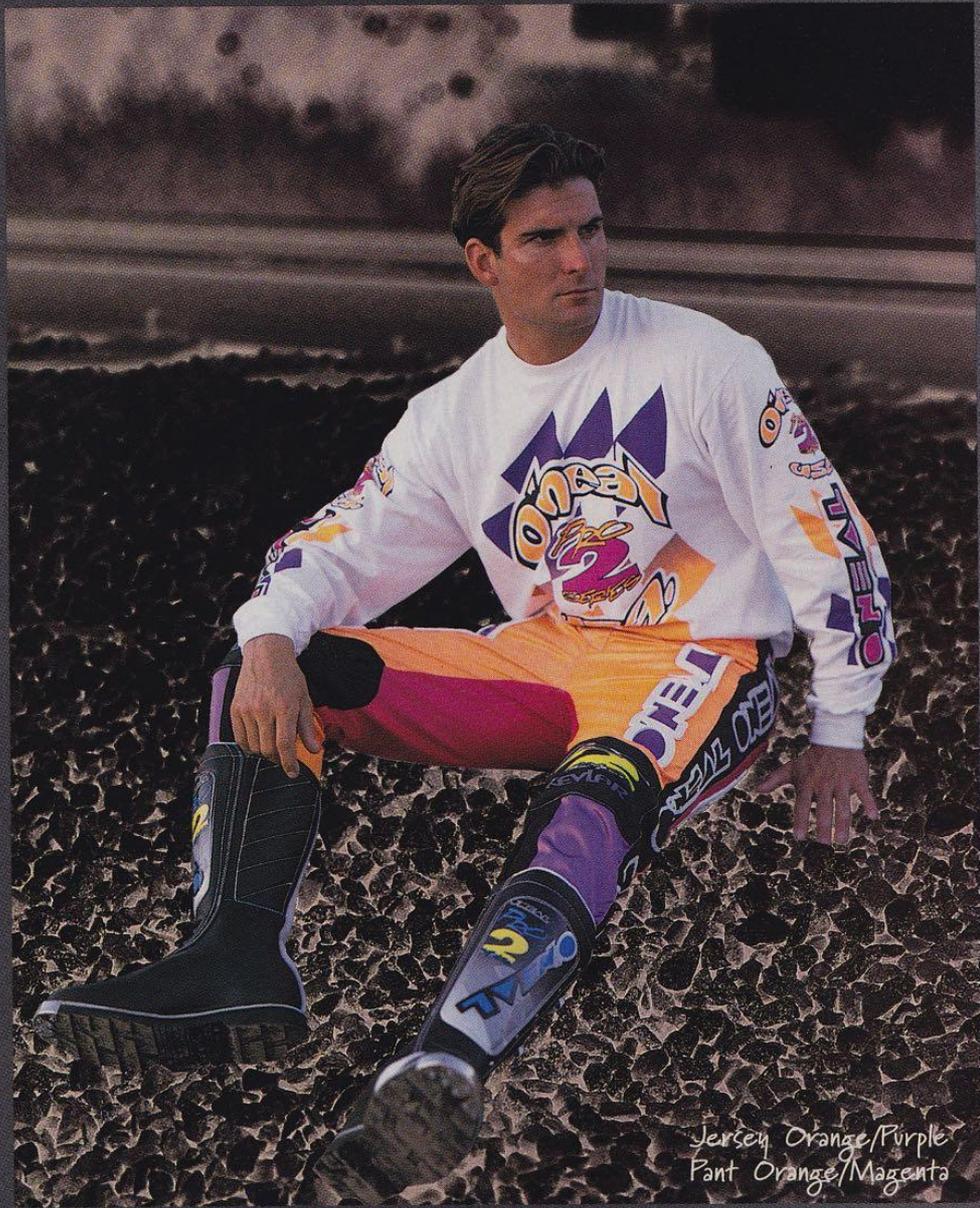


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BLACK/PURPLE

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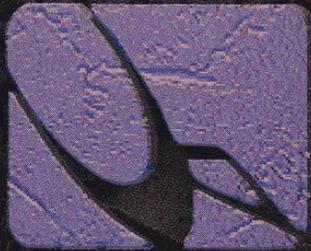
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TOP 125 RIDERS

MXA: You are saying that it's harder in the 125 class?

Denny: Yes. It's definitely a lot more competitive and has a greater number of riders who can win, but the further back you finish, the less people care.

MXA: Rumor has it that you lack motivation.

Denny: I don't know about that. My attitude is more carefree than others, and people always see me out enjoying myself. So I guess I might not come off as being as serious as others riders. While being an introvert and keeping to yourself might work for Stanton, La-Rocco and Kiedrowski, it doesn't work for me. To each his own. My results suffer when I try to bear down and think 100% about the race.

My attitude has also built me a strong following with the spectators, which is really nice, since I haven't had a factory ride since Suzuki in '91.

MXA: There are people who say that your close friendship with Jeff Matiasevich hasn't really helped you in the seriousness department.

Denny: Oh, I don't know. If you put a couple of guys together who are doing bad it looks like one's association with the other is dragging him down. I've been a support rider for a long time,

and I wouldn't receive help if I weren't serious. All I can say is that I do the best I can for myself and my sponsors.

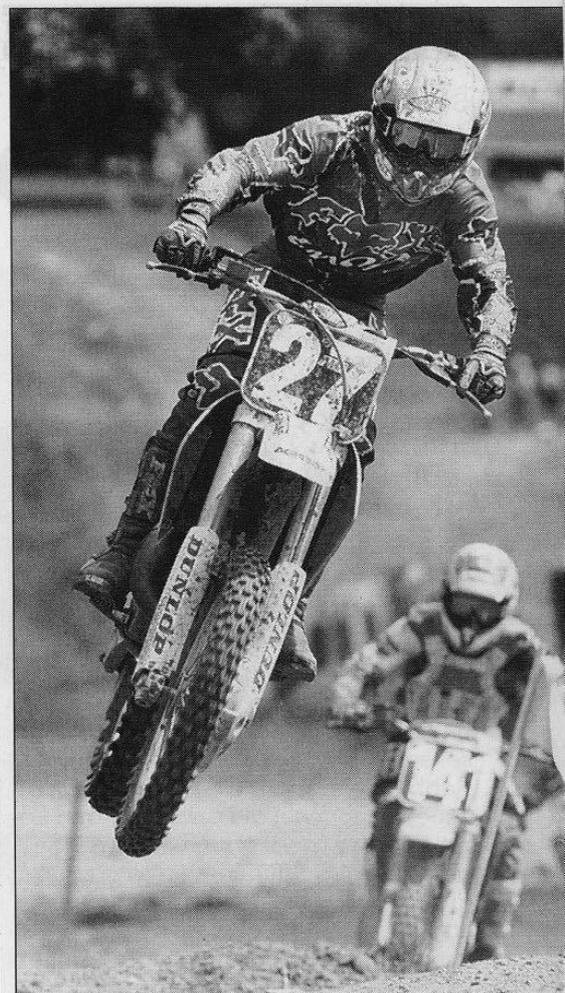
MXA: What has been slowing you down?

Denny: I would have to say injuries have hurt me. In the summer of '90 I broke the navicular in my left wrist at Oklahoma City. I didn't allow it to heal properly and went ahead and raced the East/West Shootout with a mild fracture. That proved to be a big mistake, because I completely broke it in practice. After taking a month off—which again wasn't long enough—I started off the '91 season wearing a brace. It broke again. Finally, at the end of '91, my wrist required surgery and I had to sit out the first half of '92 to allow it to properly heal.

MXA: What is your driving force?

Denny: I would have to say maintaining the competitive spirit and not wanting to get beat. I want to beat those new kids! Suzuki hired Craig Decker and Tim Ferry, and I want to beat those two every week and show

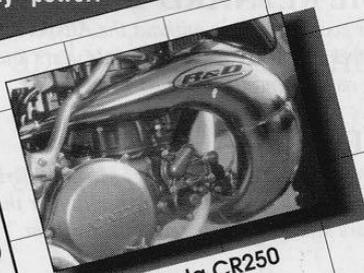
Is time on his side?: All eyes and ears are on your every move, every crash and every rumor when you are a former "top mini star" trying to make it in the big leagues. No one knows this better than Denny Stephenson, who is trying to regain the form he had when he first moved up from the 80s. ►



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TOP 125 RIDERS

Suzuki that I'm still around.

I also don't want to let my dad down. He puts 120% effort into my bikes and I have never had a problem. It would be a big letdown to me and him if I didn't try my best.

DENNY STEPHENSON VITAL STATISTICS

Age: 24.

Hometown: Omaha, NE.

Main sponsors: Suzuki, Pro Circuit, Fox, Bell, Scott, Troy Lee Designs, 100%, Endura, Dunlop.

Title: '90 125 East Coast Supercross Champion. ●

NUMBER TEN CRAIG DECKER

● Craig Decker is finally on equal ground. For most of his racing career, he has lived in the shadow of amateur sensation and Team Green teammate Robbie Reynard. In '93 the two were expected to meet at Ponca City and Loretta Lynn's to see which one was the best. The giant duel never got off the ground. After finishing a spectacular fifth in the first supercross of his career (Anaheim '93), Decker was yet another in a long list of riders to succumb to the

infamous Kawasaki test track. After sitting out the rest of the year to heal his shattered femur and wrist, Craig used the '94 racing season to prove that he hadn't lost an ounce of speed.

MXA: *Craig, congratulations on finishing in the top ten your first year out on the 125 Nationals.*

Craig: Thanks. It was a goal of mine to finish in the top ten this year, and I would have been bummed to miss that because I was always so close. At the Steel City final, I was able to finish in front of Mike Brown (who had been sitting in tenth) and was able to sneak into the top ten right behind Denny Stephenson.

MXA: *Some people say you're not strong enough to ride outdoors.*

Craig: It was my first year out there, and a top ten National finish is pretty good. Next year I'll know what to expect and will be a lot tougher.

MXA: *You finished third in the 125 West Coast Supercross Series. It looks like you are better indoors than outdoors.*

Craig: There are a lot more front-runners in the class outdoors—like the 250 guys who drop down to ride the 125 Nationals—who can win on any given day. Even though I like racing outdoors, there's no denying the fact that I'm very at home indoors—I feel very comfortable on tight, technical,

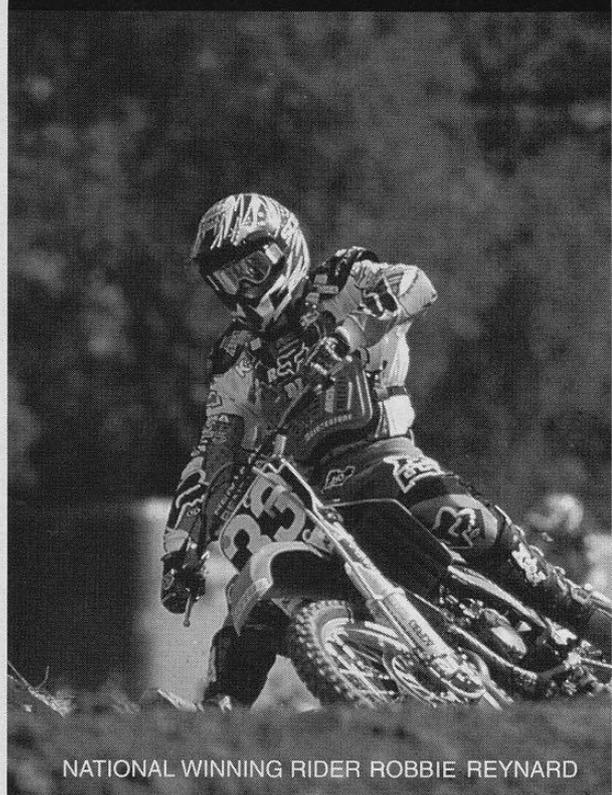


Not a problem: New Suzuki rider Craig Decker has his sights set on this year's West Coast Supercross title and a top-five finish outdoors. This was Craig's first year on the National circuit, and he finished in the top ten 11 times out of 24 attempts.

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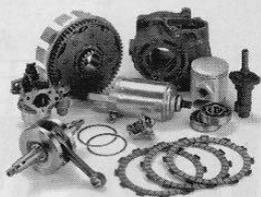
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TOP 125 RIDERS

jump-filled tracks.

MXA: You were just one of a host of Kawasaki riders to get injured at the Kawasaki test track. Is the track a killer?

Craig: There are some obstacles that are bigger than they have to be just for training. When you practice for supercross you need whoop practice and different sets of jumps to exercise timing on. It's not necessary to have a giant set of triples that leaves no room for error so when you mess up a little you do yourself in.

MXA: Are you too nice to win?

Craig: No. Off the track I respect everybody and treat them like I want to

be treated, but on the track you can't cut anyone any slack. It's very easy for me to separate the two. I can be competitive on the track without being enemies with my competitors off the track.

MXA: Tell us about your new Suzuki ride.

Craig: I just signed a two-year factory contract to ride the West Coast Supercross and 125 Nationals. Landing a factory ride has been a goal I was shooting for and it's a definite confidence-builder. Now that I have the experience, a works bike and all the other fringe benefits that go with a factory ride, next year is going to be great!

MXA: What's your key for staying motivated?

Craig: Motivation is not a problem

for me. I'm just starting in the Pro class and want to win as many races as possible. I have as good a chance as anyone to win the '95 West Coast 125 Supercross title. It's not going to be a cakewalk, though. Not only are Hughes and Huffman tough, but Pedro Gonzales is going to be right in there as well. That's okay, because with my year of experience, I'm going to be tougher as well. I'm also shooting for a top-five finish outdoors.

CRAIG DECKER VITAL STATISTICS

Age: 18.

Hometown: Palm Desert, CA.

Main sponsors: Honda of Troy, AXO, Dunlop, Scott, CTi, Acerbis, 100%, Pro Circuit, Renthal.

Titles: Six-time AMA, NMA and GNC Amateur National Champion. □

1994 125 NATIONAL MOTO RESULTS

	Doug Henry	Steve Lamson	Ryan Hughes	Damon Huffman	Jeff Emig	James Dobb	Robbie Reynard	Tim Ferry	Denny Stephenson	Craig Decker
Gainesville, FL.....	6/31	4/2	5/6	3/5	1/3	11/12	9/1	7/10	10/27	18/14
Sacramento, CA.....	2/4	3/2	8/3	4/1	DNS/9	6/6	DNS	34/10	13/15	9/16
Budds Creek, MD.....	2/5	1/2	5/3	4/4	3/1	9/6	21/10	11/11	10/12	8/8
Mt. Morris, PA.....	1/5	3/9	4/2	8/4	7/1	12/7	5/18	15/6	39/12	11/10
Southwick, MA.....	1/1	2/2	7/4	5/3	3/36	18/13	DNS	37/5	11/12	14/8
Buchanan, MI.....	2/6	4/2	3/3	10/5	1/1	5/7	6/8	13/9	9/12	12/18
New Berlin, NY.....	3/4	40/6	1/1	15/10	4/3	2/5	5/2	9/8	6/9	16/11
Troy, OH.....	1/2	4/3	14/4	2/1	24/7	8/10	37/6	11/8	6/11	9/13
Millville, MN.....	2/2	3/1	9/3	7/6	1/5	4/32	11/4	6/8	16/9	13/7
Washougal, WA.....	5/1	2/33	1/3	3/2	DNS	4/4	8/35	24/8	10/11	9/7
Binghamton, NY.....	1/2	11/3	2/5	5/1	6/7	3/9	4/4	12/8	9/10	10/11
Steel City, PA.....	3/16	1/2	4/6	8/7	6/3	7/8	2/1	10/4	11/9	9/17
Final points.....	463	442	435	412	368	315	272	253	229	226

DNF: Did not finish. DNS: Did not start



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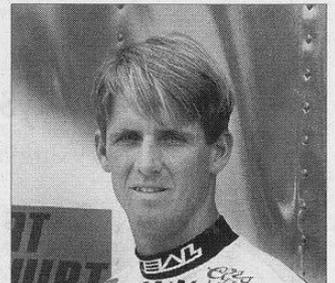
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team issue





"RACING IN AMERICA IS LIKE WAR"

Bobby Moore tells why he prefers life in Europe

□ The world changes. Priorities are always shifting. Remember when you rushed home to catch the latest weekly episode of *Mork and Mindy*? Where are the bomb shelters of yesteryear? Who would have thought that Eric Clapton would have hit records for his singing instead of his guitar playing? Why isn't herpes on the cover of *Time* anymore? What Cold War commando could have predicted that American military might would get its only workout against Grenada, Panama, Iraq and Haiti?

See? What was once important, unfathomable or irresistible is now inconsequential, fathomable and resistible. So what's the point? No point! Just another question. Can you name every American to have won an FIM World Motocross Championship? Take your time. Brad Lackey is right. Danny LaPorte, very good. Think about it. We will give you a clue . . . he said supercross was stupid. That's correct. Donny Schmit. Two left? Yeah. Two.

Give up? Brad Lackey, Danny LaPorte, Donnie Schmit, Trampas Parker and Bobby Moore. What's sad about the recent accomplishment of Bobby Moore in winning the '94 125 World Championship is that ten years ago it would have made him a household name—an American hero. Now, he's answer number five in the Grand Prix category of the Bermshooters version of *Trivial Pursuit*.

The MXA wrecking crew tracked Bobby down at the Parma, Italy, headquarters of the Chesterfield Yamaha team to give him a chance to become more than a blip on the American motocross memory.

MXA: You went into the last race of the 125 World Championships with a chance to win the title or lose it. How did you prepare?

◀ **Hitting the lottery:** If ever a rider worked long and hard to achieve success, that rider would be Bobby Moore. No overnight hero, Moore has spent the last eight years struggling in a foreign land trying to be a World Champion. He is the fifth American to earn the honor.

Bobby: I told myself that it was better to go out and train. Michele Rinaldi, my team manager, told me to go home to the States and relax by the swimming pool. But there was three weeks between the second to last and final race, so I figured that it was better to stay in Europe and pretend that this race was just another day at the races . . . well, sort of.

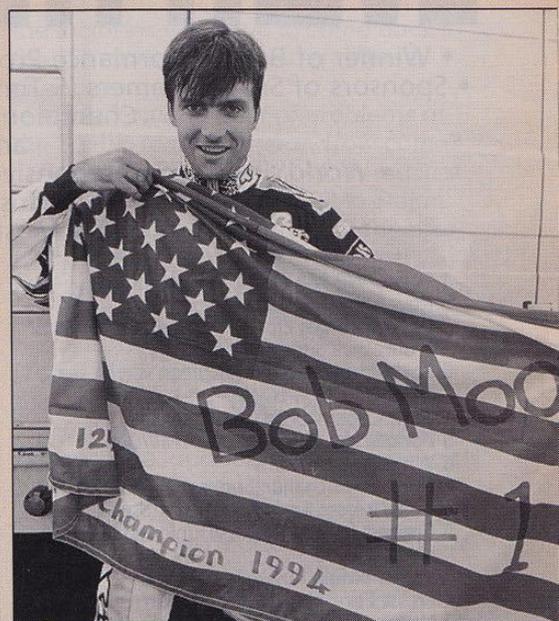
I wanted to go out and win both motos. I rode a little careful in the first moto. I only needed four points because even if Alessio Chiodi and I had an equal result, I would still be the World Champion because I had more moto wins.

MXA: You had moved up to the 250 class after quite a few years in the 125 class. It must have been difficult to give up your plans and go back and adapt to a 125 again.

Bobby: I had ridden 250s for two full years—year-round. When I found out that the Chesterfield Yamaha team wanted to transfer me to the 125 class again, I started to train on a 125 immediately. I first rode a 125 in October of last year in the USA. I was dead slow. You have to change your riding style completely between a 125 and 250. You have to enter the corners so much faster on a 125, and keep the speed up all the time. It was good that I started training early, because otherwise I would have been very slow at the start of the season. It took me about three or four months to get up to speed.

MXA: Why did the Chesterfield team suddenly decide to return to the 125 class?

Bobby: Yamaha had been out of the 125 class since it won the title in '87 with John Van Den Berk. Yamaha had a new bike and wanted to get back into the 125 class, and it also wanted to keep the 250 GP program going. It had its 250 riders already signed for '94, so Michele Rinaldi was interested in having a top rider in the 125 class. That's the position he opened up for me. I wanted to return to Michele's team after a year at Bieffe-Suzuki,



Big shot: Once considered too small to make it in big-time motocross by American team managers, Bobby worked hard, trained, practiced and reportedly took growth hormones to make the grade in world competition.

because the living is good in Italy and the team works really well.

MXA: Sometimes a change is good. Eric Geboers once said that the best thing that ever happened to him was when Honda moved him to the 250 class from the 500s. He said he felt humiliated at first, but later he said it gave him the motivation to go on and become a winner.

Bobby: I must admit that I had similar feelings at first. I knew from the beginning that the 125 class isn't such a demanding class and that the press doesn't pay as much attention to it. But I thought that this might be a stepping-stone in my career. I was always thinking, that if I go to the 250 class in '95—and I'm almost certain to return to the 250 class—that riding the 125 is '94 is going to help my speed. I think that this year in the 125 class will work to my advantage in the 250 class.

MXA: Did you expect Italian Alessio Chiodi to be that fast?

Bobby: No. Not at all. I thought he would be fast at a few races. At the start of the season I expected Pedro Tragter and Dave Strijbos to be the guys to beat. But they struggled from the very beginning, and in the World Championship you have to be ready from the very first race, otherwise you will not make it to the title. Chiodi was riding very well at the beginning.

Altogether I won six GPs and that was enough to put a safe points advantage on him coming into the final GP.

MXA: You have been close so many times. It must feel good to finally be on the top step of the podium.

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- 9 Brakes:** Braking Rotors/Dunlop/Pad/Ferodo/Braking Pads
- 10 Brake Lines:** Russel/Fastline
- 11 Front Fenders:** UFO/Polisport
- 12 Number Plates:** UFO/TMV/Polisport
- 13 Handlebars:** Renthal/Afam/Apico/O'Neal/Pro Sport/WB
- 14 Brake/Clutch Levers:** SunLine/O'Neal
- 15 Grips:** Renthal/SunLine/AME/Scott/Galindo/WB

- 16 Brake Reservoirs:** Devol/Maier Guards/Motul/Russell Brake Fluids
- 17 Gas Tanks:** IMS Tanks/SunLine Gas-Stop/Russell/Visu-Fuel Filters
- 18 Radiators:** UFO Shrouds/Devol Guards/Moosejuice/N-Style/Ceet/100%/Werx Graphics
- 19 Seats:** Ceet Covers and Pads
- 20 Exhaust:** Pro Circuit/FMF Pipes
- 21 Engine:** Wiseco/Arias Pistons/Pro Design Heads/WB Gaskets/Boyesen Factory Cover/IMS Wide Ratio Gears
- 22 Clutch:** Barnett Clutch Kits and Springs/WB Easy-Clutch
- 23 Engine Plates:** WB/Devol Supercross Plates, WB/Devol Skid Plates
- 24 Intake:** Boyesen/FMF Reeds and Reed Cages/Mikuni Carbs/Boyesen Super Bowl/Moose Reed Spacer/PC-1/Pro Vent
- 25 Airbox:** Twin-Air/K&N Filters/WB Filter Vents/PC-1 Filter Skin

- 26 Engine Shrouds:** UFO Engine Shrouds
- 27 Frame Guards:** Devol/UFO/TMV Frame Guards
- 28 Side Plates:** UFO Side Plates
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New World Champion: Bobby Moore, relatively unknown to modern American race fans, has had a long racing career. He won the National Minicycle Championship for Kawasaki in the early '80s. He moved to Europe and has raced for Suzuki, Honda, KTM and Yamaha during his eight-year-pursuit of the '94 125 World Championship.

Bobby: You bet! I was fourth behind Puzar, Parker and Healey on the KTM in '89. In '90 I finished second behind Donny Schmit. I really didn't believe that I could win the Championship that year. Donny was the strongest rider. I was second to Stefan Everts in '91. There I came closer to winning. Donny started winning all the GPs at the beginning of the season, but then he got hurt and that brought Stefan and me closer together in the points. But when we went into the last race, I knew it was too late to keep him from winning the title. In '92 I moved to the 250 class and no one was expecting me to do well. I started in seventh place and moved into second. It was a good result, but I was never fighting for the Championship.

This year was different. I started winning races from the very beginning. I felt the strongest all year long. This year was different because I was the only rider on the team. There wasn't a lot of pressure on me, though. We just worked together like a team. In the beginning Michele wasn't concentrating on the 125 class very much; he just told me to go out and do my best. That changed towards the end of the season—quite a bit!

MXA: *There is a lot of talk that you have a works Yamaha. How close is your bike to production?*

Bobby: Believe it or not, the bike I rode this year was completely standard. The mechanics at Chesterfield Yamaha did all the work during the

winter. We did a lot of testing to get everything perfect. That testing was the key to our success. When I wasn't in Italy to test, Andrea Bartolini did the testing with the team. We didn't lose any time during the winter.

There is nothing factory on the bike except the brake pedal. We received a titanium subframe from America and the suspension has been modified from the factory, but the engine is all production parts.

MXA: *When did you first come to Europe?*

Bobby: I came over to Europe in '86. The first two years I rode for Roberto Gallina's Suzuki team. In '86 I rode Suzukis, but one year later he switched to Honda, so I rode Honda. In '88 I switched to KTM.

MXA: *There is a lot of talk about how expensive it is to race the GPs. Do you think the 125 class has a future?*

Bobby: I hope so. The 125 class has always been a class for the younger riders to start at. The problems the 125 class faces aren't that different from what the 250 and 500 riders face. It's getting more difficult to find a sufficient race budget, through outside sponsorship, to make a living out of it. In Europe, motocross is going downhill, and it's hard for even the top teams to get bikes. The economy isn't so good. It affects everybody. Most of the big sponsors want to concentrate everything on the highest profile class, which is the 250 class. They get to race 15 GPs instead of 12 and they get more media attention. But the 250 teams have the same problems with budget that the 125 teams have.

For our team it was even more difficult, because we split up into two separate classes [125 and 250]. Thankfully, Michele and Yamaha wanted to focus attention on the 125 class. In the future,

the factories will have to come back to the 125 class to give young riders a chance to develop.

MXA: *You had a lot of problems at the Suzuki team last year. How come?*

Bobby: It didn't really bother me that all the media attention went to Stefan Everts. My job was to develop the bike for next year—testing. The biggest problem I had was adapting my riding style to the brutal power of the factory Suzuki. The bike wasn't styled for me. [Team Manager] Sylvain Geboers has the idea that if the bike comes from Japan, nothing needs to be changed because the Japanese have done their homework. We had a few arguments about this. When the parts came from Japan, I think we made a wrong choice. The frame was too short and the steering angle made the bike extremely difficult to ride. Stefan didn't have any problems, but that guy can ride anything. For me, being so small, it was really tough to ride that bike. I had the option to change it at the beginning of the season, but we only had three days to test, and we had to make a decision. Everyone on the team was so enthusiastic about the new frame before I even rode it that the decision to stick with it was made before I even started. We tried our best and by the end of the season the bike was very good. I just feel more confident on the Yamaha.

MXA: *You live with Donny Schmit, don't you?*

Bobby: Yes I do. But this year I haven't seen Donny very much, because he spends most of his time back home in the USA. This year he was only in Italy about two or three months. He's homesick. He's tired of traveling. He's married and his wife wants to stay home. He's going to retire.

That is one of the reasons why I didn't go home this year. Mentally, I didn't want to go home until I finished the job.

MXA: *Obviously, after winning the '94 125 World Championship you will have a predictable answer, but do you regret not staying in America and racing?*

Bobby: No! Since I was a little kid I always looked at MXA and saw the photos of Roger DeCoster climbing perfect green hills, going across incredible mudholes and racing the GPs. That was my ultimate dream. I wanted to come to Europe and be World Champion. I have finally achieved my goal.

MXA: *What about supercross?*

Bobby: When I rode my first year on big bikes back in '85 with Suzuki of America, I saw that the sport was developing strongly towards supercross. My results weren't bad on supercross, but I prefer to race outdoors. The first

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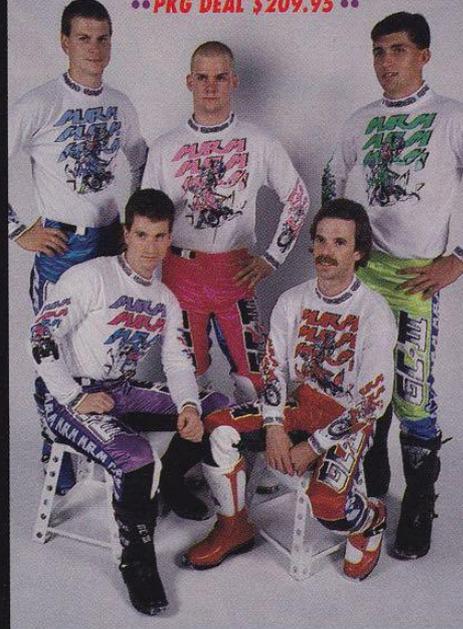
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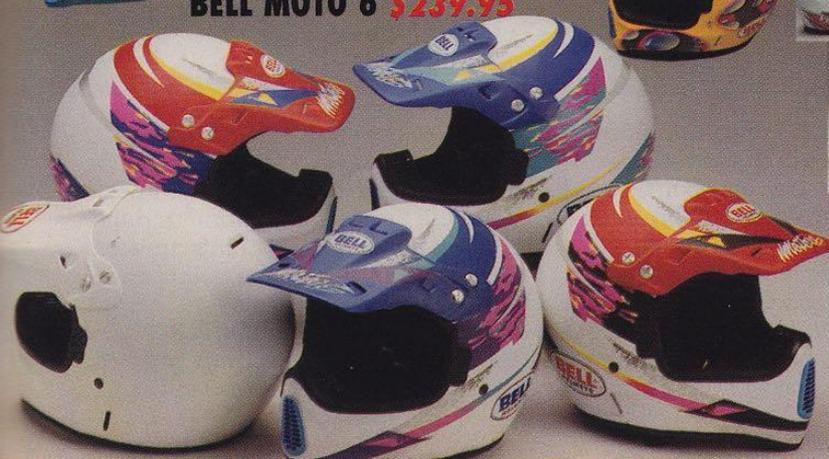
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□ *Veni, vidi, vici.* We came, we saw, we conquered. Those were the good old days. In '94, Team USA came, saw and lost.

What went wrong? How could Mike LaRocco, Mike Kiedrowski and Jeff Emig lose? They didn't crash. They didn't get second-row starts. They didn't get knocked down. They weren't block-passed by Popenko or Khudjakov. They avoided food poisoning.

No Excuses Jeans will probably be signing the three Americans to an endorsement contract so that they can join Gennifer Flowers, Fawn Hall and Donna Rice (the girl who sat on Gary Hart's lap).

They lost! Live with it!

What makes it so hard to live with is that Team USA got beat by the British. Not young, hot and up-and-coming Brits but the same old faces we have been seeing for years: Kurt Nicoll—perennial Mr. Second Place, in the 500 class, who since moving to the 250 class would be happy to be called runner-up (Nicoll is no newcomer—he's probably within the last season or two of his GP career); Rob Herring—who started his Motocross des Nations career back when our team was David Bailey, Ricky Johnson and Johnny O'Mara (was there ever a British motocross team that Rob Herring wasn't on?); Paul Malin—a rider who pressed the down button on the elevator of motocross success and has gone from top-line 500 contender or also-ran in the 250 class to "who's he?" in the 125 class.

Kurt Nicoll, with a fifth place in the '94 250 World Championships, is the only British rider in the top ten in the world standings. And they won... no, they smoked us. Fair and square.

MOTO ONE: 125/500 COMBINED

David Aviles of Spain holed the first moto (he later finished 18th), but after one lap, Yves DeMaria had taken over the lead in front of Jacky Martens, Nicoll and Mike LaRocco. As DeMaria built up a five-second lead, first Nicoll and then LaRocco passed Martens (who was losing ground on the long, fast uphill). Cheered on by border-hopping Frenchmen, DeMaria never let LaRocco, who passed Nicoll, get closer than three seconds. Nicoll, rejuvenated being back on a 500, finished third ahead of Martens and German Didi Lacher. The first five riders in the combined 125/500 race were on Open bikes.

To everybody's surprise, Malin was the first 125 rider home. Not a highly rated 125 rider in anyone's book, Malin had taken the measure of Jeff Emig. Malin plans to move to the 125 World



Championships next year and was taking advantage of the Motocross des Nations to try to sweeten his deal. German Pit Beirer was third, while Frederic Viale of France was fourth. Viale's fourth place was by virtue of a tenth overall in the combined results (four 125s and six 500s made up the top ten).

Belgium's chances at winning the Motocross des Nations were ruined

when Werner DeWit brought his RM125 across the line in 17th place (for eighth in the 125 class).

After the first moto, England and the U.S. were tied with four points apiece. France was third with five points and Germany had eight points.

MOTO TWO: 125/250 GROUPING

Before the start of the second moto it started to rain. It was more of a drizzle,

WE MET OUR WATERLOO

Wasn't it the British who put it to Napoleon, too?

By Luc Verbeke



The Redcoats are coming: Wildly enthusiastic British fans hoisted the British team up on their shoulders and, while waving the Union Jack, celebrated their shocking win at the '94 Motocross des Nations. The British revelers had plenty to party about.

but just enough to put a paste of slime on the grass track. World Champion Greg Albertyn holed the second moto, with Rob Herring and Frederic Bolley in pursuit. Albertyn, anxious to leave Europe in style for his new American home, started to run away from the pack. It seemed that no one could stop the South African from winning the second moto—at least, noth-

ing human. On the fourth lap, Herring appeared out of the woods with the lead. Albertyn was nowhere to be seen. A few minutes later the South African rolled in with a bloody nose and bruised elbow. A deer had run across one of the fast parts of the track, taking Albertyn's Suzuki down and committing suicide at the same time. Herring held onto the lead for most

of the moto, but late in the moto Belgian Marnicq Bervoets, a sand specialist who always rises to the occasion at the Motocross des Nations (sand or not), reeled the Brit in. Bervoets had crashed on the first lap, but when he saw the two laps to go (2+ allées on the pit board) he forced his way past Herring and onto the checkered flag. The 250 class results were





DES NATIONS

Bervoets, Herring, Bolley and Mike Kiedrowski.

The 125 class was a repeat of the first 125 round. Malin finished fifth overall and first 125, while Emig was eighth overall and second 125.

Dark clouds were already being cast over the American team. England now had seven points to Team USA's ten. France was third with 12 points, with Belgium and Germany hovering back at 20 and 21, respectively.

THIRD MOTO: 250/500 PAIRING

Anyone could win if they were English, American or French. The highest score that any rider in the three teams had was a fourth. Since one score could be thrown out of the six possible, it was Herring versus Kiedrowski versus Bolley in the 250 class and Nicoll versus LaRocco versus DeMaria in the 500s.

The French threw in the towel in the first turn. DeMaria collided with Martens and Gert-Jan Van Doorn in the first turn. That eliminated the possibility of the French winning, no matter what Bolley did (they had to throw out DeMaria's final moto, which meant that they had to keep two fourth-place finishes from the first two motos).

◀ **Mike Kiedrowski: If you are in the mood to point a finger at someone for Team USA's loss at the Motocross des Nations, Mike Kiedrowski is the man. In fact, Mike gave it his all, struggled valiantly, but got beaten by faster riders on this Sunday in Switzerland.**

When DeMaria pulled into the pits their chances were finis.

The Americans were much better off. They didn't crash in the first turn, but they weren't as close to the front as Nicoll, who was leading the 500 class. Bolley, unaware that DeMaria was no longer a contender for his team, was doing everything in his power to guarantee a French win. Bolley, on his Yamaha YZ250, was leading the combined 250/500 race. It was for naught (actually, it was for third overall) at the '94 Motocross des Nations.

For those who say that the Roggenburg, Switzerland, track was a no-pass affair, Martens, who was involved in the first-turn crash with DeMaria, was hustling his thumper up and down the Swiss hillsides. His effort eventually got him third in the 500 class—not bad, and he passed a lot of people on a no-pass track.

LaRocco was the only American to ride like the Americans of old. He outlasted Nicoll and Bolley to take over the lead with three laps to go. He was the only American to win his class or a moto. Kiedrowski, healed from the broken ring finger that sidelined him for the last part of the AMA National season, could never get in sync with the high-speed track. He eventually crossed the finish line in seventh place (fifth 250) and three places ahead of Herring (but only one place ahead in the 250 class). Both Herring and Kie-

Road race: We don't have many tracks as smooth and fast as Switzerland's Roggenburg facility. Its biggest obstacles were rocks thrown off the rear wheels at 70 mph. The beautiful grass track was less technical than typical American tracks, but no less demanding.

drowski would have their results dropped from the team tally.

The British fans had been working overtime with their calculators, and as the moto neared its climax, they began to crowd the finish area waiting for Nicoll to cross the line. LaRocco's KX500 came in first, followed by the 250s of Bolley, Bervoets and Albertyn, and when Nicoll crossed the finish line the celebration erupted.

It was the first time in 27 years that England had won the Motocross des Nations (Dave Bickers, Vic Eastwood and Jeff Smith were the riders in '67).

The final score? England had nine points; the USA 11 points; France 13; Belgium 18; and Germany 28.

IT HAD TO HAPPEN

Next year the Motocross des Nations will be held in Sverepec Bystrica, Slovakia (250 kilometers from Prague). It is almost an exact copy of Roggenburg. There are a lot of questions about why the Americans lost. The Europeans don't really think that they are better than the Americans—well, they do, but they don't think the British are better than them. So for the



Crosswalk: Greg Albertyn was taken out by a small deer that tried to cross the track in the middle of the first 250 moto. Albie crashed so hard his pants ripped off his right leg. The Red Cross medic is heading to help the deer first.

DES NATIONS

Photo by Peter Auchli

Belgians, French, Italians and Germans the defeat of the Americans by England is not a happy circumstance. The FIM believes that the best way to detune the American team is to hold the Motocross des Nations on high-speed, non-technical, wide-open tracks—thus Sverepec Bystrica in '95. The Brits? They won. They are the best. They have the trophy to prove it.

As for the Americans, there are a lot of questions. Was this the right team to send? Is this who the fans really voted for? If so, where was Jeremy McGrath? (Everybody who is anybody believes that McGrath got more votes than anybody else on the team; were his votes accidentally misplaced by the AMA?) Why did we send Bevo Forte as the Team Manager? Nice guy, throws a swell party, but he has never been a Team Manager and the Motocross des Nations is no place to hand out freebies to friends of the AMA. Why was Mike Kiedrowski left on the team? He had raced only once since breaking his finger, and hadn't done all that well. Is losing the best thing that ever happened to American motocross? It could be. With every local American track being littered with artificial whoops and double jumps, perhaps the defeat at the Motocross des Nations will be remembered as the Waterloo that helped bring American racing back to its roots.

RESULTS: 1994 MOTOCROSS DES NATIONS Roggenburg, Switzerland

Country	125/500	125/250	250/500	Total
1. England.....	1/3	1/2	6/2	9
2. United States ..	2/2	2/4	5/1	11
3. France.....	4/1	4/3	1/D	13
4. Belgium.....	8/4	8/1	2/3	18
5. Germany	3/5	5/7	13/8	28
6. Holland	6/17	3/8	7/7	29
7. Sweden.....	5/9	6/D	8/4	32
8. S. Africa	1/14	7/D	3/14	45
9. Austria	12/6	12/12	17/5	47
10. Denmark	9/8	9/13	16/11	50

(Moto wins: 125 class—Paul Malin and Paul Malin; 250 class—Marnicq Bervoets and Frederic Bolley; 500 class—Yves Demaria and Mike LaRocco)

FIFTH TIME'S THE CHARM KURT NICOLL

● **MXA:** *It's been a long time since anyone defeated the American team. It must have been a great feeling when the British fans gave you such a warm welcome after the third moto.*

Kurt: Indeed it was! Before the race I had seen some British flags, but in the final laps of the last moto, there were Union Jacks everywhere. It was great to win this race, especially because [Team Manager] Dave Thorpe had been criticized so badly in the British press, because he picked me for the 500 class instead of Mervyn Anstie. Also, Paul Malin proved to be the right choice for the 125 class, although the

public wanted Rob Herring on the 125.

I think we beat the Americans fair and square. I think Paul Malin deserves the biggest credit for our team victory. Twice he had to work his way up from behind, after bad starts, to win both 125 motos. I think he wanted to prove to himself, and the rest of the world, that he's capable of winning the 125 World Title next year.

MXA: *Did the British team have a specific strategy before the Motocross des Nations started?*

Kurt: Yes—go as fast as you can and don't close the throttle until after the checkered flag. Of course, we did discuss our place on the starting gate because we knew that the starts would be critical. A few laps before the end, Dave Thorpe showed me a pit board that said that third place in the 500 class would be enough for the overall victory. At that time I didn't know that Yves DeMaria had returned to the paddock because of a twisted knee. In the final stages I dropped back a few places because I didn't want to lose the race because of a crash, flat tire or mechanical problems.

The last time I raced this track was in '92, when I lost the 500 World Championship by a few points to Georges Jobe. It was the fourth silver medal that I had earned in the World Championships. Today is the first time in my entire career that I have actually won a gold medal. ●

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DES NATIONS

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PAUL MALIN

● **MXA:** Today was your day. What do you think made you so fast on this track?

Paul: I think it was the British breakfast that I had. At home in England, breakfast is taken very seriously. It's impossible to leave the house before I've had my bacon, beans, sausage and toast. My dad prepared me a perfect breakfast this morning, and that gave me the little bit of extra strength



Photo by Dieter Hofer

that I needed to beat Emig. No! I'm only joking.

I was very motivated for this race, because many British people thought that I shouldn't have been selected for the Motocross des Nations team. I was out there to prove something.

MXA: Describe your race today.

Paul: I think it was the best race I ever rode in my entire racing career. Most of all, both moto wins were so rewarding because I had to come from behind and still managed to pass Jeff Emig. In the first moto, I had a bad start, but on the second lap I passed Emig and in the final stages I managed to pass Pit Beirer.

In the second moto I came out of a first-turn crash in 36th place, but after the first lap I was in tenth. I knew I could win the second moto if I wanted to... which I did.

MXA: You have had an unusual career. You started as a promising hope-

ful in the 500 class, transferred to the 250 class when Kawasaki dropped out of the Open class and have ended up in the 125 class on a Yamaha.

Paul: I really felt frustrated when I traveled up here and read all the critics in the British press. They were saying that I would never make it in the 125 World Championships. During the off-season I had been practicing on a 125 and I knew that I could go fast on it. Bobby Moore proved that it can be done, although when he went from the 250 class to the 125 class he also had to put up with a lot of criticism. What else could I do? There was little chance of getting a full factory contract, and race expenses in the 250 class are way too high for a the budget of an average privateer. I'm not saying that the 125 class is easier than the 250 class, because there are many examples of riders who went back to the 125 class and weren't able to make

Nation states: With each country wearing its national colors, the Motocross des Nations is a cacophony of sounds, banners and pageantry. Not every nation was allowed to race the Motocross des Nations. Slow countries were relegated to a B-series support race.

◀ **Kurt Nicoll:** After two seasons in the 250 class, former multi-time 500 runner-up Kurt Nicoll was glad to be back on the big bores. While he couldn't run the pace of Mike LaRocco, he stayed close enough to keep the Brits in the hunt.

Jeff Emig: After having finished out of the running in the 125 National Championships, Jeff Emig hoped that the Motocross des Nations would renovate a dismal year. It only made matters worse. Jeff got beaten in both 125 motos by Paul Malin. ▶

it. Today at the Motocross des Nations I think that I proved that I am capable of winning 125 GPs, or even the 125 World Championship, but as for myself, I know that I still need to practice a lot to pick up the speed and aggressive approach to riding a 125. ●

ARM PUMP ROB HERRING

● **MXA:** It looked like you were going to win the first 250 moto, but Marnicq Bervoets got you before the finish line. What happened?

Rob: I had a pretty good start, and I really like this track. There was no dust and when the rain started to fall the traction was perfect. Roggenburg is very fast and rough. There are not many places where you can sit down and relax. In the final laps of the first moto my arms were getting pumped, and I knew that I had to ride over my head to keep Bervoets behind me. But even if my arms hadn't been pumping up I don't think I would have been able to hold Bervoets off. He always rides really well at the Motocross des Nations. I have a reputation as a crasher when I am under pressure, so



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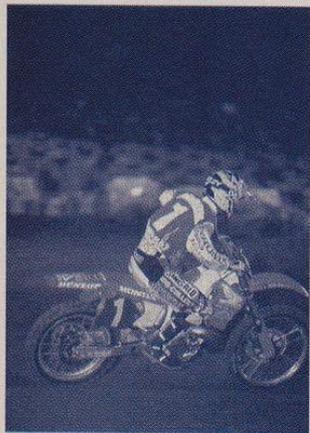
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While it's true Jeremy has stomped the field for the past two seasons there have been a couple of races that the difference between first and who cares was only a couple of feet.

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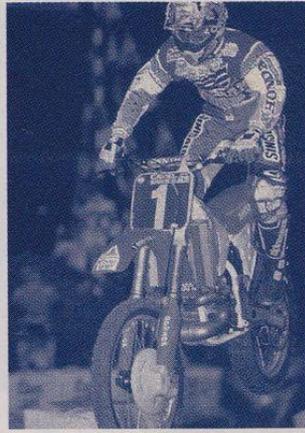
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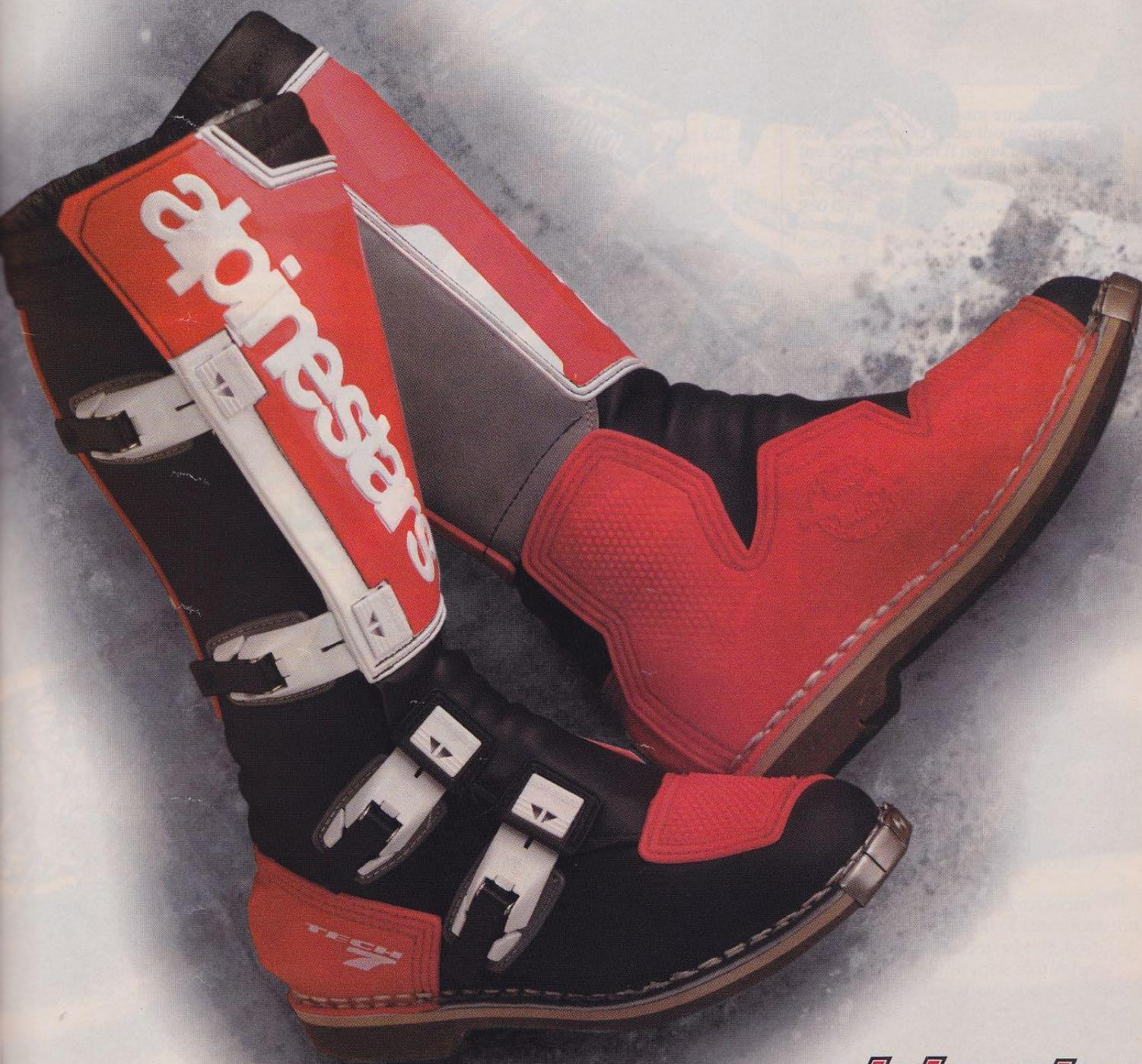
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DES NATIONS

I thought it was better to back off a little and think about team results.

MXA: Now that the Americans have finally been beaten after 13 years, what do you think they will say?

Rob: The Americans complained that the track was too easy for a Motocross des Nations event, but the track was the same for everybody. If they want to claim to be the fastest motocross nation in the world, they should have beaten us in Roggenburg. That's my opinion.

MXA: What caused the Americans to lose?

Rob: I think the weakness of the American riders is that they are not used to riding on natural-terrain tracks. Last year, in Austria, Team USA won the overall because Mike Kiedrowski made a strong comeback from behind, but don't forget that Jeremy McGrath—considered the #1 rider in the world—got beat by Kurt Nicoll in the 250 class. If you look at the results of the Budds Creek 250 USGP over the last two years, I think that they tell the whole story. There is something wrong with the American race system. If they want to be the best in the future, I think they will have to stop focusing everything on supercross. Otherwise they will be beaten again!

MXA: It has always been possible to beat the American team—after all, they have only won the event over the last five years by one or two points—but no one expected Great Britain to be the team to beat them. Did you?

Rob: We had been discussing the possibility of winning at breakfast the morning of the race. I proposed that we go out and buy some champagne—just in case. I think we should have bought a lot more bottles. ●

WE'LL BE BACK MIKE LaROCCO

● **MXA:** Someone had to be on the first American team to lose in 13 years. That must have been a bitter pill to swallow.

Mike: What can I say? It had to happen someday. It's sad that it happened to us, but today the British had the best team.

MXA: Any reason why we lost?

Mike: We had our share of bad luck. It was difficult to make up ground on

◀ **Marnicq Bervoets:** For a guy who is supposed to be a sand specialist, Marnicq Bervoets can really fly on the hard stuff. Bervoets' riding was the highlight of a disorganized Belgian team. The Belgians blame British politics for their loss.



Photo by Dieter Hofer

this kind of track. It was hard to pass, because everybody was going full speed. In the first moto I managed to pass Jacky Martens and Kurt Nicoll, but Yves DeMaria was too far ahead to catch.

MXA: Unlike the Europeans, there are no Americans racing 500s in serious competition. Was it hard for you to adapt to?

Mike: We arrived in Europe on the Wednesday before the race. A few days before we left for Europe I went out and rode my 500 for the first time since last fall. I didn't have any difficulties getting used to the power. To me, it didn't matter whether I raced the 500 class or the 250 class at the Motocross des Nations, because on this track there was no speed difference between the 250 and 500 guys.

There was one straight on this track that was a half-mile long. It was like a hillclimb with the track getting steeper and steeper towards the end of the straight. It was quite impressive to take that hill flat out in fifth gear on a KX500.

MXA: Was the track tough enough?

Mike: I liked this track very much, but on the other hand, it wasn't very selective. After the start, the race was over. There were almost no overtaking maneuvers, at least not on good riders.

MXA: What did you think of the FIM changing the race format before the race? They threw out most of the slower qualifying countries and made them race in a B-race.

Mike: It was wrong! In my opinion, every country should have the right to start a team in the Motocross des Nations. That's what it's all about. I know that it would probably have resulted in a three-row start, but some of these guys spent four days in their old trucks to get here. Some of these East Euro-

Paul Malin: A few years ago Paul Malin was considered to be the rising star of the 500 class, but it never came to be. Team Kawasaki pulled out of the 500 class, and Malin was forced to ride the 250 GPs, which he stunk at. To revive his career he plans to move to the 125 class next year. The Motocross des Nations was his test race. It was a success.

pean guys showed up on '83 Hondas. I think by running qualifiers the Motocross des Nations lost its charm, atmosphere and point. If the FIM continues to run qualifying races that bump new, young and aspiring motocross countries out of the race, most of the former Eastern-bloc countries will stay away. It's a long trip not to be allowed to represent your country. ●

PUTTING IT TOGETHER MIKE KIEDROWSKI

● **MXA:** Last year you saved the day of the Motocross des Nations with a come-from-behind ride in the final moto. This year you were stuck in the middle of the pack. What happened?

Mike: I think that we had the best team and should have won the race, but we didn't get good starts and, on this track, it was tough to make up time. We did what we could do, but the British put it together and they deserve to win!

I think that the American team didn't get that little bit of extra luck that had always been part of our team.

MXA: Before the race started you said you liked the track, but after the race you changed your opinion. True?

Mike: Yes and no. After it started to rain, the track was getting really slippery in spots. It was grass, which I like a lot, but the track design was really different from what we are used to in



Rob Herring: *Herring's sixth place in the combined 250/500 moto was the score that the British team dropped, but his second place in the 125/250 moto gave the Brits a two-point advantage over the USA in the deuce-and-a-half class.*

America. There were a lot of stones. It was the first time this season that I rode with hand guards. It was difficult to stay close behind someone, because rocks were flying everywhere.

MXA: *You know as well as anyone how hard it is to get riders to agree to race the Motocross des Nations. Do you think losing will make that more difficult?*

Mike: No, I don't think so. It wouldn't be good public relations for the American riders, teams or people to turn their backs on something the first time things don't work out they way they should. You can't win them all! It's like Arnold Schwarzenegger said, "We'll be back!" ●

THE MAGIC'S GONE JEFF EMIG

● **MXA:** *In your two other rides on Team USA you won the 125 class. What happened against Paul Malin?*

Jeff: You should ask him, not me. I have a lot of respect for the excellent performance of Malin. I don't think anyone could have beat him on this track. He was simply the best on this day. There are days that all things just work out perfectly. Malin had such a day.

MXA: *You made no bones about disliking the track.*

Jeff: The track was a piece of junk. It wasn't challenging at all. It was the

first time this year that I could use sixth gear on my bike. Well, let's put it more accurately: the only time I wasn't in sixth gear was at the start and at the jumps.

MXA: *Was it that bad?*

Jeff: I should have brought my road-race helmet! I really hated this track. It was in the middle of nowhere. It was the most boring place I'd ever been to. It was a race I'd just as soon forget. I'll be happy to sit on the plane on the way back home.

MXA: *There are those who say that Team USA lost because after 13 years of winning they were no longer motivated. Was there a lack of team spirit?*

Jeff: No! Not at all. I think that the right team spirit was there, but the magic was gone. That's how I feel.

MXA: *That sounds like a lack of motivation.*

Jeff: I think that losing the Motocross des Nations brought us back down to earth with both feet on the ground. I think that we learned from this and will find the right determination to win the title back in Slovakia next year. The last word hasn't been said! ●

THE BELGIAN TEAM DID THE BRITS TORPEDO THE BELGIANS?

● The selection of riders for the Motocross des Nations team is a loaded issue. In America it is rife with politics, controversy, infighting and shenanigans. Surprise! It's no different in other countries.

The Belgians blame the Brits for their loss in the '94 Motocross des Nations. Here's the story.

Last year, Belgian team manager Johnny Stribbos almost got lynched by the Belgian fans when he didn't select '93 500 World Champion Jacky Martens for the Belgian team. This year, Stribbos refused to declare which riders were going to be on the Belgian team at the Motocross des Nations. He instead nominated four riders, of which three would be selected. The four riders were Jacky Martens, Werner DeWit, Marnicq Bervoets and Stefan Everts. Stribbos was playing it safe by leaving team selection until the last minute. He didn't want a repeat of last year, when the Belgian newspapers blamed the defeat on Stribbos and called his team choices "the most ridiculous team selection in years."

PLAYING IT SAFE

Stribbos' strategy of playing it safe went awry when he announced the '94 team and Everts was not on the team. Immediately Stribbos was attacked. "How could you leave Belgium's greatest rider off the team?" they asked.

"Don't blame me," replied Stribbos. "Ask Alec Wright!"

Wright was the team manager of the British-based factory Kawasaki team that Everts rides for. Stribbos said the British team manager refused to allow Everts to ride his bikes at the Motocross des Nations.

"Sabotage!" screamed the Belgian fans. "Dirty politics!" yelled the Belgian press. "The British are torpedoing the Belgian team!" read the headlines.

WAS IT TRUE?

The details behind the British team's refusal to release Everts' works Kawasakis go back to the beginning of the year when Everts was reportedly offered \$8000 to race at a Dutch International race. Unfortunately, the date of that race conflicted with the start of the Belgian International series. The Belgian federation, in order to keep Everts racing in Belgium, refused to give him permission to race anywhere but at the Belgian International event.

Could they do that? According to experts in international law, under new EEC regulations concerning free labor rights, the Belgian federation no longer had the legal right to stop Everts from racing abroad. Stefan, under considerable pressure from both sides, finally decided to stay home and race in Belgium—but it didn't end there.

The British-based Kawasaki team filed suit against the Belgian federation. In the course of this suit, Kawasaki team boss Wright reportedly told the Belgian federation that if it paid Team Kawasaki's legal fees the team would support Everts at the Motocross des Nations, but if they refused to pay

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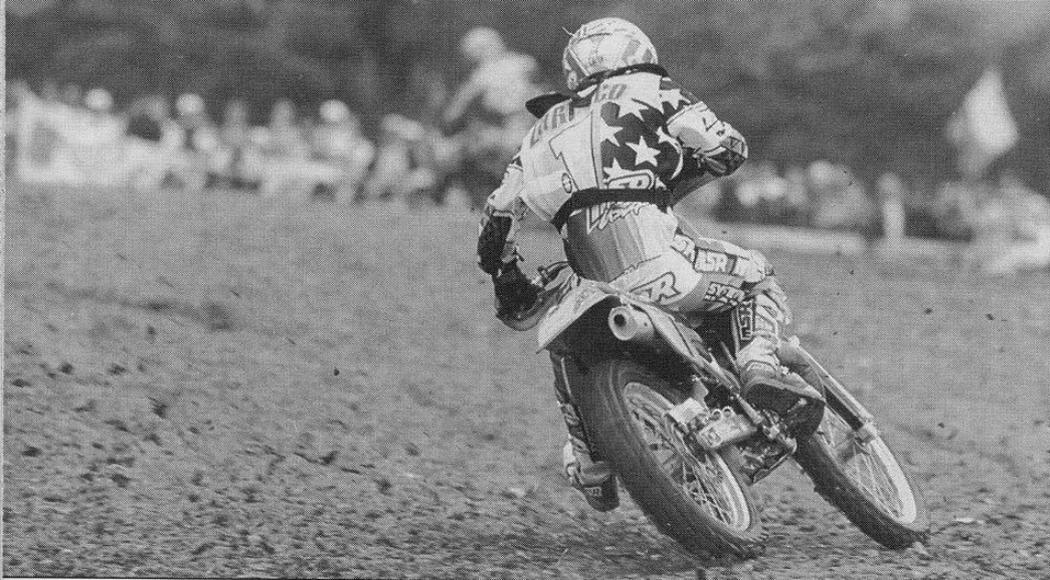
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Mike LaRocco: The new 250 National Champion went on to win the 500 class at the Motocross des Nations with a 2-1. Yves DeMaria of France beat Mike in the first moto but crashed out of the second mode.

the legal fees "there will be no machines or assistance available to support Stefan Everts to compete at the Moto X des Nations."

WHAT HAPPENED NEXT?

Belgian team manager Stribbos held a team practice with the four nominated riders on the Wednesday before the Motocross des Nations. "Johann Boonen offered Stefan his KX500 to ride," said Stribbos, "but I wanted Stefan to ride in the 250 class, so I selected Jacky Martens for the 500 class, Marnicq Bervoets for the 250 class and Werner DeWit for the 125 class. Half an hour after I officially chose the team, I got a call from Alec Wright, who said that he had changed his mind and Stefan could ride his factory 250 Kawasaki if he wanted to. But it was too late. I didn't think it would be fair to either Bervoets or DeWit to remove them from the team. It really hurts the sport that such a conflict is placed on the backs of the riders."

No one knows what would have happened had Everts been allowed to ride, but everybody knows what did happen—the Belgians lost and the British won. Ain't politics grand? ●

THE AMERICAN TEAM A PORTABLE HISTORY OF TEAM USA

● The last time America lost the Motocross des Nations was 17 years ago! Wait a minute! If we have won it for 13 straight years and this was the first loss we have suffered in the last 14, how can that be? Well, we haven't lost in 17 years because, prior to winning the Motocross des Nations for the first time in '81, we had dropped out of the event for two years ('79 and '80). So the last time we lost was '78. That may be an

interesting mathematical footnote, but what it actually points out is that Americans have always had a controversial history with the Motocross des Nations.

Let's take a quick look through Mr. Peabody's Way-Back Machine to see how we got to today.

Team USA's first official hardcore effort to win the Motocross des Nations was in '72 (we had fielded some teams before that). Brad Lackey, Jim Pomeroy, Jimmy Weinert and Gary Jones finished seventh in Holland.

In '73 we made our first mark on the Motocross des Nations when Pomeroy, Mike Hartwig and John DeSoto finished fourth behind Belgium, Sweden and Russia in Switzerland.

The '74 Motocross des Nations team had our greatest results of the '70s when Lackey, Pomeroy, Weinert and Tony DiStefano finished second behind Sweden in Sweden. We had put ourselves on the map, but the controversy in choosing the team had started. It was reported that Mike Runyard was dropped from the team to make room for newcomer Tony D. Runyard's father, an AMA race official, was reported to have quit his post in protest.

In '75, Americans contested both the Motocross des Nations (for 500cc bikes) and the Trophee de Nations (for 250cc bikes) for the first time. Our team was Pomeroy, Lackey, Kent Howerton and Tony D. Pomeroy became the first American to win a Trophee des Nation moto. Team USA was third in the Trophee and ninth in the Motocross des Nations.

DiStefano and Howerton were joined by Bob Hannah and Rex Staten in '76, when the Americans finished fifth at the Motocross des Nations and sixth in the Trophee.

THE RULES CHANGE

The first formal system for picking a Motocross des Nations team was established in '77 when the top two finishers in the previous year's 250 and 500 National standings would be chosen for the team. This was a controversial decision that started a revolt

among the American riders on the GP circuit. Pomeroy and Lackey were no longer eligible for the American team. Tony D, Howerton, Gary Semics and Steve Stackable represented the USA in '77 and scored a phenomenal second in the Motocross des Nations and a fourth in the Trophee des Nations.

Our last foray to the Motocross des Nations for the '70s was in '78. Hannah, Chuck Sun, Rick Burgett and Tommy Croft contested for the win before a broken collarbone for Burgett and bike problems for Croft dropped the USA back to fourth. Staten replaced Burgett for the Trophee des Nations and America finished ninth.

THE END & THE BEGINNING

That was it! The AMA had lost interest in the Motocross des Nations after '78 and so had the riders. Hannah vowed that he would never go again and Team USA was not seen on the continent again until '81.

The controversy started, but this time no one really cared if there was an argument over who would represent the USA—because no one had for two years! At the start of the '81 racing season MXA decided that America should have a team at the '81 Motocross des Nations. The AMA expressed no interest. The riders expressed no interest, but the fans wanted Team USA to ride again. MXA started a fund-raising drive that netted enough money, through contributions and T-shirt sales, to send a four-man team to the '81 Motocross and Trophee des Nations. The only problem was that no one wanted to go.

Bob Hannah said no. Kent Howerton said no. Mark Barnett said no. Mike Bell said no. Broc Glover said no. We had the money, but we couldn't find the riders. Finally, Honda team manager Roger DeCoster called the MXA offices and said that he would send Team Honda to represent the country. The rest is history—Danny LaPorte, Sun, Donnie Hansen and Johnny O'Mara made motocross history.

In '82 MXA, by now receiving more support from the AMA, raised the funds again to field a team. The results were phenomenal! Danny "Magoo" Chandler became the first rider in Motocross and Trophee des Nations history to sweep all four motos. However, there was controversy over team selection. Because DeCoster had volunteered his team in '81, when no one

Greg Albertyn: The South African team did not have a mathematical chance of winning the Motocross des Nations, but Greg Albertyn wanted to prove that he was the fastest man on the track. He almost did, but for the meanderings of a hapless deer. ►



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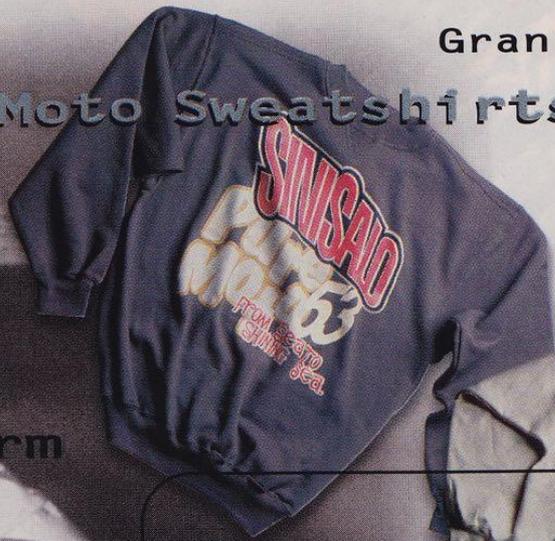
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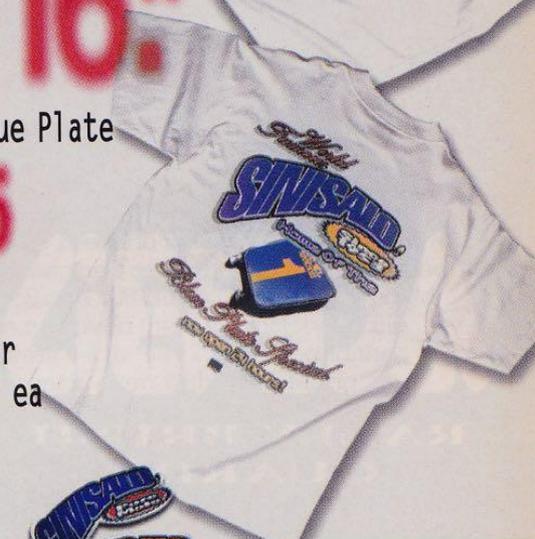
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Pictured left: Acerbis Rally Handguard color selection and mounting hardware.

Pictured above: The Acerbis Spoiler for that added protection.

DES NATIONS

else would go, his Honda team was automatically chosen to go again in '82. Suddenly, the riders who had turned down a chance to race in '81 were angry that they weren't selected in '82.

THE AMA JUMPS IN AGAIN

To calm the controversy, the AMA took the running of the Motocross des Nations team away from MXA and managed it themselves. They selected one Honda rider, one Suzuki rider, one Kawasaki rider and one Yamaha rider for '83. Bailey, Barnett, Ward and Glover won the Motocross des Nations and Trophee quite handily. It was the most politically correct team of the '80s (every color was represented).

In '84 Bailey, O'Mara, Ward and Rick Johnson barely won and the FIM dropped the 250cc Trophee des Nation and instituted the new three-man/three-class format. Ron Lechien, Ward and Bailey won in '85, followed in quick succession by victories in '86 (O'Mara, Johnson, Bailey), '87 (Hannah, Johnson, Ward), '88 (Ward, Johnson, Lechien), '89 (Kiedrowski, Stanton, Ward), '89 (Kiedrowski, Stanton, Ward), '90 (Bradshaw, Stanton, Ward) and '91 (Kiedrowski, Bradshaw, Stanton).

Trouble was growing along with the American win streak. By '92 the American stars refused to go to the Motocross des Nations. The top riders, the National Champions and the heroes of American motocross said they were too busy. The AMA almost threw in the towel. In fact, the AMA Director of Competition was reportedly thinking of sending a team of Amateur riders selected from the Loretta Lynn's ranks in a desperation move. Cooler heads prevailed, and rather than drop out of the Motocross des Nations, a so-called B-team was selected using Billy Liles from Europe and Emig and LaRocco in place of the current stars. In Australia, Liles, Emig and LaRocco became the underdog heroes of the Motocross des Nations by winning Team USA's 12th straight event.

MXA GOES TO THE POLLS

To keep the top riders from refusing to participate for their national team, MXA stepped in again and instituted an all-star ballot system for '93, by which the fans of the sport could vote for their favorite riders. With the fans selecting the team, the riders would be compelled to support not only Team USA but the spectators and loyal supporters who voted for them. Emig, McGrath and Kiedrowski were elected by the fans (MXA asked and got weekly tabulation from the AMA throughout the voting)—and the result was a close but exciting victory in Austria.

The '94 team was not selected from



an all-star ballot of MXA readers. The AMA instead chose to run its ballot (disguised as a T-shirt advertisement) in different mediums. The '94 team was Emig, Kiedrowski and LaRocco.

The win streak is now a part of Motocross des Nations history. It ran from '81 to '93. It was the longest win streak in the sport's history. If you tabulate in the fact that the USA won four Trophee des Nations at the same time it was winning the first four Motocross des Nations, it becomes all the more remarkable. The longest win streak before the USA streak started was by England ('63-'67). ●

THE FRENCH TEAM DeMARIA CALLS THE SHOTS

● The French team had a very good chance of winning the '94 Motocross des Nations. It was assumed that they would pick Yves DeMaria, Frederic Bolley and Mickael Pichon. DeMaria had won eight GPs this season and, while he didn't win a World Championship, he was the hottest rider in Europe. Bolley was a strong rider with a good background in supercross. Pichon did so well on the 125 GP circuit that he has been hired by America's Team SplitFire to race the 125 Supercross Championship in '95. The French would definitely have been a power to be feared.

IT DIDN'T HAPPEN

To everyone's surprise Mickael Pichon was not selected for the French team; instead, Frederic Vialle was chosen for the 125 class. Why no Pichon? Insiders say that Pichon's omission from the team roster is a result of an incident at the French Supercross Championship. Pichon and DeMaria are arch-enemies. They hate each other. It's not sure which one didn't want to ride on the same Motocross des Na-

Nice try: The last time an American team lost the Motocross des Nations was '78. Bevo Forte (left) picked a bad year to lobby to be appointed team manager. The win streak started in '81. It ended in '94.

tions team with the other, but with eight GP wins to his credit, DeMaria was a sure thing.

The French put DeMaria on a 500, Bolley on a 250 and Vialle on a 125. Shockingly, DeMaria won the first 500 moto at the Motocross des Nations easily. In the second moto he came back to tenth place after a first-turn crash but returned to the pits at the midway point. He had injured his knee so badly that he had to be carried away by the medical staff.

Would the French have won? It's possible. DeMaria's injury gave them a DNF (which is the one result they are allowed to throw out), but with his first place in the first 500 moto combined with Frederic Bolley's 3-1 in the 250 class, the French had five points in the 250 and 500 class. The 125 class could have given them the victory. Vialle went 4-4 in the 125 class—and the French, even without DeMaria, finished third (two points behind the USA and four points behind England).

They could have won . . . if DeMaria hadn't crashed . . . if Pichon could have done better than Vialle. If . . . They didn't. ●

THE SOUTH AFRICAN TEAM ALBERTYN GOES DEER HUNTING

● The weirdest accident in Motocross des Nations happened to current 250 World Champion Greg Albertyn. Albertyn, leader of the South African team, was leading the first 250 moto. Even though running away with the



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DES NATIONS

250 class, the South Africans didn't have much chance of winning the Motocross des Nations, but Greg wanted to do well in what would be his last official European race before moving to America. It was not to be.

"At first, I thought that it was a dog," said Albertyn after the crash. "In fact, it wasn't until later that they told me that I had hit a deer that came running out of the forest." Greg walked away unhurt from the horrifying high-speed accident—the deer was not as lucky. Its name is being withheld until next of kin can be informed.

This is not the first time in motocross history that riders have hit animals crossing a race track. On ABC-TV's *Wide World of Sports*, two spectators were hit carrying an ice chest across the track at the USGP and, according to Roger DeCoster, he saw a very similar accident at the '67 Hopetown GP: "We were racing at Hopetown, near Los Angeles, when a Swedish rider ran into a deer that was crossing the track. I can't remember his name, but the rider broke his leg."

Albertyn came back to race the second 250 moto and finished third. Colin Dugmore went 7-7 in the 125 class, while Denis Kewartson went 14-14 in the 500 class. The South African team finished eighth overall. ●

**BOOKKEEPING
HOW THE MOTOCROSS
DES NATIONS WORKS**

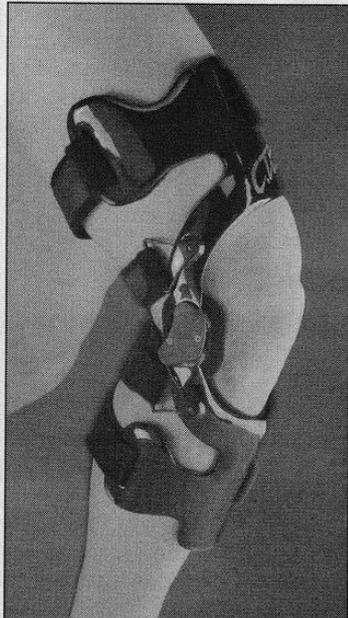
● The Motocross des Nations has been happening since 1947. It has undergone a number of regulation changes over the years, and '94 was no different. The biggest change for this year was that only the top 20 nations would be allowed to compete. The 12 top nations from last year's results would be automatically seeded into the program. Why 12? Because host nation Switzerland had finished 12th in '93 and the FIM wanted to be sure that it made the program. The eight additional countries would be selected by qualifying time. The teams with the best combined lap times would make up the final starting line of 20 nations. Why 20? Because the starting line only held 40 riders, and with each nation having two riders on the track at one time, a 20-nation event would mean no second-row starting as in the past.

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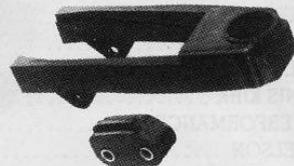
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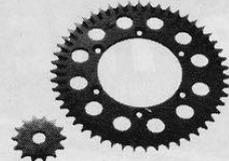
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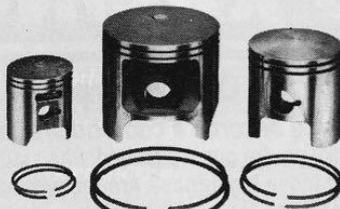
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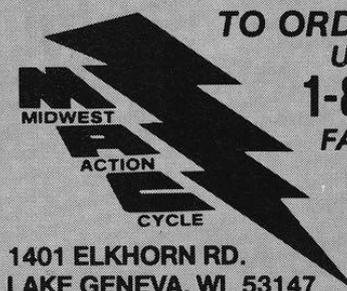
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		WIND TRADING	63

DES NATIONS

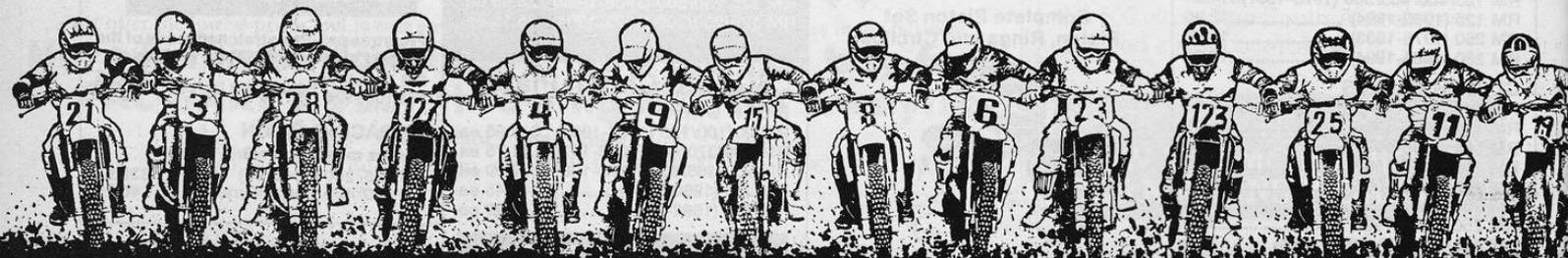
There are three motos: combined 125/500, 125/250 and 250/500. Each nation has six possible scores, of which the top five are added together. A perfect score would be five (if the nation won five motos, it would be unbeatable). At the end of the three motos the scores are tallied and the nation with the lowest score wins.

WHAT HAPPENS TO THE SLOW NATIONS

The slow nations are given a brief 30 minutes in the limelight! The 11 nations that fail to qualify for the Motocross des Nations are thrown together in a one-moto showdown as a support race. Each of the 11 teams fields three riders, and the team with the best two scores wins the B-race. ☐

RESULTS: 1994 NON-QUALIFYING RACE

Country	125	250	500	Total
1. Croatia.....	2	1	8	3
2. Estonia.....	9	3	1	4
3. Hungary.....	1	4	6	5
4. Slovakia.....	4	5	2	6
5. Latvia.....	3	6	3	6
6. Portugal.....	7	2	D	9
7. Russia.....	6	7	4	10
8. Ukraine.....	5	D	5	10
9. Lithuania.....	10	9	7	16
10. Luxembourg.....	9	10	9	19
11. Belarus.....	11	8	D	19



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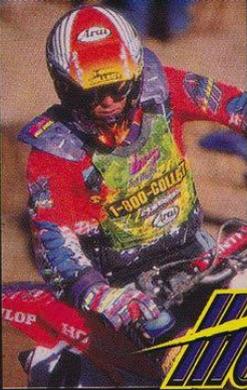


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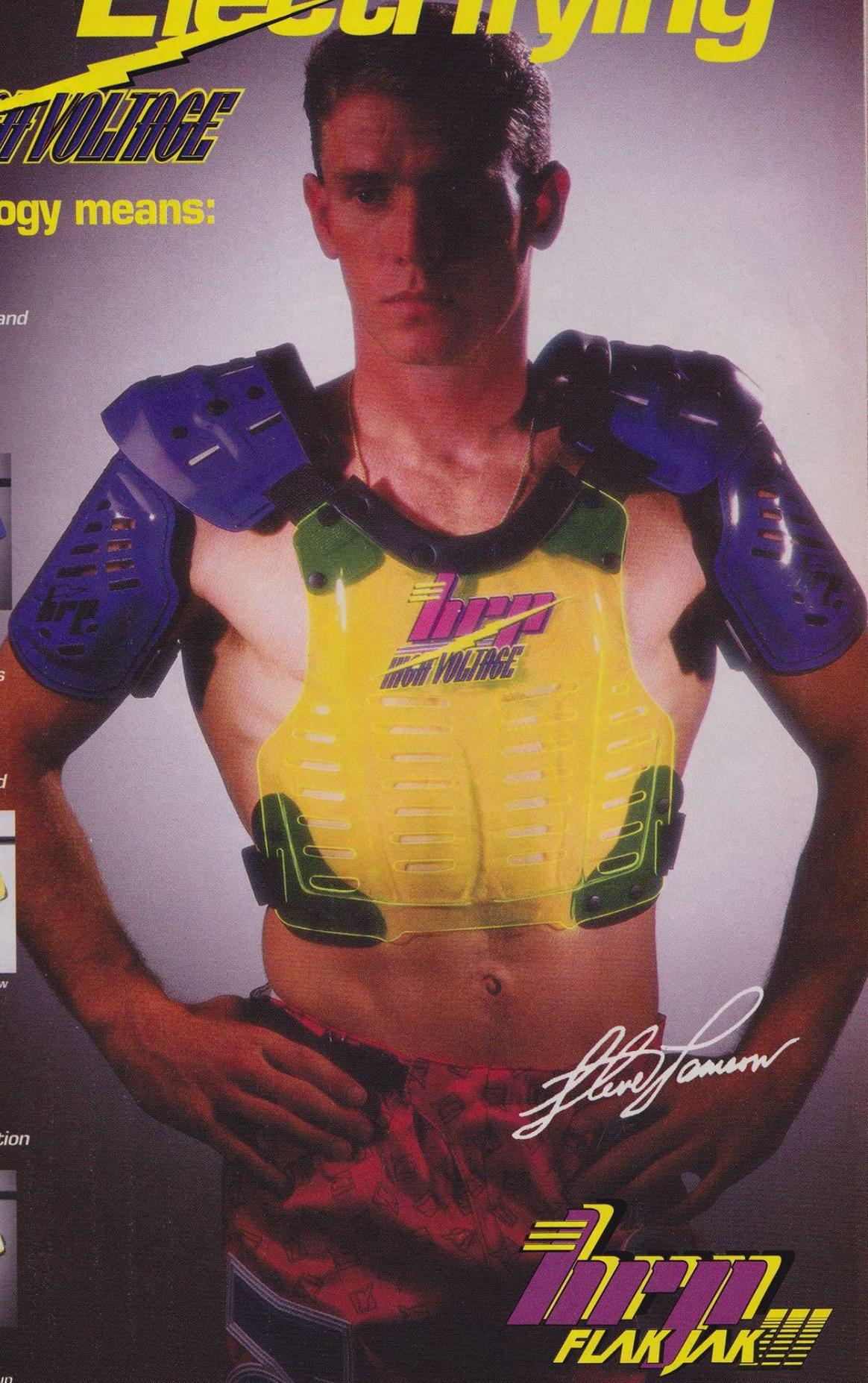
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DID KAWASAKI REALLY IMPROVE THE 1995 KX250?

What do Siskel & Ebert have to do with it?

□ Kawasaki has worked harder than almost any manufacturer at getting to the top of the motocross world. It hasn't been easy. It has been banging the boards since the '70s, hoping to crack the American psyche (and always coming up a shade short). No more! Kawasaki has turned the corner, and everybody in the motocross world knows it. Its race team dominates the outdoor 250 Nationals. Its suspension has been the "best in class" for half a decade. The perimeter frame stood the competition on its ear when it was introduced four years ago. Team Green has nurtured a generation of motocrossers from the 60s to the Pro class. With a lineup that includes a 60, 80, 100, 125, 250 and 500, the green machine offers more displacement classes than any other MX manufacturer. In the short span of ten years, Kawasaki has increased its percentage on the starting lines of America with a comprehensive plan that includes everything from amateur support to well-thought-out in-house testing.

Each passing year has seen steady improvement—maybe not giant steps, but there is no comparison between the raceworthiness of a modern KX and one from just a few years ago. The '95 Kawasaki KX250 is the culmination of all the technology of the past—the question is: Has the '95 KX250 taken a technological leap forward? Sideways? Or backwards?

The MXA wrecking crew set out to answer the most commonly asked questions about the '95 KX.

QUESTION ONE: HOW FAST IS THE '95 KX250?

When it comes to powerbands, Kawasaki is one confused group of engineers. Don't get us wrong, Kawasaki has always been known as a "motor company." It knows how to produce power, but for some reason it doesn't have the confidence to develop a powerband and stick with it. It is always moving it around. Two years ago the '93 KX250 motor was lazy off the bottom and hampered by a working powerband that didn't start percolating un-

til all the other bikes had gotten up and left. Last year the KX250 gave up on the high-in-the-range power curve of '93 and went for a dead-center mid-range hit. The '94 motor was defined by a snappy burst in the midrange (but not much bottom or top). Last year's motor was fun, quick and, while not fast, it was competitive.

So we enter the '95 season with the third different powerband in as many years—and this is the best one in a long time. For '95 the KX engineers gave last year's midrange-only powerband a partner in crime—low-end. The '95 KX motor has a low-to-mid powerband. A very crisp, barky, effective and powerful powerband.

Test riders loved the '95 KX250 motor. It is basic. There are no complicated instructions needed: Step one—turn throttle. Step two—shift to next gear. Step three—repeat. It's to motocross powerbands what tea bags were to tea time, instant coffee was to waking up and remote controls were to TV—a labor saver!

No hesitation. No lag time. No waiting. It's a rapid, quick-hitting, instantaneous style of power.

QUESTION TWO: HOW DOES IT RUN?

Every motocross bike sold in '95 has a distinctly different powerband. (1) The CR is a romping, stomping midrange-and-up power monster. (2) The Yamaha is an electric, do-it-all tractor of a motor. (3) The KTM is a zingy midrange-only mill. (4) The Suzuki is a torqued-up midrange motor with improved low-end. (5) The Kawasaki KX250 is the low-end champ of all time.

Even the slightest twist of the wrist rewards the KX250 rider with acceleration. It jumps! *Braaap!* It's quick to respond to throttle input and even quicker to turn that low-end into a very crisp midrange pull. Last year, test riders complained about the KX's rather sluggish low-end throttle response. No more! This is the best-responding bike on the track. Want power now? You got it. Not much rev on top, but who

cares? This bike works instantly, without the need for the deferred gratification of high rpm wailing.

QUESTION THREE: DOES IT SHIFT?

This has become a commonly asked question by KX owners, because over the last few seasons the KX cog boxes have been a little sticky. Some shifts required backing off the throttle, slapping the clutch and stomping on the pedal—the others couldn't be made. We have to admit that the Kawasaki improvement program started in '94, to beef up the transmission input shaft and improve shifting, has not been world-shattering, but the '95 is the best-shifting KX250 in several years. Why? The new powerband gets its work down with a solid burst of power that is not dependent on revs. That gives the rider the chance to shift as the power is still rising, instead of when the tranny is spun out.

It shifts better than last year.

QUESTION FOUR: WHAT ABOUT THE SUSPENSION?

What a shock! Kawasaki finally made a suspension *faux pas*. We never thought it was possible. After half a decade of building the best suspension on the track, the KX suspension engineers outsmarted themselves. They made changes to an almost perfect suspension system—and when you change perfection you can only, by definition, ruin it.

All is not lost. The '95 Kawasaki KX250 has good forks . . . very good forks. The shock is the albatross hanging on the KX chassis. The compression damping on the KX's rear Kayaba shock is excessively harsh. It is better suited for an AMA supercross than the outdoor tracks that most KXs will be used on. That said, it should be noted that if you are racing on a whoop-filled, double-jump-laden, sail-and-bail track, the '95 KX's very stiff rear compression damping will actually work. Consider yourself blessed. For the majority of outdoor-style race-tracks, most riders will have to hang their heads at the passing of a dynasty

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... Kawasaki is no longer the best-suspended bike on the track.

QUESTION FIVE: IS IT FIXABLE?

Yes, but it isn't as simple as tossing in different springs and changing the oil height. Here are the exact settings that the MXA test crew used on our race bike:

Fork: With the stiff rear stock the stock KX250 forks are overmatched. The jacked-up rear end transfers most of the load forward and makes the excellent Kayaba forks feel undersprung and wimpy. We tossed the stock 0.39 kg/mm fork springs for stiffer 0.40 forks springs and set the oil height at exactly 100mm. The front forks will still be a little soft for mega-jumps, but the compression clickers can be set in a range from two clicks out to six clicks out (depending on track conditions). Put the rebound on ten clicks out.

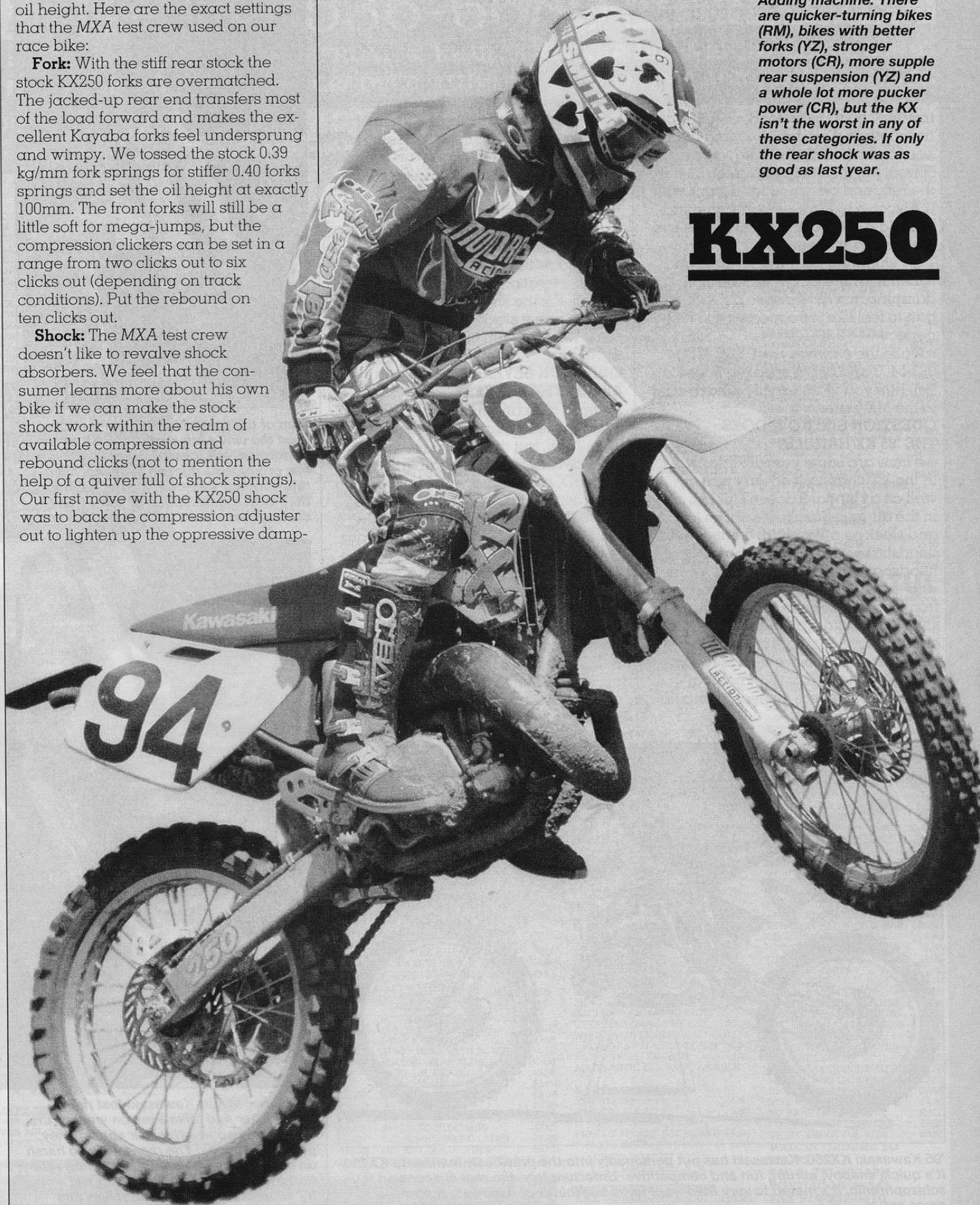
Shock: The MXA test crew doesn't like to revalve shock absorbers. We feel that the consumer learns more about his own bike if we can make the stock shock work within the realm of available compression and rebound clicks (not to mention the help of a quiver full of shock springs). Our first move with the KX250 shock was to back the compression adjuster out to lighten up the oppressive damp-

ing. The KX Kayaba shock has only 20 clicks. We backed it out 20 and still wanted more. It was suggested that perhaps a lighter shock spring would

allow the rear of the KX to move through its stroke better—good in theory, bad in practice. We tried different race sags, rebound settings and voo-

Adding machine: There are quicker-turning bikes (RM), bikes with better forks (YZ), stronger motors (CR), more supple rear suspension (YZ) and a whole lot more pucker power (CR), but the KX isn't the worst in any of these categories. If only the rear shock was as good as last year.

KX250



KX250

doo chants. Nothing worked.

The best solution was to revalve the shock. We called Team SplitFire/Hot Wheels. It sent Bones Bacon and his Pro Circuit box van to Carlsbad for a Saturday race and we started tearing into the shock. In the end, we changed the compression stack (leaving the rebound stack alone), set the sag at 90mm, put the compression on 12 out, the rebound on ten out and stuck with the stock 5.1 kg/mm shock spring (riders under 170 pounds will want to use the next lightest spring).

By stiffening up the front forks and softening the shock's compression damping, the '95 Kawasaki KX250 began to feel like we expected it to feel—perfect.

Take the easy way out. Dial (714) 993-5400 and ask to speak to Bones. Tell him you want exactly what he did to the MXA bike.

QUESTION SIX: HOW DOES THE '95 KX HANDLE?

There are some paradoxes at work in the KX chassis. It doesn't turn as well as a Honda. It doesn't feel as agile in the air as a Suzuki. It's not as low and sleek as a Yamaha. It has some headshake . . . actually, it has a lot of headshake. It's not well-suited to cut-and-thrust. It feels heavy in transition from corner to corner. It has a stand-up style of handling: a touch pedestrian, a shade sluggish, a little bulky. It is a bike that doesn't have a lot to recommend it. When all of its individual traits are surveyed, the ledger should read, "Roach."

It should.

It doesn't. This is a bike that every test rider could find fault with, except for one thing—every test rider liked the mish-mash combination. It works. Don't ask us why—it is one of those mysteries of nature (like the flight of the bumblebee). It doesn't endear any confidence when the parts are broken down, but the whole transcends common sense.

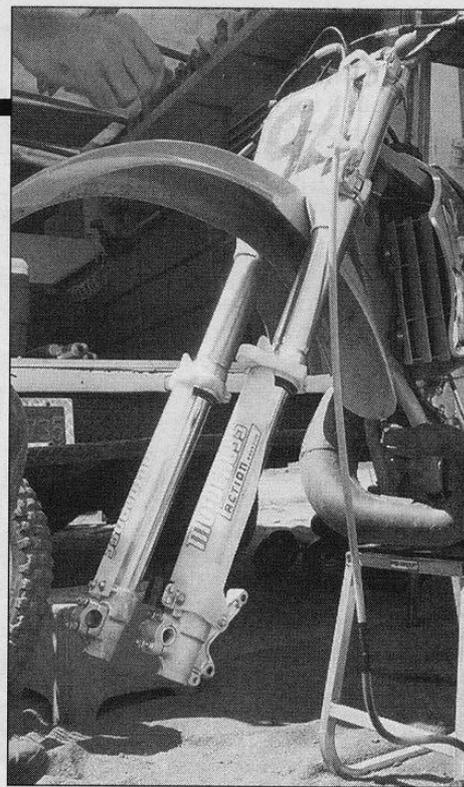
It should be noted that until you get the rear shock to move up and down, the handling is roach-like. The stiff rear end refuses to hunker down under acceleration. It bangs, bucks and boings. Fix the shock and the KX handles—leave it stock and you will become familiar with the outermost limits of traction.

QUESTION SEVEN: WHAT ABOUT THE BRAKES?

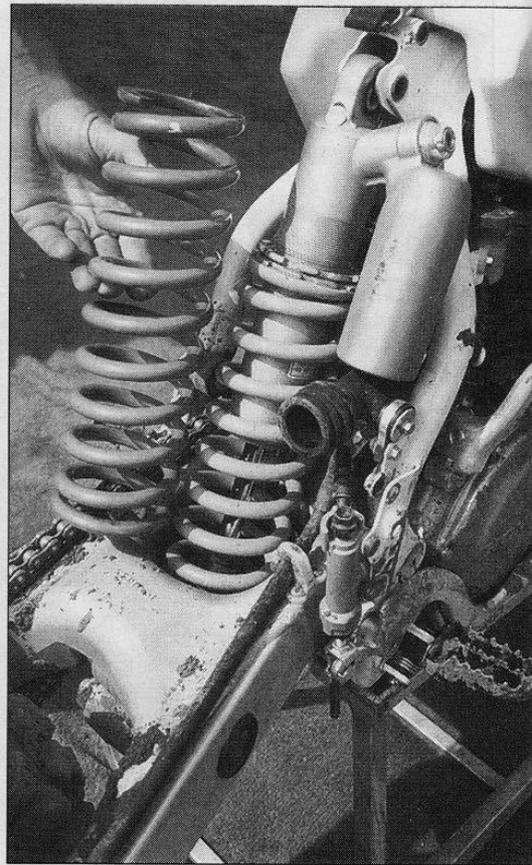
The brakes are mushy. Not that we couldn't bleed them and bring them up to snuff, but they didn't stay that way for very long. We drain and replace KX brake fluid with Motul 300c every four races.

QUESTION EIGHT: WHAT DID WE LIKE & DISLIKE?

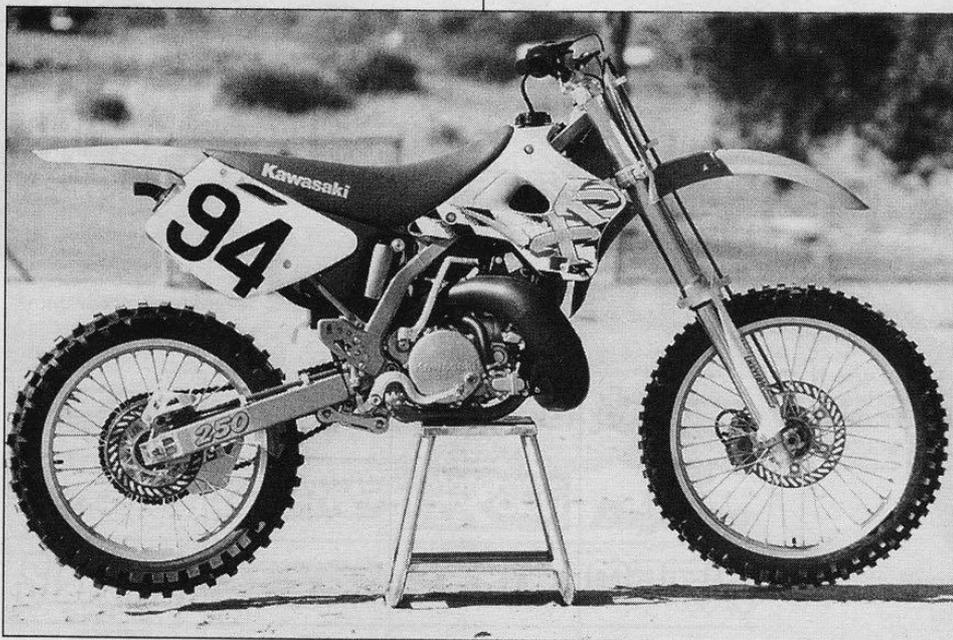
- We don't like the black gas tank. When you pour gas into the KX gas tank you don't know it's full until gas hits your boots.
- Cornering is very sensitive to fork tube height. Different tracks required the forks to be slid up or down as much as 10mm to improve cornering.
- Care needs to be taken when mounting the KX air filter because the



Sum of the parts: Not a single test rider liked the way each part of the KX chassis performed, but loved the whole. Kawasaki has produced a decent-handling, accurate-turning, well-thought-out geometry that, with the exception of some headshake, is an almost perfect blend of traits.



Two other Mikes: Kawasaki test riders Mike Fisher and Mike Preston wanted the '95 KX to have a stiffer rear shock. They got it—in spades! The rear end is so harsh on compression damping and spring rate that the rear end is jacked up. It will work for supercross, high-speed rollies and whoops, but not in square-edged stuff.



'95 Kawasaki KX250: Kawasaki has put personality into the previously inanimate KX250. It's quick, snappy, abrupt, fun and competitive. Unfortunately, the rear suspension is schizophrenic. It's mated to very fluid front forks but thinks of itself as a rigid supercross setup.

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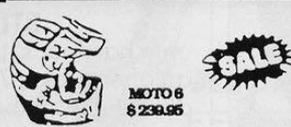
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KX250



◀ Love fest: Kawasaki's new '95 power-band is designed to cure the bad starts of the two Mikes. It's a responsive, instantaneous, low-to-mid motor that gets up and goes. Not a lot of top-end, but more than enough burst to get even the worst starter out of the gate first.

onto hardpack, though. Dunlop offers an aftermarket 737 that is supposedly different than the KX version. For tracks with loam conditions this is a hot tire.

- We liked the big footpegs (but we don't like the stock footpeg springs—they break).
- The rear mudflap (the one that protects the shock from roost) fell off in only two races; last year it lasted three. Kawasaki uses a very soft and flexible plastic for the mudflap. We made an aluminum bracket to apply pressure across the upper width of the flap. It kept the flap from blowing off when the bike bottomed from jumps.
- Kawasaki opened up the airbox—last year we had to drill and hacksaw to get more air into the airbox. The air filter fell apart along one of its seams early on in its life span. We switched to a Twin-Air.

bottom pin (of the filter cage) can pop out of its retaining holes (which allows the engine to suck dirt).

• We liked the stock gearing better this year than in the past. Riders on tight tracks could add one tooth to the rear for more drive.

• The stock KX sneakers are a Dunlop D737 on the rear and a K490 up front. The front tire is the ubiquitous front tire of the '90s. It works in all conditions. The 737 is an intermediate-and-softer tire that is a good choice. It's not the longest-lasting tire if you take it

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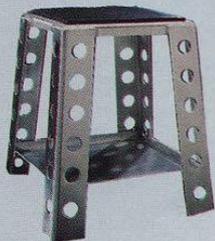
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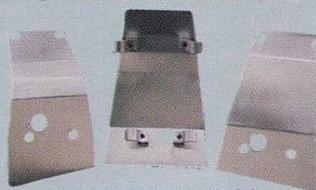
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KX250

• We are not fans of cartoonish motorcycle graphics—\$5000 is a lot of money to spend on a racing motorcycle for the manufacturer to cheapen it with Looney Tunes graphics. The Kawasaki does have more than a small amount of mirror-and-smoke on the gas tank, but it's not objectionable. The checkered flag motif is kinda cool.

• There is headshake. For '95, every 250 motocross bike has headshake. The KX250 isn't the worst. Switching to the stiffer 0.40 kg/mm fork springs will tame it. Pro riders will need more compression damping (and maybe 0.42 fork springs) to handle big jumps.

QUESTION EIGHT: WHAT DO WE REALLY THINK?

Babe Ruth struck out. Arnold Schwarzenegger made a bomb movie. America lost the Motocross des Nations. Siskel and Ebert agreed. Kawasaki made a bad shock. Strange things happen in this world.

However, the Babe hit 60 home runs in one season. Arnie is still big box office. America will win again. Which one is Ebert, anyway? The KX shock can be fixed—and when it is, the '95 Kawasaki KX250 is a very good motorcycle indeed. □

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CR125	1986-89	12.12
CR125	1990-94	13.32
CR250	1980	20.42
CR250	1981-87	24.79
CR250	1988-94	27.76
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CR125	1980-84	53.34
CR125	1985-88	47.21
CR125	1989	52.21
CR125	1990-94	52.21-52.03
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CR250	1986-88	43.32-52.08
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CR500	1984-88	80.06-86.66
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CR250	1992-94	280.03
CR500	1984-94	211.91

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CR125	1980-85	14.99-18.61
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CR250	1980-94	18.18-35.71
CR500	1984-89	18.47-29.61
CR500	1990-94	31.55-33.71

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CR125	1980-86	15.80
CR125	1987-89	14.68-15.80
CR125	1990-94	14.71-16.60
CR250	1980-88	14.68-15.80
CR250	1989-94	14.71-16.60
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CR125	1989-94	11.21-17.89
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CR250	1980	6.69
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CR80	1984-86	3.82
CR80	1987-94	4.15
CR125	1980-81	4.95
CR125	1982-94	5.71-7.89
CR250	1980	4.61
CR250	1981-94	7.31-7.89
CR500	1984-94	7.31

STEEL CLUTCH PLATES

CR125	1983-94	5.50
CR250	1984-94	6.50
CR500	1984-94	6.50

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CR80	1980-82	9.58
CR80	1983-94	13.41-21.58
CR125	1980-83	15.06-15.89
CR125	1984-94	23.63
CR250	1980-83	15.06-15.89
CR250	1984-94	23.63
CR500	1984-94	23.63

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CR80	1992-94	23.63
CR125	1980-86	15.89-17.15
CR125	1987-94	23.63
CR250	1980-86	13.41-17.15
CR250	1987-94	23.63
CR500	1984-86	15.89-17.15
CR500	1987-94	23.63

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FRONT BRAKE LEVERS

CR80	1980-82	6.91-15.37
CR80	1983-94	8.46-9.23
CR125	1980-82	10.25-15.75
CR125	1983-85	9.22-9.97
CR125	1986-94	9.64-10.08
CR250	1980-83	8.46-15.75
CR250	1984-94	9.22-10.08
CR500	1984-91	9.22-9.64
CR500	1992-94	10.08

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CR80	1980-81	7.04
CR80	1982-94	9.23
CR125	1980-82	9.23-11.33
CR125	1983-94	10.47
CR250	1980-82	9.23-11.33
CR250	1983-94	10.47
CR500	1984-94	10.47

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CR250	1980-81	51.25-68.35
CR250	1982-91	38.59-40.84
CR250	1992-94	46.83
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CR80	1992-94	26.35
CR125	1980-82	39.45
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CR250	1980-83	55.92-62.19
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CR500	1984-89	51.00
CR500	1990-94	53.17

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CR80	1980-94	8.46-9.97
CR125	1980-85	9.80-9.97
CR125	1986-94	10.65
CR250	1980	12.18
CR250	1981-85	7.54-11.18
CR250	1986-94	9.92
CR500	1984	11.18
CR500	1985-90	9.92-11.18
CR500	1991-94	10.73-10.89

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CR80	1980-82	10.73
CR80	1983-94	8.65
CR125	1980	11.42
CR125	1981-84	11.90-12.33
CR125	1985-90	11.34
CR125	1991-94	10.67-13.05
CR250	1981-94	10.62-13.05
CR500	1984-89	9.94-12.25
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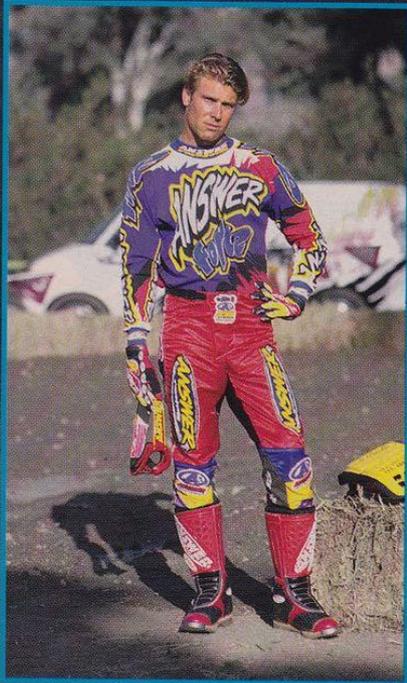
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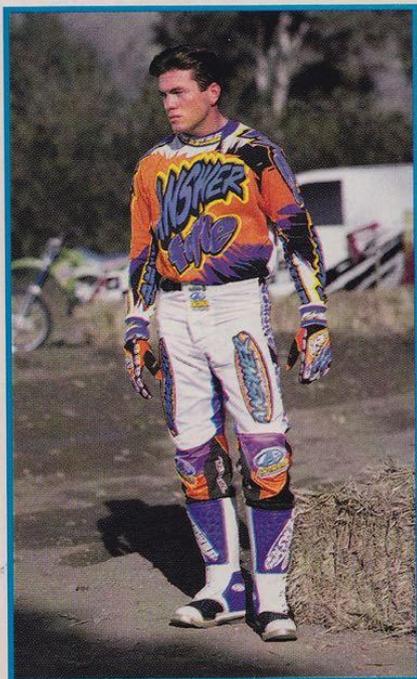
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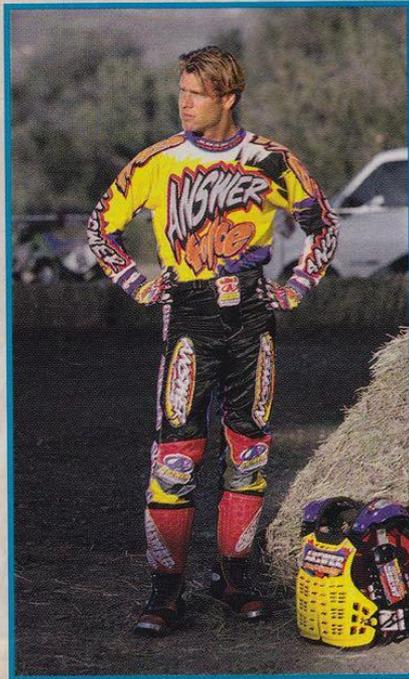
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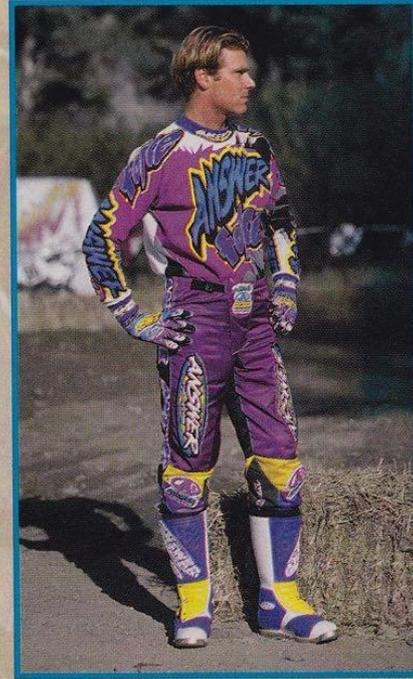
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THE MEAN SEASON

THAT WAS THE YEAR THAT WAS

Another season for the record books

By Chris Hultner

□ It was a very controversial year, right from the start, and as it progressed it didn't get any better. Shots were fired before knobby tires even touched dirt in '94. All in all, it was a wild and woolly season: motorcycle manufacturers told aftermarket companies how to conduct business. Riders used their bikes as weapons on the track: One rider got fined twice (lots of riders got fined once): A rider needed a needle in his arm to give him the energy to race. Fistfights broke out in the middle of races. Nobody named Mike got along with anyone. Major organizations split. Finally, for a while it looked like the '95 race season wasn't even going to happen.

It was a strange year (controversies and all), but most of all, '94 was a year to remember!

THE YZ CONNECTION HOLESHOT BIKE OF THE YEAR

● Probably not since the days of exotic works bikes has one bike dominated the first 50 yards of every motocross and supercross as the YZ250 did. The Yamaha has holeshot races from Orlando to Anaheim and Hangtown to Red Bud. Almost everybody on a YZ250 scored a holeshot this year: Jeff Emig, Mike Craig, Jeff Matiasevich, Larry Ward, Kyle Lewis, Larry Brooks, John Dowd and Doug Dubach each took turns at the point. However, for all their holeshot prowess, the Yamahas failed to pull an equal number of wins (three, to be exact).

That just goes to show you, races aren't won in the first 50 yards. ●

● Before the '94 season even started, Mike Craig was deeply embroiled in controversy. While in Europe, doing the post-season supercross tour, Mike is rumored to have signed a clothing contract with the French JT importer. The only problem was that Mike had an existing contract with O'Neal in the States. He didn't care; he was reportedly willing to pay off O'Neal to get out of his contract. It threatened to be a battle royal between clothing companies, but the guys at Team Yamaha convinced Mike that aftermarket in-fighting was not a wise career decision. For Mike, it was the first in a long line of irresponsible career choices.

The honeymoon with Yamaha lasted long enough for Mike to win his first supercross, but after that his season went belly-up. A string of injuries followed his wire-to-wire Tampa victory and rumors quickly followed that he had given up. Mike got into the habit of pulling off the track (not just once, but more than a half-dozen times), which caused Team Yamaha personnel to lose faith in him. Yamaha's frustration with Mike was widespread; his teammate, Jeff Emig, didn't like him (the feeling was mutual), his mechanic, Brian Lunnis, tried endlessly to turn him around (but he was unresponsive) and team management gave him every benefit of the doubt. Still, Mike continued to pull off the track at every opportunity, claiming he had aggravated one of his many injuries.

The injuries Mike complained of were suspicious to his team. His need to be coddled was no longer amusing and Team Yamaha no longer took him seriously. Insiders at Yamaha have told us that Mike's late-night stumble over a Doc Marten boot was not near-



Frontline: Noleen's Kyle Lewis (53), NCY privateer Jeff Matiasevich (21) and former Team Yamaha rider Mike Craig show off what the '94 YZ250 does better than any other bike—holeshot!

ly as bad as he made it sound (he reportedly twisted his knee and flew home before Daytona). The final straw, for Yamaha, came at Unadilla when Mike complained of stomach cramps, from the flu, and pulled off the track for the last time. Team Yamaha fired him before the end of the first 250 moto (they called it a mutual thing); they paid off his contract and released him from all obligations for the remainder of the season.

Mike's troubles were far from over. He told everybody that he had an offer to race for the Kawasaki team in Japan. Kawasaki denied it! Luckily for Mike, Honda of Troy snatched him up before the end of his first week of unemployment and Mike was feeling like a new man. He claimed he had a cross to bear, his goal was to prove everyone wrong about his problems with Yamaha. His first chance came at the Budds Creek 250 USGP . . . he failed to crack the top ten. His next opportunity to make Yamaha suffer was the 250 National at Millville . . . Mike cartwheeled in the treacherous Millville whoops, re-injured his shoulder and pulled off again; he was promptly fired by Honda of Troy. During the following week, Mike convinced Honda of Troy to give him a second chance and they signed him to a one-year performance-based contract. Honda of Troy can fire him at any time (for anything from missing his flight to pulling off the track).

The '95 season will be the true test of Mike Craig's character. ●



Class action: The 125 Nationals had all the elements that the 250s were lacking. Close battles, an ever-changing points lead, multiple winners, mud-slinging and fistfights all made the 125s the class to watch.

THE CLASS OF '94 125s STEAL THE SHOW

● The hottest racing of '94 wasn't in Supercross or the 250 Nationals. It was in the 125 Nationals. Bar none, the 125 outdoor series was action-packed all season long. Virtually every race was a four-way, knock-down, drag-out battle. The 125s were fraught with drama; Doug Henry was fighting a serious illness (which required intravenous glucose injections to raise his energy level). Ryan Hughes was trying to make something out of his injury-riddled career while dealing with the death of his father. Steve Lamson was trying to prove he wasn't slow (as Jeff Emig had said). Jeff Emig was trying to shake his demons; Damon Huffman was making a name for himself (as a non-whiner); and Robbie Reynard was just trying to stay out of the hospital. Each of these riders won at least one overall this season (Doug Henry was the only rider to win three), and they each shared a berth in the top ten each weekend. Consistency is key to winning any championship and, while the 125 class was the least consistent of all, the ever-changing points battle had spectators at each venue on the edge of their collective seats. With racing this close, the 250s paled in comparison. ●



On the block: Mike Craig could find himself in the unemployment line at any time during the '95 season. His new performance-based contract with Honda of Troy (which is rumored to contain numerous clauses that allow him to be fired at any time) is the result of his season-long string of pulling off the track.

BEST ONE-SHOT RACE A GLIMPSE OF THE FUTURE

● Kevin Windham is one of the most accomplished riders the amateur ranks have ever seen. In fact, he has gone undefeated in his last 18 motos at Loretta Lynn's Amateur National. This year marked Kevin's first taste of the National motocross scene. He only raced three events (Gainesville, Mt. Morris and Steel City), but before season's end he had nearly every factory calling him, hoping to retain his services for '95. How could such a young kid leave such an impression on the factories without etching his name in the win category?

Racing in only the third moto of his short National career, Kevin holeshot the first moto on the tough Mt. Morris circuit and rang up a huge lead by the end of the first lap. He rode a flawless race until the closing laps, when exhaustion finally took over. He started making small mistakes. Team Honda's Doug Henry rode like a man possessed for the entire moto to make up the deficit left by the Team Green star. Those small mistakes made by Windham were all Henry needed to make a pass. Kevin finished second in the moto, but the damage to the establishment was done; he proved himself as a threat to their future successes.

In his third National out, at Steel City, he finished a very solid fifth overall. By season's end, Kevin signed a deal with Team Yamaha, well before their established star, Jeff Emig, even sat down at the bargaining table. ●



DEJA VU THE CURSE OF STEEL CITY

● Steel City is best known for its Championship-robbing curse; just ask Mike LaRocco. He lost the 125cc title in '92 when his carburetor fell off during the second moto at Steel City. Last year, both 125 title contenders (Jeff Emig and Doug Henry) suffered major setbacks during their two motos. The outcome of last year's battle had Robbie Reynard winning his first 125 overall, Doug Henry winning the title in the 125s and Mike LaRocco winning the overall and the 500cc Championship. Well, the curse struck again in '94! Only this time it was more of a repeat of last year, minus the killer duel for the 125cc Championship. LaRocco clinched the 250cc title well before the box van convoy rolled into Pennsylvania, but for the second year in a row Mike took home the overall. Reynard won the 125cc overall again (Steel City was his only National win of '93 and '94), while Henry took home the 125cc National Championship for the second year in a row.

The strangest occurrence at Steel City was the totally out-of-character fist-fight between Ryan Hughes and Henry in the second 125 moto (on the track, during the race).

The pressure was off Henry for the start of the second 125cc moto, at Steel City, as he wrapped up the Championship easily in the first. During the entire second moto Hughes and Henry

The final insult: Team SplitFire/Hot Wheels' Ryan Hughes shows Team Honda's 125 National Champ, Doug Henry, with the dirt and rocks of utter frustration after their on-track altercation at Steel City. The Steel City curse has struck again.

banged bars and swapped paint. This was a repeat of a similar battle they had fought two weeks earlier at Washougal. Halfway through the second moto, the contact between the two most aggressive riders in the 125s became more and more intense until finally they collided. Coming down a rough downhill that led into an off-camber right-hand turn, Henry built up too much momentum and high-sided into Hughes. Hughes says it was on purpose; Henry says he just overcooked it. Both riders hit the ground—hard. Hughes, first on his feet, ran over to Henry and punched him on the helmet. Infuriated by Hughes' lack of control, Henry ran over to him while he was picking up his bike, got him in a headlock and threw him to the ground. They rolled around on the ground for nearly as long as it took Reynard to circle the track. Blow after crushing blow, they seemed to be taking out the frustrations of an entire season on each other. Finally they tired of their playground dispute and got back to the business at hand—racing. To add insult to injury, Hughes roosted two-time 125cc National Champ Henry as he merged back into the flow of race traffic. There were no AMA officials anywhere near the brawl to break it up, but later both riders were given an official warning. ●

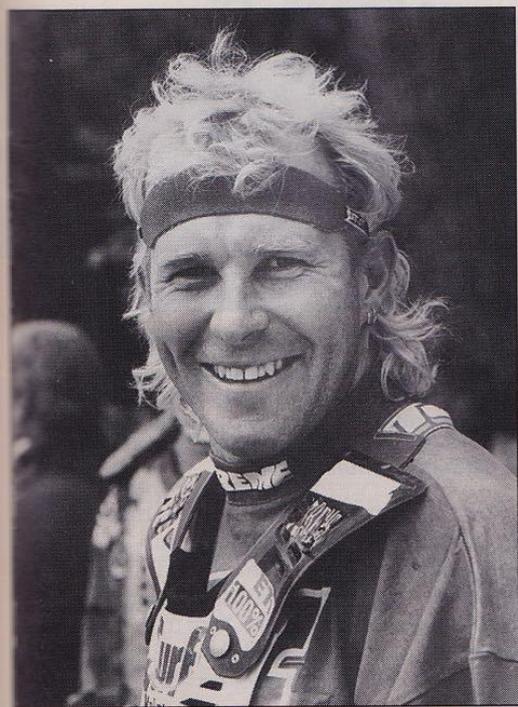


COMEBACK OF THE YEAR STANTON'S LAST STAND

● Jeff Stanton's final year of National and supercross competition was his toughest ever. He broke his back during the first 250 moto at Hangtown. Rumors were already circulating that this would be his last season, but after Hangtown no one thought Jeff would even race the remainder of the season. He did come back, and a lot sooner than anyone expected; just three weeks later Jeff showed up at Budds Creek ready to do battle. There he crashed again and reinjured his back—another crushing blow. Again Jeff sat out only one National (Mt. Morris) and showed up at Southwick to finish a hard-fought fifth. The next race was Red Bud and Jeff had his best showing of the year, with a third-place podium finish. At Red Bud he announced his retirement in a heartfelt speech to the crowd. Jeff's journey back to the top of the motocross heap took more courage and determination



Taking new turns: Now that Jeff Stanton is officially an ex-motocrosser, he has the time to do all those things that he has missed out on over the years, like hanging out with his kid brother, farming or spending time with wife Sarah. Jeff only has as long as the off-season to soak in the retirement lifestyle. Come January Jeff starts his new job as Honda's adviser/trainer/P.R. guy/coach/chauffeur! . . .



Mean Gene?: Imagine turning the boob tube to All-American Wrestling and seeing Jeff Glass (pictured) screaming like a madman at some monkey being used as a fly swatter on the mat. The "monkey" happens to be Gene Naumec. Glass and Naumec are looking into the wonderful world of pro wrestling. We don't know if it's serious, but we are scared!

◀ **The future:** Team Yamaha's newest wunderkind is Louisiana's own Kevin Windham. His performance at Mt. Morris was so shocking it forced the factories to stand up and take notice. Kevin has spent the last two years honing his skills on a 125 in the amateur ranks, where he has set numerous win records. He will be a real threat in '95.

than most coddled and pampered stars of today could muster. Jeff deserved all the respect and admiration that is due a true Champion. Team Honda has hired Jeff to a PR position for the '95 season. ●

ENTREPRENEURIAL SPIRIT WHAT'S COOKING WITH GLASS?

● Jeff Glass is always *thinking* or *scheming* (depending on your point of view). Jeff's current project is *A Guide to Sponsorship*. The guide contains tips on how to communicate with potential sponsors, how to make a resume and who to talk to. Glass was one of the first American riders to secure an outside sponsorship (Surf detergent) and has drawn from that experience to put together the most comprehensive sponsorship guide the sport has seen.

Jeff also told us he is working on a deal with ESPN to go on the road next year and do "life on the road with the riders" reports for their motocross and supercross TV shows. On an even crazier note, Jeff is working on a deal with former "Privateer of the Year" Gene Naumec to get into the highly theatrical world of professional wrestling. Gene will be the one getting pummeled on the mat while Jeff will act as his manager. What is the world coming to?! ●

WORST ON- TRACK BATTLES ARE THINGS GETTING OUT OF HAND?

● The Ryan Hughes and Doug Henry battle during the final 125cc moto of '94 was a fitting close to one of the most violent seasons in recent memory. This year alone has twice seen a motorcycle used as a weapon and physical altercations were an almost monthly occurrence. The action started early in the season when Team Kawasaki's Mike LaRocco harpooned Yamaha's Jeff Emig at the San Diego Supercross. Jeff and Mike both went down. When Jeff got to his feet, he went over to LaRocco, who was still on the ground, and kicked him in the back. Both riders were fined by the AMA, but Emig received the more severe penalty for retaliating.

LaRocco's riding style has gotten him in trouble a number of times. He claims he's just racing and trying to get through the pack as quickly as possible (without regard for his fellow competitors), but his peers feel it's dangerous enough out there without having to worry about him taking them out. Even his teammate has voiced the same opinion, which is ironic because he was LaRocco's next victim. LaRocco dropped Kiedrowski on the last lap of Red Bud's first 250 moto with a patented T-bone. An

angry Kiedrowski retaliated by ghosting his KX250 into him as they pulled off the track. For the second time this season LaRocco was fined for dirty riding, but again the initial victim (Kiedrowski) got the higher fine.

Sooner or later the AMA needs to decide which is more dangerous, a rider who is willing to take out the competition or the rider who gets frustrated by an aggressor and decides to slap him on the helmet a few times. As the saying goes, two wrongs don't make a right. One thing is for sure: all the violence needs to stop before our sport is compared to the NHL or the WWF. ●

THE UNDERDOG DOWD BUSTS THE FACTORIES

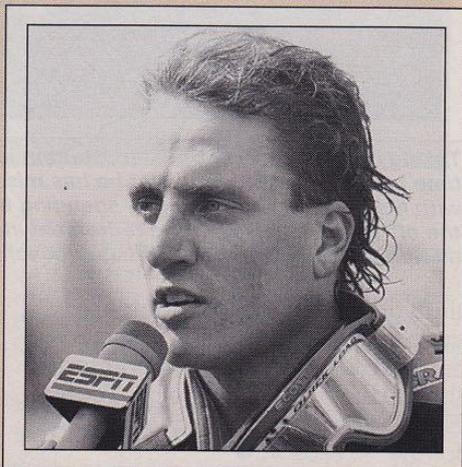
● All we can say about Team Boyesen's John Dowd is . . . what a hero! "Dowdy" was the only rider, besides Mike Kiedrowski, to beat Mike LaRocco in the 250 Nationals. Not only did he beat him once, but he did it twice. John's first win came at Millville, where he went 2-1 for the overall. His second win was a perfect 1-1 at the rough and rocky Binghamton circuit. John's boost in performance can be attributed to Mike Craig getting fired from Yamaha. With the absence of Craig, Yamaha had a perfectly good, race-ready YZ250 with no one to ride it. Yamaha loaned the bike to Dowd and he thanked them by winning two Nationals and finishing second in the series. Yamaha awarded Dowd with a factory ride for '95. The most amazing thing about Dowd is the fact that he is 28 years old and he's still very competitive. Jeff Stanton is only 26 and he's retiring. ●

BEST OFF-TRACK BATTLES SEE YOU IN COURT

● Two highly volatile conflicts arose between major industry factions this year. The first one happened just before the Supercross opener in Orlando. Before Team Honda secured 1-800-Collect as a sponsor, it sent notices to its riders' clothing sponsors that they had to conform to the company's logo requirements. All the clothing sponsors objected (Fox, AXO, Yoko and Sinisalo), but after considered legal wrangling they began to conform to Honda's demands—all except Fox. Fox, Doug Henry's sponsor, had problems with Honda before (over Ricky Johnson) and wasn't about to give in on this round. All the pressure to conform was then put on Doug's shoulders. Team Honda told Doug that if he didn't comply he could be fired from the team. Fox told Doug that if he did comply to Honda's wishes he



Rewarded: Team Yamaha has given John Dowd a factory ride as a thank-you for winning two 250 Nationals this season. The 28-year-old Dowd has only been racing since he was 21. It's possible for Dowd to be the oldest rider in American motocross history to win a Championship.

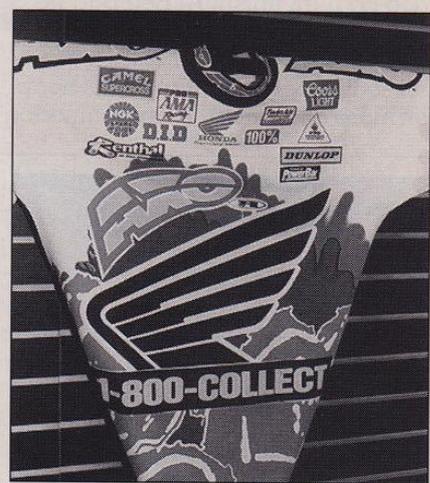


The Instigator: Team Kawasaki's Mike LaRocco is America's current fastest rider, not to mention our most controversial. Mike blazed through the 250 field at every National en route to winning his first 250 National Championship. Mike was also in the middle of more than his fair share of AMA fines.

would be released by Fox. Not wanting Doug to feel the pressure of the whole situation, his wife Stacy took over the task of dealing with Fox, Honda and the lawyers. Supposedly without Doug's knowledge, she sent his race clothes to 1-800-COLLECT's front man, Jeff Surwall, to have them altered to meet Honda's requirements.

Fox never made a set of Team Honda clothes that complied with Honda's orders, and Henry was neither fired nor dropped. The ultimate irony to this convoluted tale is that Team Honda is accepting bids for a team clothing supplier for '95, and Fox is in the running.

The other conflict on the motocross front came when the supercross promoters' group split off from the AMA and created its own sanctioning body, called AIR, when contract negotiations went bad. The promoters got upset when the AMA's marketing director, Tom Mueller, began looking for a series sponsor.



Dogfight over jersey: The clothing war that started the '94 season set the tone for a year rife with controversy. Honda wanted to regain control of its corporate logo and in the process alienated most of the clothing manufacturers.

Another thing that riled the promoters was on learning the AMA was starting a company called Paradama, a for-profit company designed to promote races or assist promoters in putting on races. The promoters' group saw Paradama as a direct threat. Shortly after the promoters split from the AMA, director of professional racing Roy Jansen quit and went to work for AIR. It looked like supercross was not going to be an AMA event.

The only problem for the promoters came when the factories said they would not commit to a supercross series that was not AMA-sanctioned. Without the top riders the promoters didn't have a show. Without the promoters, the AMA didn't have a Supercross series. Even though both parties realize this and have attempted to reconcile, the AMA and the supercross promoters aren't back together yet. The supercross world is not back to normal. ●

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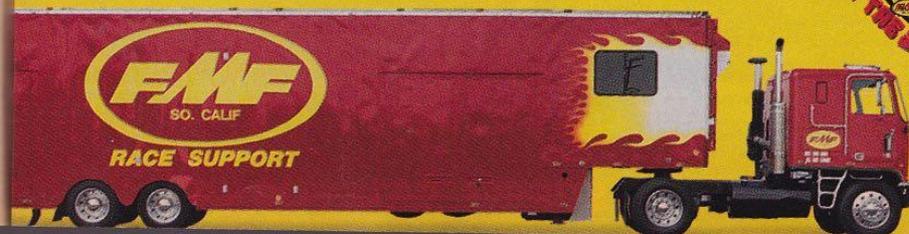
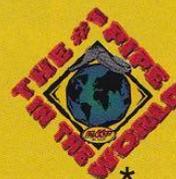


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90-95 CR125-500(F).....22.96

90-95 CR125-500(R).....22.96

STATOR

92-95 CR125.....283.56

91 CR125.....286.79

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90-91 CR250(14T).....13.00

92-95 CR250(13T).....16.02

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All CRs(slow).....7.17

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93 CR125.....10.07

94-95 CR125.....9.83

90-92 CR250-500.....9.87

93 CR250.....10.02

94-95 CR250.....9.87

CLUTCH CABLES

90 CR125.....10.44

91-92 CR125.....12.01

93-95 CR125.....9.82

90-95 CR250.....12.01

90-95 CR500.....10.97

FENDERS

90-91 CR125-500(F).....29.19

92 CR125-500(F).....31.44

93-95 CR125-500(F).....30.56

90 CR125/500(R).....21.60

91 CR125-500(R).....20.11

92 CR250(R).....30.55

92 CR125(R).....28.53

93-95 CR125/250(R).....30.55

PISTONS

90-94 CR500.....84.22

95 CR500.....76.85

90-91 CR250.....42.09

92-94 CR250.....60.50

95 CR250.....60.56

90-91 CR125.....50.74

92-95 CR125.....54.83

RINGS

90-95 CR500.....30.12

90-91 CR250.....26.97

92-95 CR250.....26.03

92-95 CR125.....12.26

CRANKSHAFTS

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94 CR125.....149.38

95 CR125.....147.14

90-91 CR250.....187.72

92-93 CR250.....203.45

94 CR250.....229.44

95 CR250.....225.91

90-94 CR500.....183.79

95 CR500.....215.14

CYLINDERS

90-91 CR125.....230.39

92 CR125.....255.11

93-95 CR125.....260.04

90-91 CR250.....216.89

92-93 CR250.....272.91

94 CR250.....307.78

95 CR250.....303.03

90-95 CR500.....205.94

CLUTCH PLATES(fiber)

90-95 CR250-500 each.....7.16

90-95 CR125 each.....5.52

CLUTCH PLATES(steel)

90-95 CR250-500 each.....6.96

90-95 CR125 each.....6.39

CLUTCH SPRINGS

90-95 CR125.....2.17

90-91 CR250.....2.03

92-93 CR250.....2.15

94-95 CR250.....2.29

90-95 CR500.....2.55

RADIATORS

90-91 CR125(R).....137.07

90-91 CR125(L).....124.63

92 CR125(R).....135.52

92-94 CR125(L).....123.22

95 CR125(L).....136.79

93 CR125(R).....138.14

94 CR125(R).....152.77

95 CR125(R).....150.44

90-91 CR250(R).....127.52

90-91 CR250(L).....115.97

92-93 CR250(R).....126.11

94-95 CR250(R).....150.87

92-95 CR250(L).....114.63

90-91 CR500(R).....177.00

92-95 CR500(L).....163.49

90-91 CR500(L).....169.91

92-93 CR500(R).....162.15

94-95 CR500(R).....202.72

BRAKE DISCS

90-91 CR125-500(F).....141.36

92-94 CR125-500(F).....137.50

95 CR125(F).....156.90

90-91 CR125-500(R).....137.50

92-95 CR125-500(R).....137.50

FORK SEALS

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94-95 CR125-500 each.....18.19

90 CR125-500 each.....13.53

91 CR125-500 each.....14.13

HANDLEBARS

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91 CR125-500.....35.54

92 CR125-500.....32.36

93 CR125-500.....32.60

94 CR125-500.....38.68

95 CR125-500.....35.48

ACTIVE REEDS

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93-94 CR250.....29.74

89-94 CR500.....29.74

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JUMP-OFF McGRATH vs. SWINK

● Jeremy McGrath was the first rider to bust out with a Nac Nac on a motorcycle. He taught the trick to Guy Cooper, who used it to win jumping contests during last year's Euro Supercross tour. Jeremy popularized the stunt in the stadiums of America. Now it seems the diminutive mini-star, Ricky Carmichael, has entered the jumping fray with his own Nac Nac show. Ricky wowed the crowd at Englishtown's Race of Champions with a Nac Nac after he decimated the competition in the 80cc class.

Brian Swink's entry in jumping was the opposite of the Nac Nac. It's the Can Can. Instead of hanging one leg over the back of the motorcycle like a Nac Nac, in the Can Can the rider has to put his opposite leg over the gas tank so that both legs are on the same side of the bike. The Can Can, debuted at Red Bud's 124/250 National, is far more dangerous than the Nac Nac. Brian has admitted to hanging up on the gas tank a couple of times. Jeremy has retaliated with a Superman Air. A photo of Jeremy pulling one was featured in an article on him in *Sports Illustrated*. Jeremy says the trick is way scary and he doesn't plan on doing it at all during next season's stadium tour. ●

IRON MAN OF THE YEAR NO GUTS, NO GLORY

● Team Honda's Doug Henry is not the most skilled rider on a 125, nor is he the flashiest. Yet he is the most determined, most disciplined and rides with more heart than most of the rest of the 125 field. Doug won his second consecutive 125cc National Championship on sheer guts! More incredible than the title is that he did it while battling a serious illness. Doug rode every race in pain. It got so bad



▲ **A new era: BMX never had the kind of effect on motocross as it has during the '94 season. Jumps like the Can Can (as executed by Team Suzuki's Brian Swink), the Nac Nac and the Superman Air are all from the BMX realm. In fact, much of Jeremy McGrath's riding style comes from his days as a top-rated California BMXer. Swink and McGrath can still bust some mean moves on their 20" bicycles.**

at some races he had to be hospitalized. His body doesn't absorb nutrients or fluids, so he was dehydrating on the race track (dehydration can be fatal). Once the illness was pinpointed as a malabsorption problem, the AMA's doctor suggested he get an IV of fluids before he raced. The first time Doug tried the IV, at Troy, Ohio, he ruined the competition. The IV issue sparked a major controversy. At the next race, a host of riders showed up at the medical tent requesting their own IV... their requests were denied. Doug has the entire off-season to get his medical problems solved and, once he does, look out—he will be unstoppable! ●

▶ **Prankster: ESPN 2's Jerry Bernardo catches Kawasaki's team manager, Roy Turner, unaware. Jerry, Jerry—how many times do we have to tell you to stop picking up on the Team Managers?** ▶

▲ **Repeat: Team Honda's Doug Henry won the 125cc National Championship for the second consecutive season and signed a new contract with Honda for '95. What's unusual about that? Traditionally, Honda has cut its two-time 125 Champs in favor of younger blood—look at Micky Dymond, George Holland and Mike Kiedrowski.**

COMIC RELIEF THE WACKY WORLD OF JERRY BERNARDO

● To some people, ESPN-2's whacked-out man in the pits, Jerry Bernardo, has been a refreshing addition to the moto scene. His unpredictable comic antics have left eyewitnesses shocked and others totally dumfounded. He's never one to turn down a prank, like throwing a body-block at a crowd of Emig supporters or picking up Kawasaki's team manager and turning him upside-down when he least expects it. It's all in the name of ratings. Many think that Jerry would light himself on fire if he thought it would get a laugh. Critics—and there are many—say that Jerry's race interviews are still way out there. Over time, riders have become more comfortable with him, now that they understand his sense of humor, and are looking forward to seeing Jerry at future motocross happenings. □



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- MOTO-4 Classic Call
 - MOTO-6 Multi colors Call
 - MOTO-6 Fast Boy Call
 - TrailStar Call
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- MODEL N-19K Off-Road \$89.95



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 - Gloves 28.95
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 - Roost Deflector 112.95
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 - Gloves 22.95
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- FLEXGUARD Belt 32.95
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- Belt 19.95
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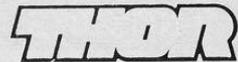


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- WORLD FORCE PKG \$178.95
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100/90x19 51.95
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100/90x19 51.95
110/90x19 55.95
120/90x19 59.95
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140/80x18 58.95
120/80x19 56.95
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460S18 45.95
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510S18 53.95
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510x18 (110) 52.95
110/100x18 48.95
110/100x18 55.95
100/90x19 58.95
110/90x19 64.95
80/100x21 M23 Front 46.95
300x21 M23 Front 46.95

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110/100x18 51.95
100/90x19 56.95
110/90x19 62.95
120/90x19 67.95
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M58 IT/ST

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100/100x19 58.95
110/100x19 64.95
120/100x19 65.95

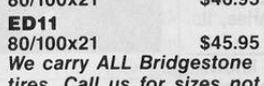
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120/80x19 56.95
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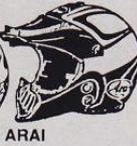
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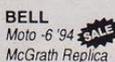
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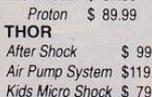
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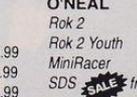
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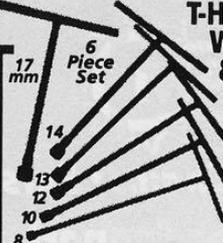
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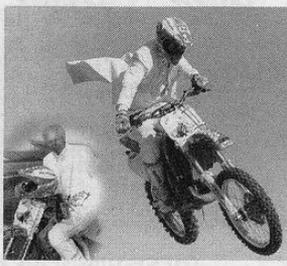
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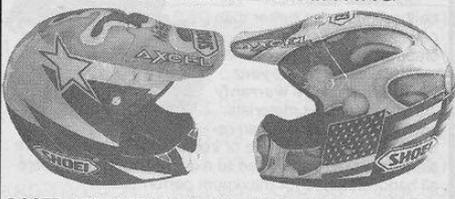
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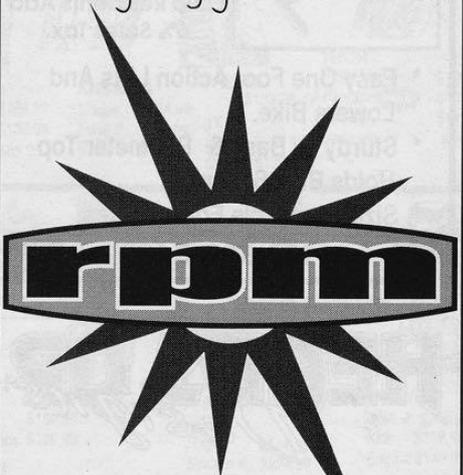
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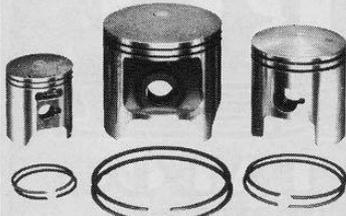
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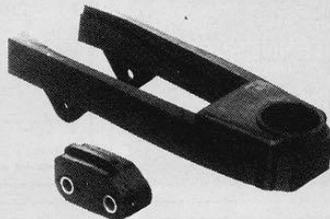
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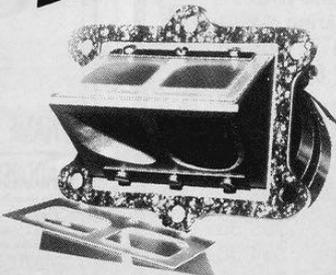
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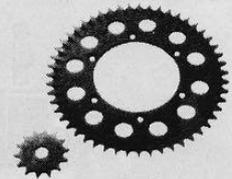
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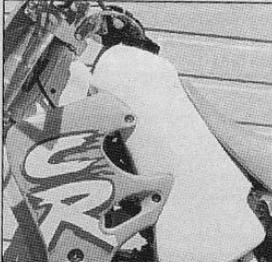
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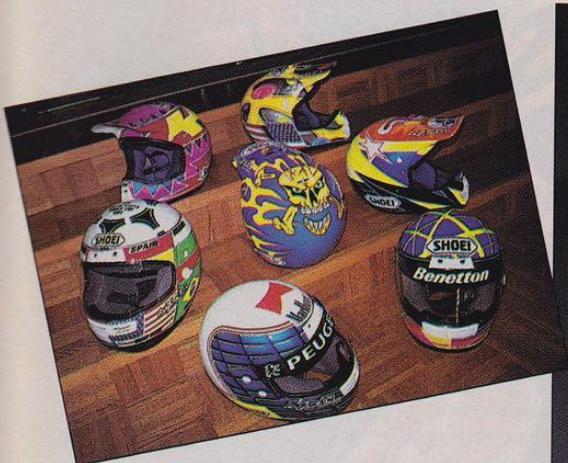
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T RICKS FROM THE TRADE



▲ AXCEL FAST GRAPHICS

If you happen to be over 30, you will remember a time when all helmets were white. In the old days you would occasionally see a guy who put a strip of electrical tape around his helmet, but that was the extent of customization. Not any more! It is hard to find a plain white helmet even on the starting gates of the beginner Pee Wee class. Custom-painted helmets, like it or not, have become required equipment for aspiring motocross riders. One outfit that can turn your plain helmet into a wild creation is Axcel Fast Graphics. It will custom-paint your helmet starting at \$200 (the more intricate the design, the higher the price). It takes about three weeks once it receives your helmet. You can contact them at Axcel Fast Graphics, P.O. Box 3453, South Pasadena, CA 91031-6453 or call them at (818) 285-4170.

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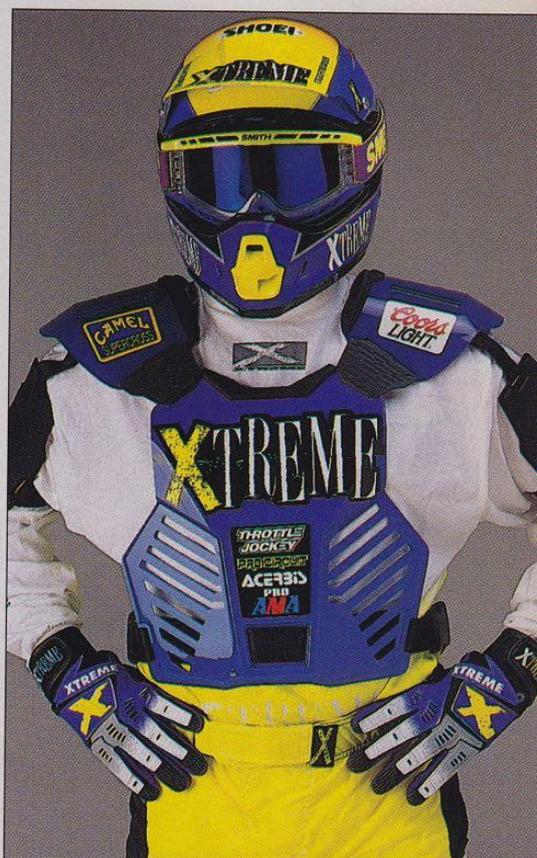
Pump gas isn't what it used to be. Oxygenates have been added to clean up the air and even if you dial in your scooter, the gas you buy at the pumps will change from summer blends to winter blends, so you have to start all over again (or blow up a few top-ends). Trick Racing Gasoline offers three different blends in five-gallon shipping containers: Trick Racing Fuel is leaded, has 112 octane and sells for \$29.95; Trick Unleaded Racing Fuel has 100 octane and sells for \$29.95; and Trick Turbo Racing Fuel is leaded, has 119 octane and sells for \$48.95. The cost of shipping the fuel can be as much as the fuel itself, but if you have to drive 200 miles



to find racing fuel, the cost may be justifiable. You will have a better-running motorcycle, too. You can find out more by contacting Trick, 1189 Morena Blvd., San Diego, CA 92110; (800) 444-1449.

XTREME FLIGHT VEST ►

It wasn't even a race! You were out at the local practice track (hidden behind the trees by the freeway off-ramp next to the airport) when Barney came flying by on his new rear tire and launched a golf-ball-sized rock that pegged you right in the middle of your chest. Ouch! If you had been wearing the Xtreme Flight Vest, you could have laughed (instead of cried) and passed old Barney back. The Flight Vest is made from Ultros PETG CoPolyester and has fully suspended shoulders. Another groovy feature is the closed-cell foam removable biceps pad. The Flight Vest is available in blue/purple or clear/purple and sells for \$139.95. You can find this product where fine motocross protective gear is sold or contact Xtreme, 2590 Jason Ct., Ocean-side, CA 92056. You can call them at (619) 630-6370 and ask them what the heck Ultros PETG CoPolyester is.



T RICKS FROM THE TRADE



RPM UNDIR CUVUR ▲

Mary Joe hasn't spoken to you since that rainy Sunday at the track. When the skies opened up before moto two, you had to ask her to stand outside the canopy because covered space was at a premium with your bike, your gear and your ice chest. Mary Joe's beehive hairdo was ruined in the rain. If only you had known about Undur Cuvur by RPM, Mary Joe would have stayed dry and would still be talking to you. The Undur Cuvur is made from UV- and water-resistant 100% poly duck. It comes in berry, green, red or yellow and one size fits all (very convenient if



you race more than one class). The Undur Cuvur sells for \$49.95. If you want further information, contact RPM, 41690 Nola Ann, Murrieta, CA 92562 or call (800) 741-7775.

SHOEI FX-2 QUAKE TC-2 ▲

Motocross maniacs all over the globe have snatched up the Shoei FX-2 Ballistic series helmets because they fit well, feel comfortable and, with all the crazy graphics, look great. Shoei keeps the ball rolling by introducing a new design for the FX-2 helmet. The New Quake TC-2 (named after the famed 1994 Los Angeles earthquake)

looks custom-painted right out of the box. The New Quake TC-2 comes in sizes from XXS to XXL and sells for \$296.40 (the plain-Jane white FX-2 sells for \$231.40). The only question we have is: how did Shoei come up with that extra 40 cents (or is it a 60-cent discount) in the suggested retail price? Be sure to ask your local motorcycle accessory retailer about the pricing snafu when you check out this helmet. If you can't find one, contact Shoei Safety Helmets, 333 S. Hope St., Ste. 2550, Los Angeles, CA 90071 or call (213) 628-0275.

▲ DIRT UNIVERSITY MOTOCROSS VIDEOS

You know there is a truckload of motocross videos available, but where do you find them? They are not in the local video store and chances are that only the latest releases are available at the local motorcycle store (if they haven't sold out of them). The professors at Dirt University have come up with a solution. Aside from a decent football team and an NCAA Division Champion dog sled team, Dirt University offers a new catalog full of the latest hard-to-find supercross, Grand Prix and enduro videos. There is no better way to pass the long, cold nights of winter than to snuggle up under a blanket and watch motocross! You can get a catalog of all the available videos by writing Dirt University, 760 Barra Loop, Wasilla, AK 99654. You can call (907) 376-2605, but remember you will be calling Alaska! □



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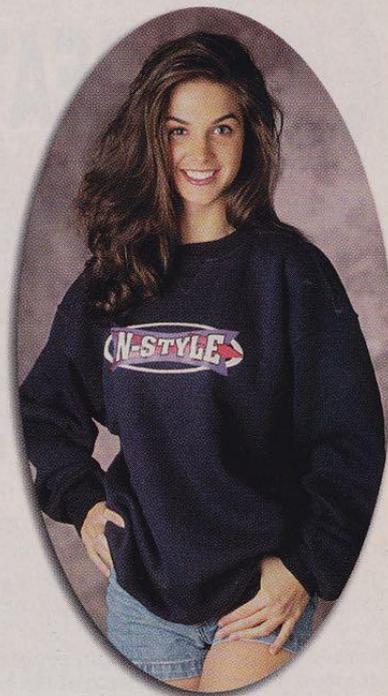
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GREAT MOMENTS

America's fastest & fastest-rising unknowns

Every year offers an opportunity for young MXers to make their mark. Some hit the mark while others fall short. *Motocross Action* looked at the up-and-comers in '85 and knew that not everyone would make the grade to full sponsorship and motocross greatness. Ten years later, we take a look back and see how they fared.

Rodney Smith: Rodney caught everyone's attention with a second place at the Honolulu Supercross. He never made the grade in Europe, but after taking a factory ride with the Brazilian Yamaha importer he attracted the attention of the GP regulars. He raced the World Championships for several years and today rides the off-road circuit. ▶



Photo by Paul Buckley



Mike Healey: Mike had already earned championships on minicycles by '85, but he had to prove himself again on the big bikes. Mike won the 125 West Supercross Championship before heading to the GP circuit. He came close to winning the 250 World Championship, finishing second in '91. He now lives in California and still races the Nationals.



Billy Frank: Billy blasted out of the SoCal Intermediate ranks and in his first year as a professional made two Supercross finals. He finished fifth in a moto at the Carlsbad 500 USGP and earned a Yamaha support ride. After a few years Billy dropped out of motocross to become a bodybuilder. Today, he works at CTi knee braces.



Greg Zitterkopf: Greg was a Southern California wildman who had a factory ride on the shock-breakage-prone M-Star. The Zit raced the Nationals for ATK before taking a ride with KTM. He is the current Sound of Thunder Four-Stroke Champion.

◀ **Doug Dubach:** Hard-riding Suzuki privateer Doug Dubach was so eccentric in the early '80s that he insisted on riding an '82 RM125, even though he was supported by Pro Circuit's Honda team. Doug went on to earn a factory Yamaha ride and won the San Jose Supercross in '90. He is the current Vet World Champion.



Tim Aston: Tim never became a factory rider, but he showed the determination and spirit of a true motocrosser. After he was highlighted as an '85 up-and-comer, Tim lost his right leg as a result of a car accident. That didn't stop Tim! He equipped his bike with a double lever rear brake and continued racing.



Brian Manley: Brian showed flashes of brilliance but never received more than partial support from the factories. He was so close to being a superstar that he could taste it. Ten years later, Brian Manley is still one of the fastest racers in SoCal (if he feels like going for it). ◻

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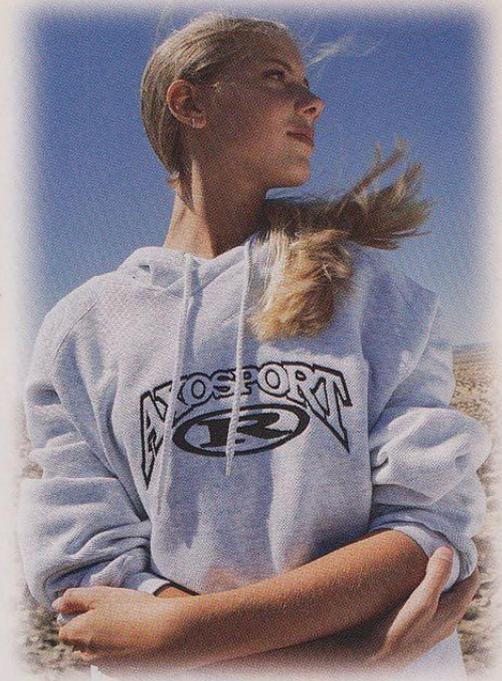
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Our Complete Coverage of the Summer Olympics.

While much of the globe watches people leap and bound during the Olympic years, we in the motocross world focus on brave young men who spend their summers riding faster, jumping higher and, frankly, racing harder. In 1994, Renthal's team completely overwhelmed the competition.

It's no coincidence that all five U.S. motocross championships were won by riders using Renthal sprockets. Not to be outdone, of course, Renthal riders Greg Albertyn and Marcus Hansson took home the 250 and 500 World Championships as well. But this kind of success is not new to Team Renthal. We've taken home 61 World and 36 U.S. National championships to date. Feats of Olympic proportions, to say the least.

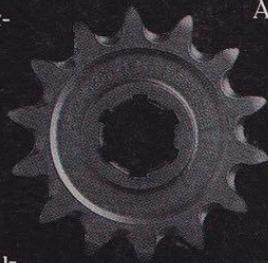
Why do the worlds best riders rely on Renthal? A lot of very good reasons. All our sprockets are made of an enhanced 7075 T6 heat-treated aluminum alloy, the highest quality material available. Functional grooves are machined in between every tooth

on both sides to constantly clean out dirt, sand and mud, extending the lives of sprockets and chains. And every single feature, from the teeth and grooves to the mounting and lightening holes, is individually machined to create the most perfect product possible.

By the way, care to guess what brand of countershaft sprocket these champions use? Not the one-of-a-kind, top-secret, super-trick \$400 factory models that's buried in a mechanic's tool box. They use Renthal, of course.

As significant as a podium finish may be, few people remember who came in second or third at the end of a season. The glory and gold are reserved exclusively for the champions.

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