

INSIDE MOTOCROSS

January / March 1993



1

1992

The Year in Pictures

Down Home

With Bradshaw and Stanton

Heroes of August

America's Fastest Amateurs

Six Dollars



The 1993 CR250R. Lucky for Jeff, this isn't one of those domed stadiums.

We almost included an airsickness bag. Unfortunately, it added too much weight.

But we made other improvements. To the one bike that didn't need any. The machine that has won nine out of the

last eleven Supercross Championships.

Realizing that some day even the 1992 champion, Jeff Stanton, will have to land, we recalibrated and refined the suspension. Both front and rear. Then we reinforced

what was already a bulletproof frame.

And that's not the only reason air traffic controllers will be in a panic. There's one more. It's called the CR[™]125R.

The engine has more horses. The frame,

entirely new geometry. And the suspension has the same tweaks as the 250.

Speaking of rider support, there's also our contingency program. It's big. If you own a new CR, you're eligible.

It seems like every year, with every CR, a little more of the impossible isn't anymore. Which is why you should even be careful in stadiums like this one. You wouldn't want to bump into the blimp.

 **HONDA**
Come ride with us.

INSIDE MOTOCROSS™

January/March 1993

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Cover Images: (Front)

Jean-Michel Bayle's 500cc Honda at the 1992 Millville National; (Back) 1992 Unadilla United States Grand Prix track. Photography by Fran Kuhn



■ By the time you read this you will already know that *Inside Motocross* is a different kind of motocross magazine. That was our plan from the very beginning. The idea of producing a high-quality magazine that showcases the sport has been with us for many years, and its evolution has been fueled by ideas, emotions and a strong belief that the motocross world is ready for just such a magazine. Along the way hundreds of decisions were made and thousands of details were attended to, but in the end our choices were guided by goals established at the project's inception. Before the first word was written or the first photograph taken, we knew exactly what *Inside Motocross* would look like.

From the start we realized that photography must be a priority—that great photography would provide the foundation for the entire magazine. We've been fortunate enough to have access to the work of many of the world's finest motocross photographers, and their contributions have allowed us to compile a visual record that captures the power, excitement and emotion that are unique to motocross.

We also knew that photos alone would not be enough. In motocross, as in any sport, there are thousands of stories that go untold. By telling some of them, we hope to give our readers a new perspective on the familiar, a glimpse at the unfamiliar, and a broader knowledge of the people, places and things that make our sport so incredible.

And since we believe that a good design enhances a magazine's words and pictures, we knew that the design of *Inside Motocross* would be as important to its success as any other element.

Finally, we wanted to create a magazine that would make us feel good about motocross, as well as something for enthusiasts to share with friends and family who sometimes can't understand their fanatical devotion to the sport.

We knew from the start that if we could accomplish these goals, we could produce a magazine that offers enthusiasts another way to experience the excitement of motocross while making the sport more accessible to those on the outside looking in. And in doing so, perhaps our most important goal—that of giving something back to our sport—will ultimately be realized.

—Fran Kuhn



WHY INSIDE MOTOCROSS?

**INSIDE
MOTOCROSS™**
January/March 1993

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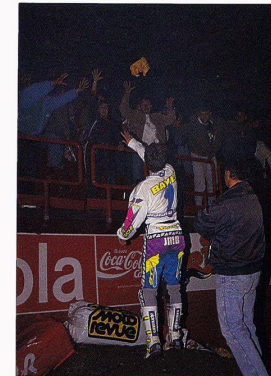
Santa Ana, California

INSIDE MOTOCROSS

10TH SUPERCROSS DE PARIS

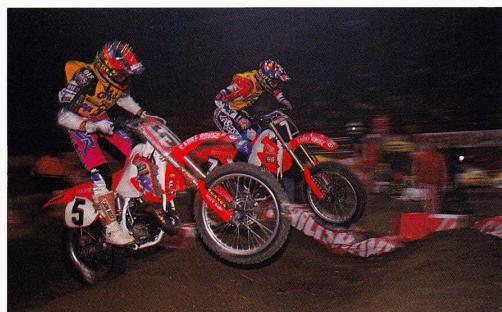
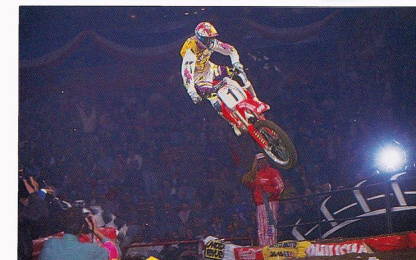
■ Young gun Jeremy McGrath (3) attempted to fast-start his way to victory at the Bercy indoor races, much the way he did at Paris' outdoor Parc du Prince event. McGrath's 3-4-3 performance was no match for Jeff Stanton's or Jean-Michel Bayle's, but he did manage to upstage a surprisingly strong Larry Ward (10). Ward took his Suzuki to 2-3-4 finishes after having led eight out of the nine motos he contested. Kawasaki's Jeff Ward (6) went 8-11-14.

Photos: Nicholas Sonntag

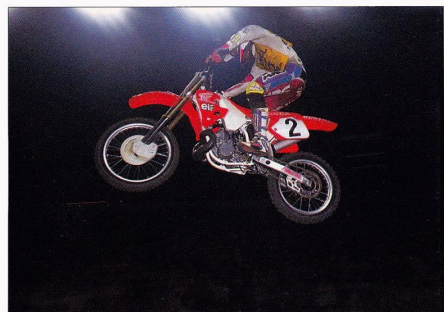


■ Jean-Michel Bayle greets his public during his final appearance at Bercy. The Frenchman rode with more spirit than he had exhibited during his final days on the U.S. tour and was easily the crowd favorite.

■ Bayle rode his final supercross in the cramped Bercy arena. He won the Sunday's overall after the track officials conveniently let the motos run a few additional laps—long enough for JMB to catch and pass rival Jeff Stanton.



■ Doug Henry (7) battles past Frenchman Mikael Pichon in a 125cc moto. Henry was crowned the Prince of Bercy after a 1-1-4 performance in his Team Honda debut.



■ The new King of Bercy, Jeff Stanton had the satisfaction of winning—and beating hometown favorite Bayle—the first two nights, though he finished a runner-up to the Frenchman in Sunday's finale.



■ New 125cc World Champ Greg Albertyn won four motos over three days but spent the rest of the time on the ground. The kid from South Africa is blazingly fast, but he still hasn't adapted his considerable outdoor skills to the cramped indoor environs.



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Pete Fox

JUST ASK CHICKEN

■ You'd have a hard time convincing anyone who saw Robbie Reynard go to work on Team Kawasaki's Jeff Matiasevich at the Acapulco Supercross, that the kid isn't the fastest amateur rider in the world. Reynard and Matiasevich were the main attraction for the first-ever beachside event held at the Costa Club Resort. Factory pilot Matiasevich had top billing, but when the dust and sand cleared, the crowd's new hero was 15-year-old Reynard. Chicken

got the win—but just barely. After trading scrapes with Chicken for the entire main, Reynard collided with Matiasevich, with the veteran holding the line for the win.

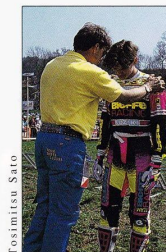
"He just tried to knock me down, but he's not strong enough yet," said Matiasevich. "I had the inside, and there was nothing he could do."

"I just wish I was in better shape because I would have beat him," mused Reynard. "I guess it's just another lesson learned."



this year's SplitFire/Hot Wheels Team bikes, a stable of Kawasaki KX125s. The team, a reincarnation of last year's Peak/SplitFire squad, will be based at Pro Circuit's Southern California race shop. The bikes will be piloted by Mike Chamberlain, Jimmy Gaddis and British recruit Jamie Dobb.

UNDER CONSTRUCTION



Tosimitsu Sato

UNDER THE GUN

■ Team Bieffe Suzuki's Stefan Everts enters the '93 250cc GP season with much of the same pressure he faced in 1992. Everts' growing legion of fans has exhibited near-fanatical

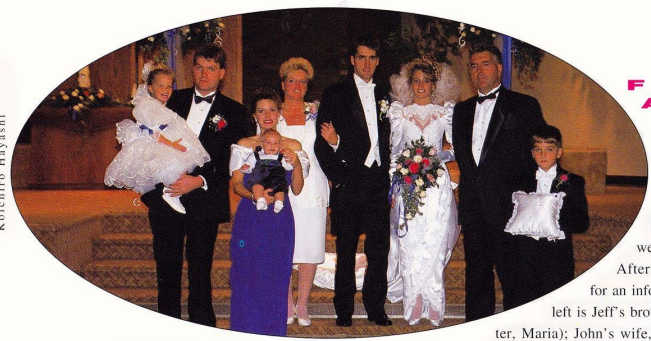
devotion to their favorite rider, but the young Belgian will face stiff challenges for the crown from his countryman Marnicq Bervoets, Italy's Alessandro Puzar, former class champ Trampas Parker and reigning 250cc titlist Donny Schmit. It will be another tough year.



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DETAILS

Koichiro Hayashi



FAMILY AFFAIR

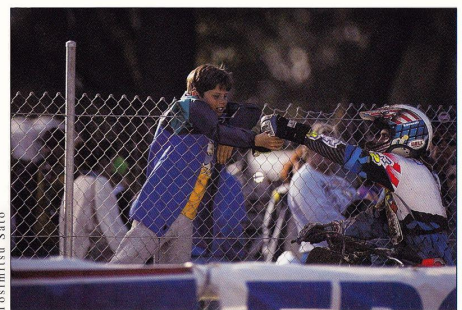
■ Jeff Stanton and fiancée Sara Knowles were married at a private ceremony in Battle Creek, Michigan, on October 17th; in attendance were 500 of their closest friends. Afterward, the newlyweds posed for an informal family portrait. On the left is Jeff's brother John (holding his daughter, Maria); John's wife, Anna; their son, Cody, and Jeff's mom, Mary. Jeff's dad, Erwin, and his brother Jason are on the right.

AS LONG AS IT CLEARS



Fran Kuhn

■ Somehow you'd figure it would be more glamorous, but the 1992 AMA/Camel Supercross Championship bonus that Jeff Stanton took home from the Los Angeles Memorial Coliseum looks a lot like most any check you're likely to see, with the exception of the amount—of course.



Tosimitsu Sato

■ American Mike LaRocco impressed the world with a fantastic 2-2 score in the 250cc class at the 1992 Motocross des Nations in Australia—but not nearly as much as he impressed the young guy on the fence.

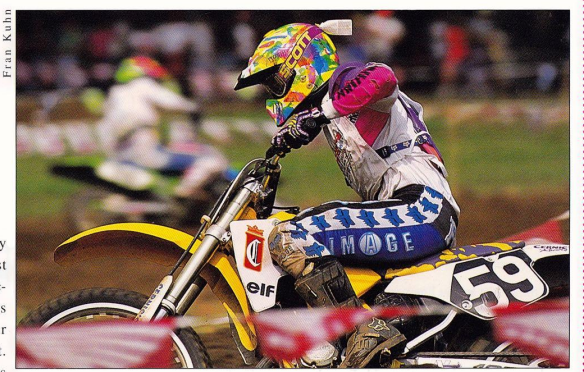
FAN CLUB



Fran Kuhn

■ *Inside Motocross* contributor Davey Coombs captured the title of Fastest Journalist In America with a smoking second-place finish in a 125cc A Stock class moto at the Amateur Nationals last August. Davey claims to have been inspired by his dad's victory in the prestigious Plus-40-With-Cigar Golf Cart class; Dave Sr., in turn, claims his aggressive on-track tactics were the direct result of prodding by his passenger, Pennsylvania Suzuki dealer Jeff Cernic.

MORE HEROES



interview

The chrome-and-concrete monoliths of downtown Charlotte, North Carolina, are something like 40 miles to the south of Claremont, but they might as well be a thousand. Out back, in a sloping field behind the big log house, the horses wander down to the fences and poke at scattered patches of tall grass. Damon Bradshaw leans forward and watches them as he talks, his elbows propped against a weathered hitching post in front of the barn. The field runs for a hundred yards to a stand of trees; beside the grove is an Olympic-sized riding ring, and behind that is the most terrifying supercross track north of Daytona's man-made, quicksand nightmare. Bradshaw has been spending a lot of time here at the ranch since his parents moved in two years ago.

"We were looking for some property, ran across this place and just couldn't turn it down," he explains. "At first we were going to rent the house out and use the land behind it to build my track, but Mom and Dad bought it instead. It worked out perfectly; the track's here, the barn's here, and it's only 25 miles from my house."

During the racing season Bradshaw practices for hours on the rugged tank traps and supercross plateaus cut into the lowlands behind the barn. But it's October now, and racing is a distant memory. He hasn't been on a bike since the surgeons patched his injured knee back in July. All that matters at the moment are the horses.

"We got interested in them a couple of years ago," Damon explains. "Mom and Dad had walking horses, and my brother Zack and my mom have shown them the last couple of years. I bought one for my mom to get started, and then I started liking the paint horses. I feel like there's a big market for color right now; it catches peoples' eyes."

Bradshaw's been back home for months now, and his North Carolina drawl has grown thick. He twirls a shaft of straw between his fingers and glances back toward the stables inside the barn. His two-year-old Overo stallion, First Rate JR, has been stuck inside for more than an hour and is growing restless. The animal shows his discontent, first snorting then gnawing at a wooden mantle below the stall's window. Damon stares for a moment; the horse glares back then shifts quietly into the shadows at the rear of the stall.

Had this been a normal year Bradshaw would have been preparing for a trip to Spain, France or Japan, racing the big-money winter supercross circuit. But his knee is not ready, and he knows it. Someone else—Jeff Stanton, Jean-Michel Bayle, maybe Mike Kiedrowski or Jeremy McGrath—will take his place on the podium. Bradshaw, however, is not entirely unhappy with the situation.

"Being injured has given me a chance to think about a lot of things and to do a lot of things that I probably wouldn't have gotten to do until I was retired from motocross. I'll end up having been off for about five months; before this the longest I'd ever been off was probably five weeks. I've had a lot of time and been able to do what I wanted to do when I wanted to do it."

But what Damon wants most right now is that first-ever pro championship, although his injury precludes attaining that goal before the end of the 1993 supercross season. Bradshaw points to his left leg, his finger tracing an imaginary line across the injured joint.

"I completely tore my ACL, the ligament that supports the knee," he explains. "I'm not sure, but I think the problem started when I went skiing last year. Later the doctor told me that it was probably a minor tear in that ligament. At the time, I didn't tell anybody; I just tried to ignore it."

Though Bradshaw admits that it's never a good time for a motocrosser to go snow skiing—there's too much potential for injury—he nonetheless accepted a friend's invitation to go to Big Bear one day last April while testing with Team Yamaha in California.

"I'd never been snow skiing before, but I thought I'd just do it and be careful," he muses. "I got off the lift, went 50 yards down the first hill and spun around and hyperextended my knee. It hurt right away. I couldn't bend it very well, but I thought I'd just try to keep going and ski it off."

B R A D S H A W K U H N



Later that night, panic set in.

"It really got stiff. I started to get scared because it felt like something was really wrong. It hurt when I rode, but I went to the gym and started to do a lot of reps with light weight, and I overcame it. But at Red Bud, I completely finished it off."

At the Michigan 250cc AMA National Damon mixed it up with rival Jeff Stanton during the first moto and came away with more trouble than he'd ever bargained for.

"He was behind me with two or three laps to go," Damon recalls, "and I came over a jump and landed in some mud. The bike stuck, and it threw me over the bar. One part of my leg stayed and the other part went."

Once the injury had been diagnosed, the doctors explained that surgery—while always risky—probably offered the best hope for a complete recovery. To ignore it would likely mean an end to Bradshaw's motocross career. In Damon's mind, the choice was simple: He'd have the surgery, regardless of the risks. Now, three months later, it appears to have been the right decision.

"I went back the other day for a checkup, and they said [the knee] was excellent—that [my recovery] was way ahead of schedule. I've been in therapy three days a week, and I feel like I've stayed in pretty good shape. I've been riding a bicycle and doing stair climbers, so I don't think I'm going to be as far behind as some people think. I think I'm going to come out even stronger than I did last year or the year before."

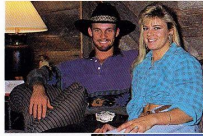
In many ways, being at home and working with the horses has had as much therapeutic value as the hours spent in the weight room.

"Working around Mom and Dad's place has helped me stay busy; I think it's helped me stay in shape. It's been a lot of fun, too, and I've learned a lot about the horses," says Damon.

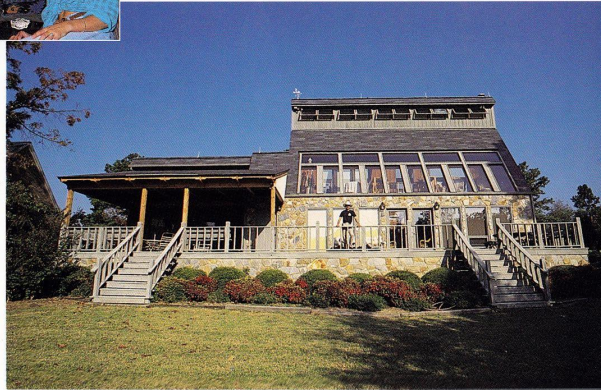
"I want to [get involved] more with the horses so that when I'm done racing I've got a business already established. In fact, we've already set it up as a business. The name of our place is Triple Creek Farm.

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Damon's living room is part hunting lodge, part trophy room



Damon and his girl friend, Angela Rappe, down home in rural Mooresville. Bradshaw grew up in Charlotte, but, he says, "I always wanted a place outside of the city."



Bradshaw's backyard, complete with a private dock, a cigarette boat and a view of Lake Norman.



We mostly specialize in paint horses, and we're getting ready to add another 120 feet on the end of our barn along with a garage apartment and an office. I've already bought some brood mares and a [champion] stallion [First Rate JR]. It's starting to get pretty big, and by this time next year we'll probably have 20 or 30 horses. After that Zachary will start hauling them to shows. They're judged on what's called confirmation: muscle, how the horse is balanced, his neck, his ears, his shoulders and how he's built. The more colts and fillies that JR can put in the ring that can win, the better it makes the business and the more his value goes up."

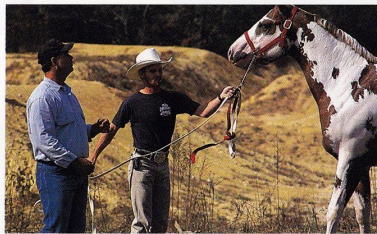
Time away from the track and the pressures of racing has helped Damon focus on future goals—as well as put the present into perspective. Championships are important, but everything has its time and place.

"Something I'm going to try to do that I really haven't done in the past is set aside some time to take off [from racing]," he says, "because it's made me so hungry that now I'm looking forward to next year. And if it takes that, I'm going to start doing it. If it means missing a race or two in Europe, I'm going to do it because it replenishes me; it gives me time to do things I normally can't or don't get to do when I'm racing. But that's a sacrifice I'm willing to make. I've got a lot of other interests: I've got the horses, I like old cars and airplanes—I like a lot of different things.

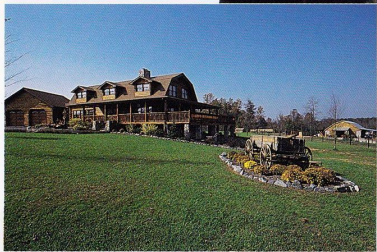
"When it's time to be dedicated," he continues, "I try my best to dedicate myself to one thing, but when I come home on the weekend, on my day off, you wouldn't even know I race motorcycles. I forget about it; I put it all behind me. I always look forward to coming home, and it's the same whether I've been away three days or six weeks. I enjoy being around the people here—my friends, my family and my girlfriend. When I leave here and get on the plane, I put on a different face. I go to the race and do my job, but when I get back home and get off that plane, I'm a different person."

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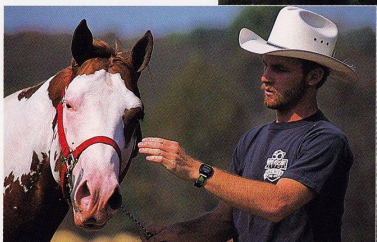
Trainer Joey Patterson gives Bradshaw a few pointers on proper handling technique.



The stables and practice track reside behind Damon's parents' home in Claremont.



Bradshaw's two-year-old Overo stallion, First Rate JR, placed fourth at the American Paint Horse Association's World Championships held in Dallas, Texas.



Damon and his brother Zack give the horses their daily workout. A supercross track can serve more than one purpose down on the ranch.



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w h e e l s

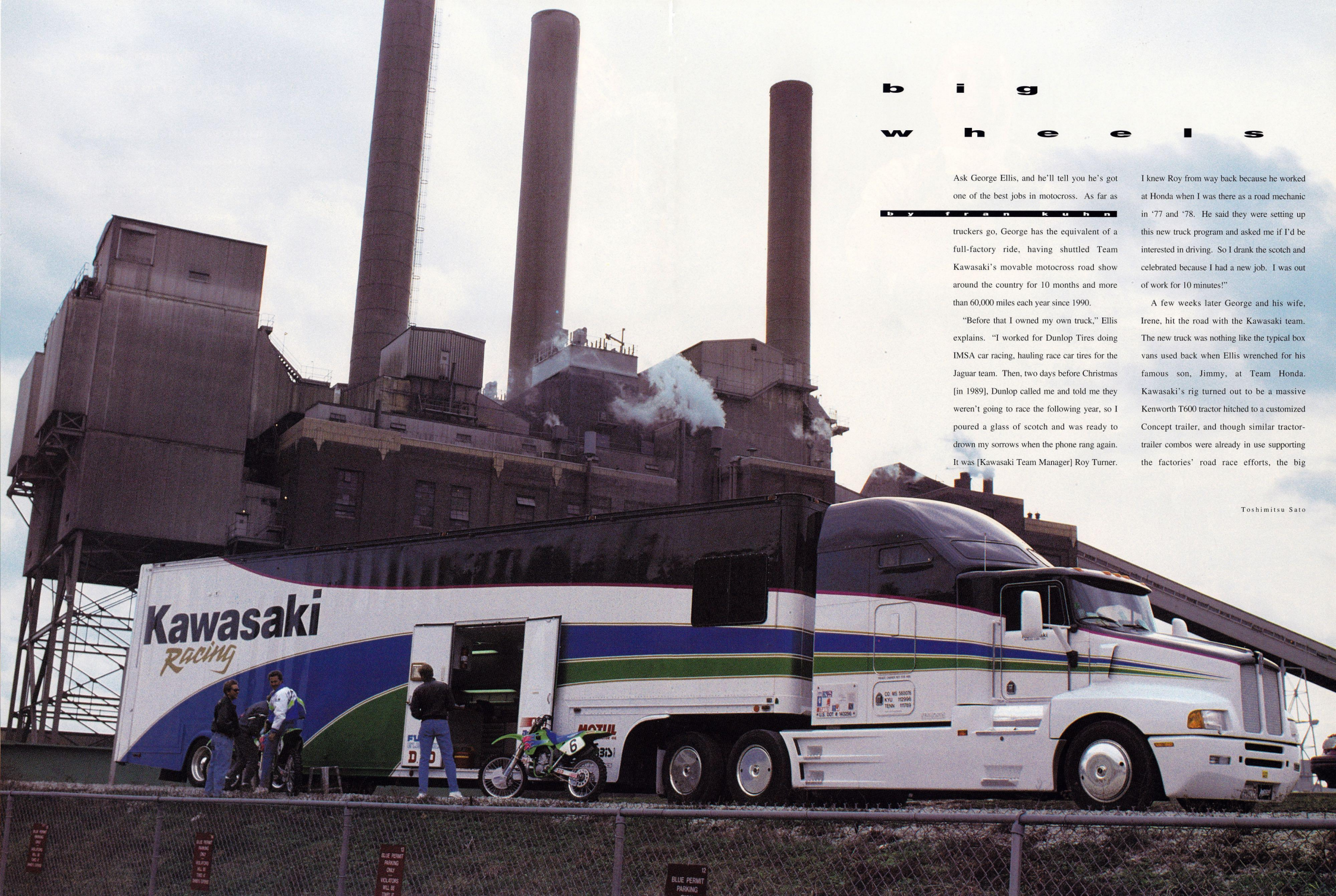
Ask George Ellis, and he'll tell you he's got one of the best jobs in motocross. As far as trucks go, George has the equivalent of a full-factory ride, having shuttled Team Kawasaki's movable motocross road show around the country for 10 months and more than 60,000 miles each year since 1990.

"Before that I owned my own truck," Ellis explains. "I worked for Dunlop Tires doing IMSA car racing, hauling race car tires for the Jaguar team. Then, two days before Christmas [in 1989], Dunlop called me and told me they weren't going to race the following year, so I poured a glass of scotch and was ready to drown my sorrows when the phone rang again. It was [Kawasaki Team Manager] Roy Turner.

I knew Roy from way back because he worked at Honda when I was there as a road mechanic in '77 and '78. He said they were setting up this new truck program and asked me if I'd be interested in driving. So I drank the scotch and celebrated because I had a new job. I was out of work for 10 minutes!"

A few weeks later George and his wife, Irene, hit the road with the Kawasaki team. The new truck was nothing like the typical box vans used back when Ellis wrenched for his famous son, Jimmy, at Team Honda. Kawasaki's rig turned out to be a massive Kenworth T600 tractor hitched to a customized Concept trailer, and though similar tractor-trailer combos were already in use supporting the factories' road race efforts, the big

Toshimitsu Sato



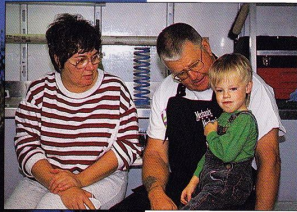
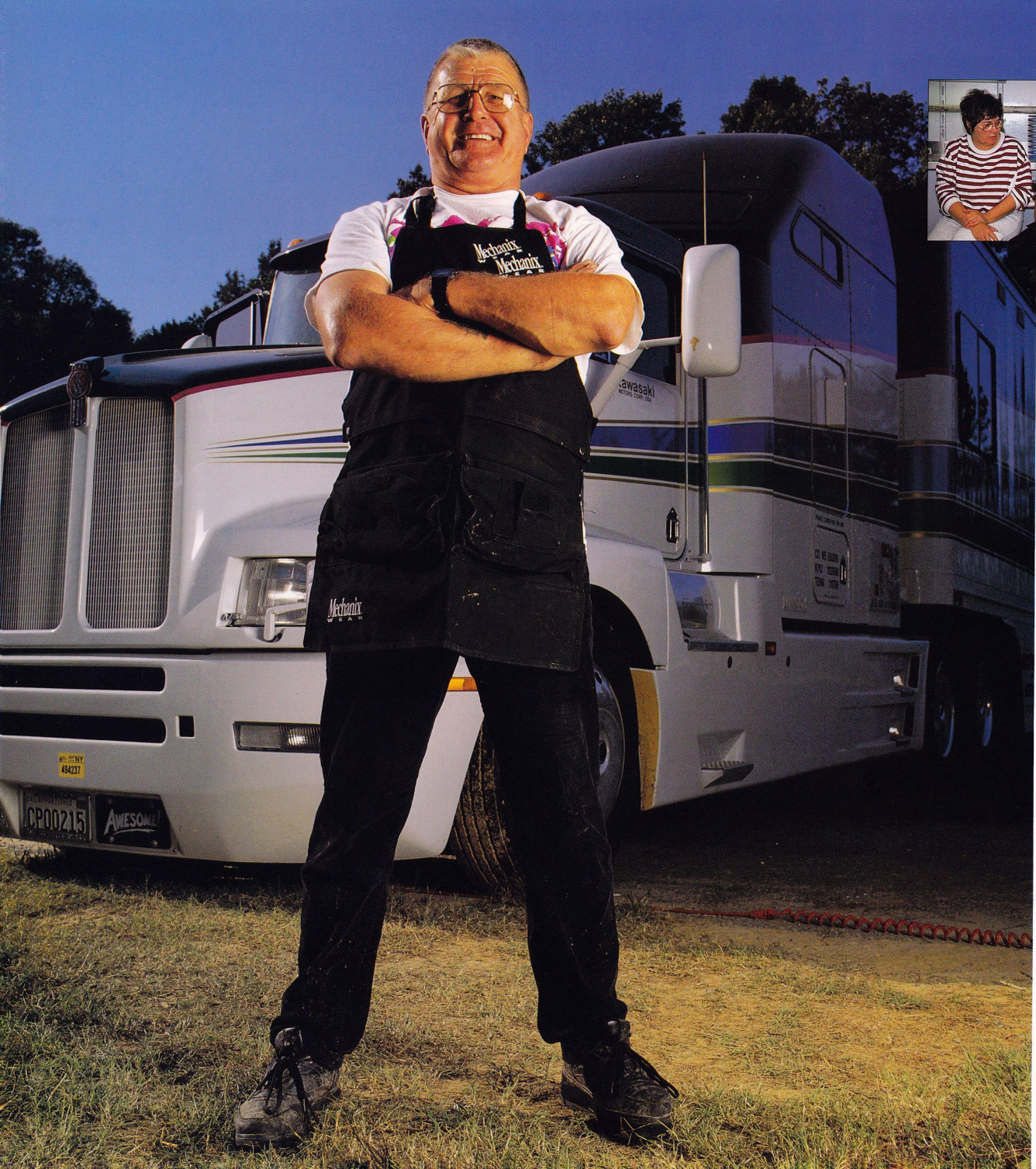
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Life in the pits sometimes means keeping the kids entertained. George talks trucks with young Jason Nalley (mechanic Shane's son) while Jason's grandmother Betty listens.

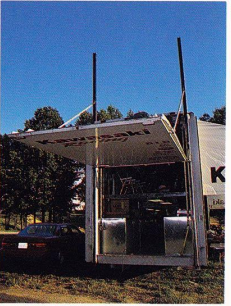


Appearances count on the National circuit. The trailer's internal tanks hold 365 gallons of pressurized water for the power washer system.



With a 13-speed Fuller transmission, it's almost impossible to run out of gearing. How fast can it go? "It will probably run between 90 and 95 miles per hour before it runs out of rpm," says George, "but I've never been over 70 with it."

The lift gate system was designed to hoist a full-size van to the upper deck. Ellis says the lift gate will hold at least 4500 pounds.



The Boss: George Ellis and the mighty Kawasaki Kenworth. "It's just a real good, big truck," says George.

Kenworth was the first of its kind employed by a professional motocross team in the U.S. since Harley-Davidson vanished from the scene in the mid-1970s. The huge rolling race shop replaced the four box vans Kawasaki had previously employed for race support, and Ellis' past driving experience let him hit the deck running when the season got under way.

The Kenworth's vital statistics are staggering: The engine is a six-cylinder Caterpillar that devours a gallon of diesel every six miles. According to Ellis, the power plant is rated at over 400 horsepower at the rear wheels.

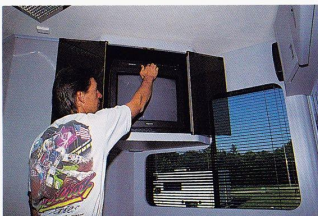
"Actually, we got 415 on the dyno," he says, "which is excellent by the time you get through all the gearboxes and stuff. It displaces something like 900 [cubic] inches. It's big. I mean, they've got a piston in 'em that's six inches across. The engine holds 12 gallons of oil, and [the radiator] holds a bunch of water; it's about 5 inches thick, 30 inches across and three feet high. There's a lot of water capacity because you can't afford to have a diesel overheat; they overheat one time and then they're junk. I imagine you could easily drop 20 grand into [replacing] that motor. The engine has a fail-safe system, so if you don't notice it getting hot, it will shut down at 210 degrees, and that's the end of the story until you find out why. They'll go a long way if you take care of them—keep the oil, air and fuel clean. They're guaranteed by Caterpillar against a major blowup for 500,000 miles, but I drove mine 750,000 before it needed a major overhaul."

To be sure, none of the engine's

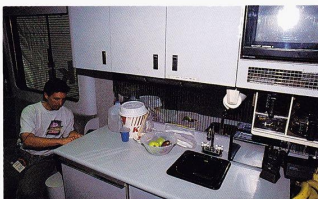
Two workbenches run down the entire length of the trailer. Most of the routine mechanical work is done outside the trailer, while engine work is performed inside.



The trailer's lounge features a video system that allows the team to review tapes of practice and race sessions.



The kitchen area handles a lot of traffic. It also doubles as a conference room for race day strategy sessions.



When not carrying the passenger van, the area above the trailer's movable deck floor serves as storage.



The tractor's console is packed with gauges. The driver is kept informed on speed, time, mileage figures and vital engine statistics.



Photos: Fran Kuhn



massive power output goes to waste. Fully loaded with bikes, parts, tools, water, 300 gallons of diesel fuel and the team's shuttle van, the 70-foot-long behemoth weighs in at more than 75,000 pounds—over 37 tons! In fact, when Kawasaki upped their rider roster in '92, the added weight forced Ellis to leave the passenger van behind.

"To be legal," George explains, "the gross weight can't be over 80,000 pounds. We left the van behind the latter part of the year, but we're now in the process of getting things fixed so we can take it."

Once the truck reaches its destination and the mechanics, riders and assorted team personnel rendezvous, a huge canopy is erected and the area is staked off. Inside, mechanics share two workbenches that run the length of the trailer. Parts are stored above and below in specially designed cabinets, and there are wash

tanks, air pressure outlets and enough tools to perform every conceivable mechanical task. There's also plenty of electrical power available: The generator puts out 20,000 watts. As George says, "You could run half a city off it."

When the bikes are rolled out, Ellis pitches in by changing tires, replacing parts, cleaning filters and spray-washing the bikes. "I like working on the motorcycles, and I like working on the truck," he says, smiling. "Whatever needs doing, I do. I guess I'm a jack-of-all-trades."

After the race the bikes are cleaned and stowed, and the whole operation is rolled back into the trailer. George and Irene often head for the interstate as soon as the truck is packed, especially if there's a lot of ground to be covered before the next race.

"Six hundred miles is a good day's drive," Ellis says. "That's 10 or 12 hours if I run steady. You don't get physically tired because there's nothing to do; you just get sleepy. We sleep in the tractor. It's real comfortable—as comfortable as most hotels. We'll pull into a truck stop for the night because you can get fuel and they've got decent food. After five hours' rest you're ready to go again."

But even though the long hours on the road are often tedious and the race schedule seems to get tougher every year, George isn't even thinking about giving it all up. He's been around the races too long.

"I enjoy it," he admits. "It's a lot of fun, and my wife's able to go with me so we're together all the time. We have a great time, and I enjoy working for these guys."

"Besides," he adds, laughing, "I'm too old to do things I don't like to do!"



Study Team Honda this season and you'll notice some significant new changes.

Take the seats for example. Jeremy McGrath, Steve Lamson and Doug Henry will be occupying them for the first time, along with 250cc Supercross and National Champion Jeff Stanton.

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■ Worn, weathered and rusted, Jeff's first bike, an ancient Arctic Cat mini, rests inside one of the Stanton family's barns.

The race has been over for almost a day, and Jeff Stanton is still buzzing. Settled comfortably in the driver's seat, Stanton guides his huge Chevy stepside southbound along a high-crowned Michigan country road. A red glare of morning sun bounces from the pickup's hood directly into the cab. Jeff plays with his sunglasses, a pair of silver-framed aviators. The glasses and the short-sheared hair are working; Jeff looks more like an off-duty cop than a pro motocrosser.

B y F r a n K u h n

"There was a little bit of hitting in the first turn this year," he says. "They didn't do a very good job of prepping the track. It was really dusty and kind of scary going in there, but I went in there as fast as I could; I was behind." Jeff delivers the words with a grin. Sometimes racing is more than just a business.

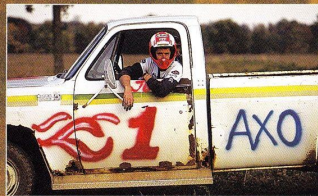
"The start's fun. You're all lined up, and you go into that tight turn and there's not much room. There's just so much mass there; you just go in full force and hit what you want to hit—just hit them as hard as you can."

This, ladies and gentlemen, is racing the way it was meant to be. A bunch of beater cars, a dirt oval on the back 40, a few of your closest friends—and absolutely no rules.

In a life filled with competition, championships, contracts and the pressure that comes with such territory, the Stantons' almost-annual demolition derby is one motorized sporting event Jeff genuinely looks forward to—something he and the rest of the Stanton clan have been hooked on ever since they first rounded up a pack of rusting bush cars and



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■ The Stanton's annual demolition derby is always a highlight on Jeff's racing calendar. The most recent edition featured a brutal contest between Jeff's older brother John (in the beige Ford Mustang) and their father Erwin. The elder Stanton's Bluesmobile-replica police interceptor outlasted seven other cars to take the win.

cut loose on the family's Michigan farm back in 1989.

"A bunch of our friends got together, got the cars and set up a track out in the field," he explains. "Every year we do it, it seems to get bigger and bigger. One year we had 23 cars out there. We don't go out to kill anybody," he says, laughing. "We just go out to bend up some bumpers and have fun with it."

The race is essentially a reliability contest; the last car running gets the trophy. But if Jeff's skills are any indication, motocross talent counts for little on the bush-car circuit—and heavyweight equipment even less.

"Usually the car that wins is something you wouldn't expect," he

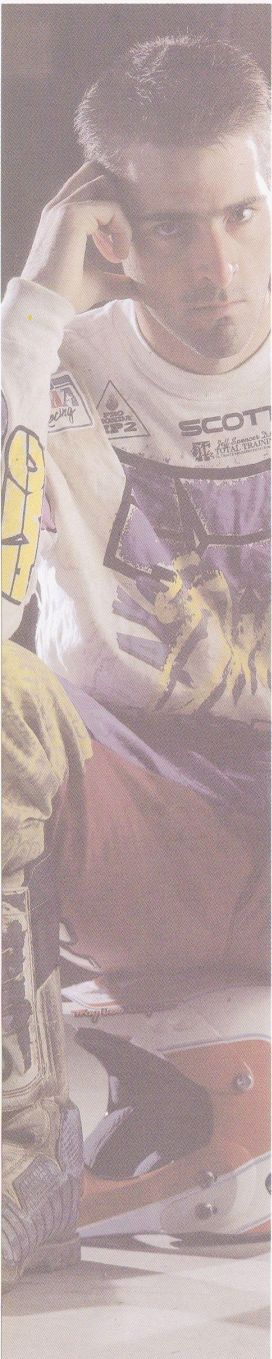
says. "A lot of times it's something small and light that does the best, even though you'd think the bigger ones would." But over at the local junkyard, you take what you can get—or at least what you're willing to pay for. You can't be too particular for 100 bucks. For the most recent assault Jeff chose heavy artillery: a dilapidated 1970-ish Chevy one-ton pickup complete with a set of dry-rotted snow tires, a leaking radiator and a particularly lousy AM radio. The truck's tired small-block motor was a dog, but in terms of sheer mass and potential durability, it looked like a winner. It wasn't.

Eight vehicles struggled to the line, and after a midpack start Jeff and his fiancée Sara (who handled copilot chores) made a strong come-

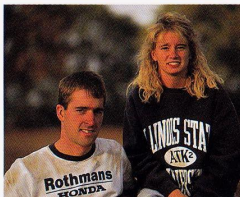
back, spinning and sliding into third place before the truck's struggling V-8 overheated and choked to a halt, leaving only Jeff's dad Erwin and brother John to finish plowing the field and plowing into each other. At the race's 10-minute mark, Big John's four-cylinder Mustang—which had led almost from the start—finally coughed and died just moments before Erwin's battered state police-issue interceptor red-zoned its water-temperature gauge and seized. Erwin jumped out, his hands raised in victory. As the former cop cruiser sat smoldering in the field, Jeff casually surveyed the wreckage, assessing the damage amidst the rising steam and twisted metal. The black-and-white's smoldering radiator continued ticking, its mechanical soul crackling

away in the quiet afternoon air. "Usually it's the batteries that go," Jeff explained, "they just fly out the first time the cars get hit. We figured that out the first year, so now we tie them down pretty good. Usually what happens next is they overheat, or they just get clogged up with dust and quit." Jeff looked up for a moment; a thin veil of dust still hung in the air above the dirt oval track. "They don't hold up very long under these conditions," he laughed.

It's fun while it lasts, but life on the farm means more than having your own dirt oval to plow at will. There are certainly easier ways to make a living, but with the exception of motocross, farming is the only career Jeff Stanton ever really considered.



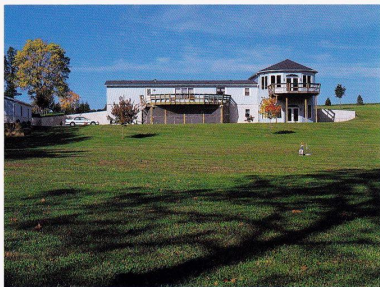
■ Team players
Jeff and Sara
after their DNF in
the demolition
derby. They'll
have to wait until
next year for
another shot at
the title.



■ The trophy
room will need
extra shelf space
soon. In 1992
Jeff tied the
record for most
AMA motocross
titles with his
sixth number-
one plate.



■ The house that
Jeff built: "It's
nothing exotic,"
he says, "but for
me and living
here in Michigan,
it does just fine."



■ The view off the
back porch: The
perfectly main-
tained fairway
ends at the bank
of a small river.



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■ The Stanton fam-
ily has farmed the
same Michigan land
for over 125 years;
the main barn has
been standing since
1936.

■ An early DNF,
Sara's brother
Johnny clears
out in a hurry as
John and Erwin
Stanton contest
the inside line.

"I knew I was going to be farming before I knew about racing; I've known since I was a little kid. It's like my little brother, Jason. He's eight years old, and he's already driving all the new tractors. He drives the truck into town and does everything that needs to be done. I started the same way, when I was seven, eight years old. Our farm's been here since before Michigan was a state; it's been here forever, and I'm the seventh generation to live on it. It's a real farm—a lot of work. We grow field corn, soybeans, alfalfa, wheat. I'm not sure how many acres I put in this year—quite a few. I think there are probably 800 acres on the home farm with the woods and the crops. Then we have another farm in Sherwood and a lot of little fields that are scattered around the area."

On race entries Stanton lists his official residence as Sherwood, Michigan, though he considers nearby Athens his real hometown.

"There are maybe 1500 people," he says of the rural community, "nothing really big. We have a hardware store, an auto-supply store, a small grocery store and a couple of gas stations, and that's about it. The biggest nearby town is Battle Creek; that's about 20 miles away. Kellogg's, Post, General Mills—they're all there. A lot of people work down there, but those places are just like any big companies—getting more computerized and laying people off. But there are a lot of little jobs; there's a mall and a lot of Japanese factories. Nippondenso has a factory there, and they build radiators and other car parts. That's where my older brother John and my mother work. But I always spent most of my time in Athens. That's where I grew up and went to school." It's also where Jeff met his fiancée, Sara Knowles.

"We went to school together, but she was a year younger—a year behind me. We've known each other all our lives because our parents were friends. We didn't have





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any idea we were going to be together until we were 13 or 14; then we just started seeing each other, and we've been together ever since. These days she works as a substitute teacher. She could teach every day if she wanted to, but a lot of times she turns them down because we have to travel. Actually, her degree is related more to sports medicine, and that's what she wants to do eventually: get some kind of job in that field when we can settle down."

Settling down will come when Jeff's motocross career is over, though that's at least a few seasons away. But no matter what, Jeff and Sara plan to stay in Athens.

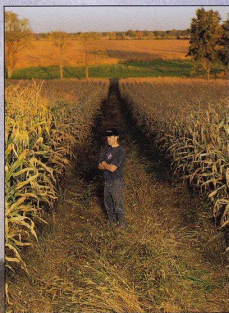
"As far as living out in the country, I wouldn't trade it for anything," he says. Jeff gazes south across acres of wilting cornstalks. The leaves are still tinged with green. "It's a late crop this year. Usually it would have been ready two or three weeks ago, but we've had a lot of rain this season. You have to wait until it's brown,

it's got to be completely dry before it's ready. It's field corn, used for feed and that sort of thing." Driving past a sea of cornstalks under the big skies of Michigan there's an almost overwhelming sense of space and tranquility. It's difficult to imagine a world further removed from the fluorescent glare, pounding noise and warp speeds of professional motocross. But Jeff argues that in many ways his years in the fields prepared him for success as a racer.

"Being raised out here, you have to work for a living," he explains. "Farming is the true definition of bread and butter; you really have to work for what you get. But I think it makes you appreciate things a lot more. You appreciate everything you have; it's not all handed to you. It's definitely hard work, and I think a lot of that goes into my racing.

"And," he notes with a smile, "hard work pays off."

■ Stanton checks the crop on the back forty. "I knew I was going to be farming before I knew about racing," says Jeff.



1992: The Year in Pictures

At each race the photographers have both a privilege and a responsibility. In exchange for unique access to the venue, they must ultimately deliver a lasting visual record. And while the primary goal may be to simply record the event, each hopes to come away from the competition with something spectacular—a decisive moment or a unique viewpoint to be shared in print. A great photograph not only emphasizes the excitement of a moment in history, it also serves to remind us why we love the sport so much.



The moment the amateur dreams of and the professional lives for. Mike LaRocco claims the season's first victory in Orlando, Florida.
Photo: Naoyuki Shibata

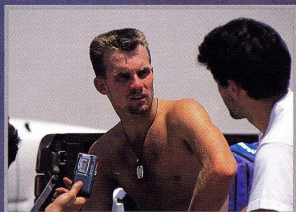


Overshadowed at the Los Angeles Memorial Coliseum by the epic Bradshaw-Stanton showdown, Mike Kiedrowski held a consistent pace to finish second **Photo: Naoyuki Shibata** at the season finale and fourth overall for the year. Kiedrowski's first big U.S. stadium win will certainly come in 1993.

How many races? How many wins? Not even Jeff Ward can remember them all. His auto-racing career already under way, Ward flies for the last time at the Coliseum. **Photo: Carl Wight**



The treachery of the stadium track is revealed in the afternoon light. Jeff Stanton takes the point during a 250cc heat race in Las Vegas. **Photo: Toshimitsu Sato**



By far the most popular rider on the supercross and National tour, Bradshaw's outspoken nature also made him the sport's best interview.

Photo: Fran Kuhn



The downtown skyline looms as hometown favorite Damon Bradshaw launches his Yamaha inside Charlotte, North Carolina's, Memorial Stadium. Bradshaw's

Photo: Naoyuki Shibata mastery of man-made tracks resulted in a single-season record of nine main-event wins.



Photo: Naoyuki Shibata Cooper is always eager to please. At Southern California's Anaheim Stadium, the veteran Suzuki pilot shows the form that made him famous.

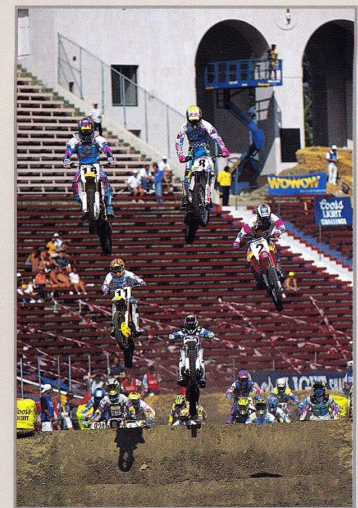


Photo: Kinney Jones Twenty feet off the deck and still climbing, the new guard is led by Yamaha's Jeff Emig (8). At the Coliseum the longtime 125cc pilot showed he will soon be a threat in the middleweight division.



The bike is ready, every detail attended to. For Jeff Stanton's mechanic, Danny Betley, all that remains is to wait—and hope.

Photo: Fran Kuhn



Stanton's miraculous victory over Bradshaw left the Yamaha team stunned and the Honda camp ecstatic. Jeff and Danny Betley could hardly believe their good fortune.

Photo: Naoyuki Shibata



The favorite and the underdog. Jeff Stanton and Damon Bradshaw endured the agonizing wait for the final encounter of the supercross season at the Coliseum.

Photo: Fran Kuhn



After winning the muddy final moto in Maryland, **Photo: Fran Kuhn** an exhausted but elated Jeff Emig was greeted at the Yamaha camp with the ultimate reward: his new 125cc National number.

Photo: Fran Kuhn With one last chance to win and nothing to lose, Yamaha's Jeff Emig (8) fought to the front at the final 125cc National at Budds Creek, Maryland. Emig won the championship when the impossible happened: Series leader Mike LaRocco (7) broke a shift lever before completing a single lap.



During the first moto at the final 125cc National **Photos: Fran Kuhn** at Budds Creek, Kawasaki's Mike LaRocco, Sr. (left) and Rick Asch realize disaster has struck. The mechanics signal for a pit stop to replace a broken shifter. Young Mike stares in disbelief; his once-secure points lead has vanished. A few moments later, LaRocco and Team Manager Roy Turner inspect the damaged component. They have few words to say; the championship has been lost.

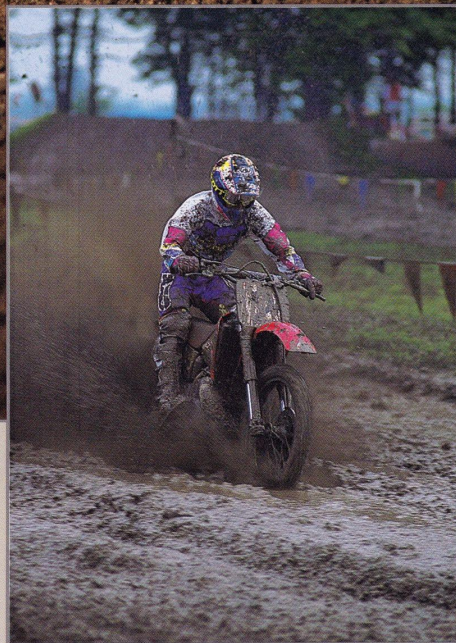
The deep sands of the Millville, Minnesota, track couldn't **Photo: Fran Kuhn** stop a determined Mike LaRocco. In the end it was a series of mechanical problems—and an incredible late-season charge by Jeff Emig—that handed the 125cc National Championship to Yamaha.





The series finale at Troy, Ohio, frustrated even the best. Though his performance was far

Photo: Kinsey Jones *from glamorous, Stanton was satisfied to take second—and leave with the 250cc National title.*



The traditional outdoor kickoff, Gatorback's 250cc National opener in Gainesville, Florida, presaged Jeff Stanton's (2) domination of the series, though the presence of Damon Bradshaw (4) and Mike Kiedrowski (3) assured there would be more than one title contender.



The slick, rock-strewn Hangtown track in Rancho Cordova, California, proved as difficult as ever. Doug Dubach explores the edge of traction while guiding his Yamaha toward the horizon.

Photo: Kinney Jones



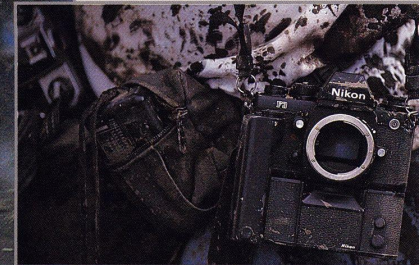
Can anyone doubt the privateer's resolve?

Photo: Kinsey Jones Todd

DeHoop and a pack of anonymous 250cc hopefuls head for 30 minutes of torture in the mud of Troy, Ohio.

The photographer constantly searches the track for the best possible vantage point, though sometimes close enough is a little too close.

Photo: Toshimitsu Sato





The hero of the 125cc class, Mike Kiedrowski led the 500cc series from the start. His consistent performances and fierce determination garnered the 500cc title, his third National championship.
Photo: Fran Kuhn



The message every rider waits and hopes for: One last lap and the championship is won. Mike Kiedrowski's mechanic, Shane Nalley, smiles through the rain at Budds Creek.
Photo: Fran Kuhn

Though Jeff Stanton is regarded by many as America's best big-bike pilot, the 500cc National Championship has managed to elude him for yet another year.
Photo: Fran Kuhn

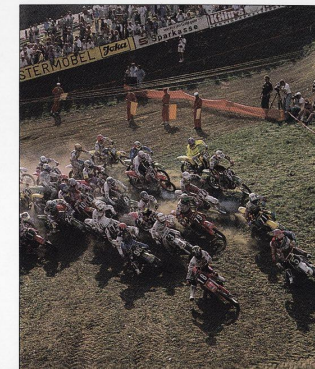


The great Roger DeCoster endured a season of change and controversy. Problems with the machinery and battles within the Honda camp often proved a greater threat to the team's title hopes than the competition.
Photo: Kinney Jones



American Bob Moore (81) engaged in a high-speed pursuit of his countryman and Chesterfield Yamaha teammate Donny Schmit above the Italian countryside. Schmit and Moore finished first and sec-

ond respectively in the 1992 250cc World Championships. Schmit took the crown from American Trampas Parker, who finished fifth after a season of problems with his privateer Honda support deal.



Jack Burdette

American holedshot artist Bader Manneh (18) leads Italian Alessandro Puzar, Belgian Marnicq Bervoets (5) and Englishman Paul Malin (98) at the Austrian 250cc Grand Prix. Manneh's countrymen, Bob Moore (73), Micky Dymond (17) and Trampas Parker (1), got caught in traffic.



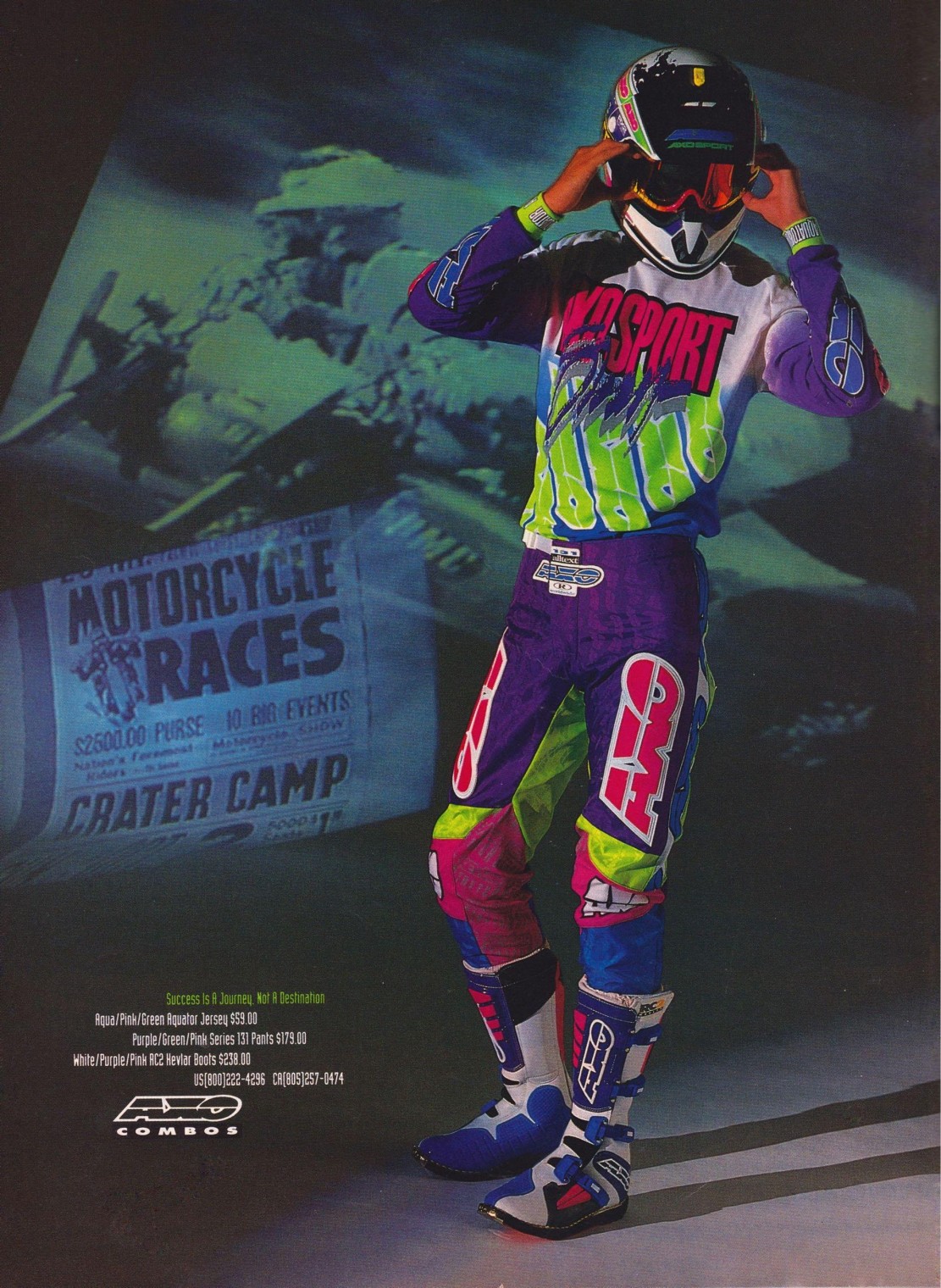
Toshimitsu Saito

Schmit saw his points lead jeopardized when he crashed hard in practice at the Unadilla United States Grand Prix. He was later cleared to ride, but not before missing the start of the first moto.



Toshimitsu Saito

The 250cc crown finally in hand, Schmit, the 1990 125cc World Champion, revels in the glory of his second world title.



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WORLD REPORT



Andrew Clabbe

Frenchman Jean-Michel Bayle (61), riding in his last-ever Motocross des Nations, led his country's team to fourth place at the Cosy Creek circuit in Manjimup, Australia. American Billy Liles (1) used sand-riding experience from his racing days in the southeast U.S. to turn the fastest laps of the event.

The 1992 United States Motocross des Nations squad of Billy Liles (500cc), Mike

LaRocco (250cc) and Jeff Emig (125cc) was the only all-rookie U.S. team to win the event since the team of Johnny O'Mara, Donnie Hansen, Danny LaPorte and Chuck Sun captured the crown back in 1981. While



Tochinatsu Sato

only Emig won an individual class title, the team's consistent runner-up placings captured the overall victory—the 12th consecutive year Americans have come out on top.

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AS THE FASTEST RACERS IN THE WORLD.**



*Jeff Stanton 1989, 1990, 1992 250cc Supercross
and 250cc National Champion
#7221 Tatum*



*Stefan Everts 1991 125cc World Champion
#6651 Gold*



*Greg Albertyn 1992 125cc World Champion
#7441 Silver*



*Mike Kiedrowski 1992 500cc National Champion
1989, 1991 125cc National Champion
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tailor the equipment to your needs. So let Renthal help give you that proven extra edge you can really notice.

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But hurry. Because the most popular styles have a habit of moving out fast.

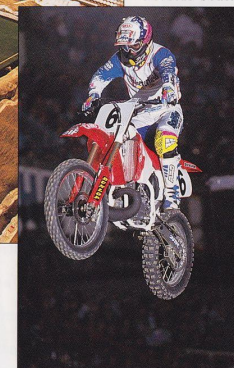
Just like the guys that use them.



**WORLD
REPORT**



Nicolas Sonina



In the tradition of Rick Johnson and Damon Bradshaw, Team Peak's Jeremy McGrath captured his first major 250cc supercross main at a foreign venue. McGrath won the Parc du Prince event in Paris last October, finishing ahead of Jean-Michel Bayle and Jeff Stanton. McGrath, a two-time 125cc West Coast SX Champion, will move quickly to the forefront of the 250cc supercross fray during the 1993 U.S. season.



The ageless Georges Jobe extended his lock on the 500cc World Championship for yet another year. The Belgian's latest victory was a crushing disappointment to Englishman Kurt Nicoll, who again finished second—this time by an excruciatingly thin two-point margin.

Tommy's Sea

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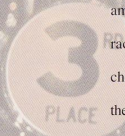
The week's racing always ends with the same ritual: Bikes are packed, gear is stowed, and the riders and their families ready motor homes, trucks and trailers for the long journey home. As darkness approaches, one final gathering takes place under a sprawling, tin-roofed pavilion where dozens of towering trophies stand in rows while anxious contestants hunt through the columns of glittering plastic in search of the one they will carry home.

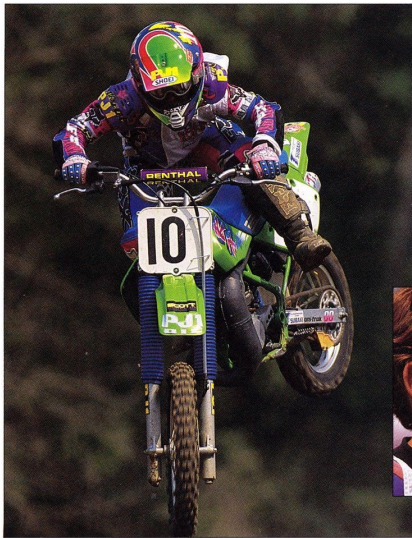
For most amateur racers, an invitation to participate at the American Motorcyclist Association's Amateur National Championships, held each August in Hurricane Mills, Tennessee, is the season's

ultimate goal, and a championship won during the week's events often marks the pinnacle of their racing careers. Each year the event becomes more prestigious, the competition toughens, and the legion of winners grows. In 1992, as in each season past, there were a handful of standouts among the thousand or so racers who fought for a championship. They are the Heroes of August.

America's Fastest Amateurs

The Heroes of August



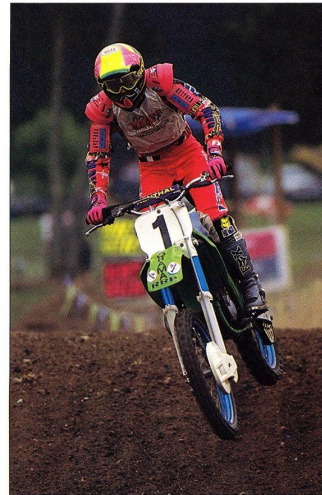


Ricky Carmichael
Tarpon Springs, FL

The youngest of the holeshot artists and a fearless and stylish jumper, 13-year-old Carmichael's physical stature, freckles and on-track results are reminiscent of a young Jeff Ward's. Carmichael's resume includes countless moto wins, hundreds of overall victories and, as of 1992, a third Amateur National Championship added to those won in 1990 and 1991. Ricky pushed his Team Green-supported Kawasaki KX80 to a class championship in the 85cc Stock



12-to-13-year-old division ahead of such highly talented riders as Charley Bogard, Brock Sellards, Scott Pinson and Jason Partridge. "It wasn't that hard," says Ricky. "I had some good races, and it was really a lot of fun."

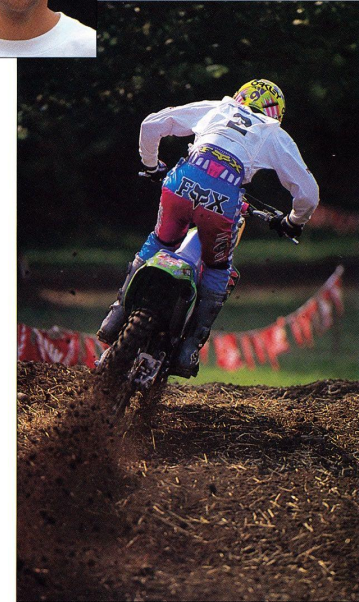
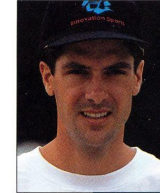


Timmy Ferry
West Palm Beach, FL

The standout performer of the 1992 Amateur Nationals, Ferry added the 125cc A Modified and 250cc A Modified crowns to his five previous championships, surpassing Jimmy Button's six titles and moving to the head of the all-time amateur win list. In addition, 1992 marked the third year in a row that Ferry won both of the classes he entered—yet another record. The 17-year-old high-school senior never realized his full potential until he moved to the big bikes, having been overshadowed in the 80cc division by the likes of Georgia's Ezra Lusk and Ohio native Greg Rand. Just hours after winning his last amateur title in Tennessee, Ferry flew to compete at the AMA 125cc National round in Millville, Minnesota, where he finished an amazing fourth in the second moto.

Kevin Foley
Longwood, FL

Considered by many to be the greatest amateur racer ever, Foley came to Tennessee as the unofficial captain of Florida's perennial powerhouse contingent. The 29-year-old Team Green rider won a pair of Amateur National titles in 1983 before embarking on a professional career. Though incredibly talented, Foley never managed to garner a full-factory contract and seriously contemplated giving up the sport altogether. When the AMA added a Plus 25 title to the Amateur National program in response to the growing popularity of that class, Foley began training in earnest with the goal of becoming the fastest rider in the division. He added two more victories to his resume in 1989 and 1990 then captured a fifth National title as the 1992 Plus 25 champion.



The Heroes of August

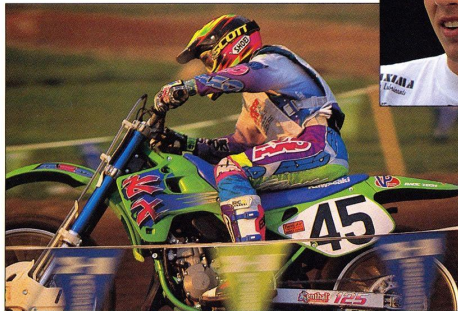


Derek Natvig
Pacific Palisades, CA

Though he didn't win a title in 1992, Natvig posted the comeback of the year simply by rolling up to the starting line. After capturing the 125cc B Modified title in 1989, the 20-year-old Team Green rider was involved in a serious racing accident at a Golden State

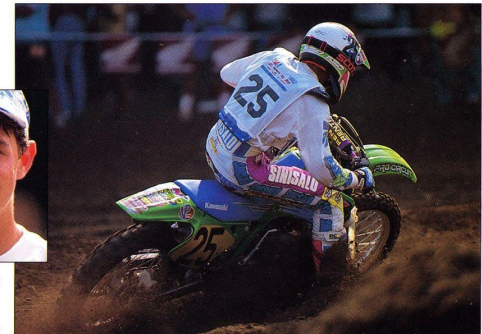
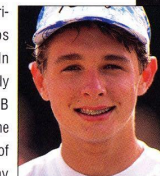
Series race in January of 1991. The injuries he sustained nearly ended his career.

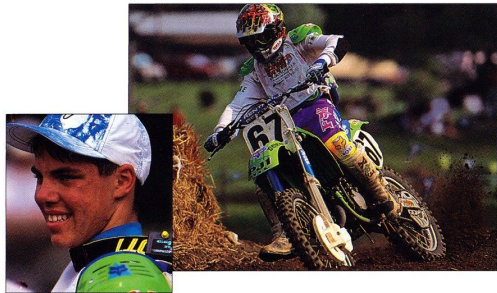
"I wasn't sure I wanted to race again," Natvig admits, "but I thought I'd get back on a bike and give it one more try to see if I still had the desire. After the first ride I thought, 'I can really do this again.'" Natvig ended up finishing fifth in both the 125cc A Stock and 125cc A Modified classes in 1992, and he hopes to return in 1993 and win another title.



Craig Decker
Palm Desert, CA

A racer since the age of eight, Decker's first experience at the Amateur National Championships came as an 80cc Yamaha rider four years ago. In 1992 the 16-year-old Team Green rider completely dominated both the 250cc B Stock and 250cc B Modified classes, adding a pair of titles to those he won in 1989 and 1991. Decker attributes much of his success to a four-day-a-week, two-hour-a-day training schedule. He also has one of the best training partners around: "I ride with [250cc World Champion] Donny Schmit when he's in California; he helps me out a lot," says Craig. Decker's immediate plans include a move to the Pro-Am ranks, and his goal in 1993 is to return to Tennessee and compete in the 125cc and 250cc A Modified classes.

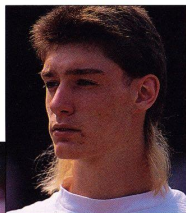




Robbie Reynard
Moore, OK

How dominant was Robbie Reynard's performance at the Amateur Nationals? Consider this: Reynard got tangled in the first turn of a 125cc Schoolboy moto but managed to move up from 32nd place to take the lead in just two laps. And two laps later he had a 45-second lead and was turning what were easily the fastest times of the week. The 15-year-old Team Green pilot is the most heralded amateur performer since Damon Bradshaw stormed through the ranks to pro stardom. In winning the 1992 125cc Schoolboy Stock and Modified classes, Reynard exhibited a Rick Johnson-like style and strength with the natural talent of a rider like Jean-Michel Bayle. And the best is certainly yet to come for Reynard. One of his goals is to win AMA 125cc and 250cc supercross mains—both on the same day!

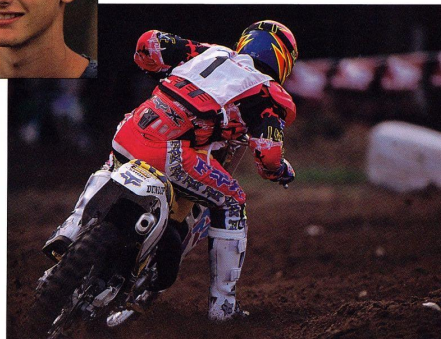
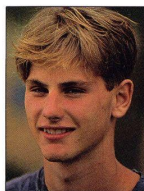
The Heroes of August



Greg Rand
Hillsboro, OH

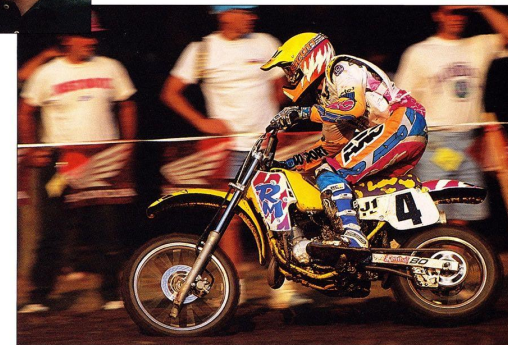
Rand is just 15 years old, but he's already been riding for 10 years and racing for seven. The Ohio native has contested the Amateur National Championships since 1987 and won titles in 1990 and 1991. His 1992 performances were outstanding, though he wasn't totally satisfied with the results, finishing second in the 125cc A Stock and 125cc A Modified classes to Oklahoma's Robbie Reynard.

"I'll probably go back and race the Modified classes next year," says the American Suzuki-sponsored rider. "I'm debating getting my Pro-Am license; I'm going to try to make a career out of it. I've raced against a lot of pros already, guys like Ezra [Lusk], and I've beaten them, so hopefully I'll be able to do well."



Matt Maximoff
Brighton, MI

The star of the current crop of mini heroes to come out of Michigan, Maximoff was also among the fastest of the runners-up at the 1992 Amateur National Championships. The Suzuki rider's on-track performances were skillful and consistent, though he had the misfortune of running up against Louisiana's blazingly fast Kevin Windham in both the 85cc Stock and 85cc Modified divisions. Windham's domination of both classes left Maximoff to finish second in all three motos of the Stock division for second overall. Matt then followed Windham and Richie Horton to post third overall in the Stock class.

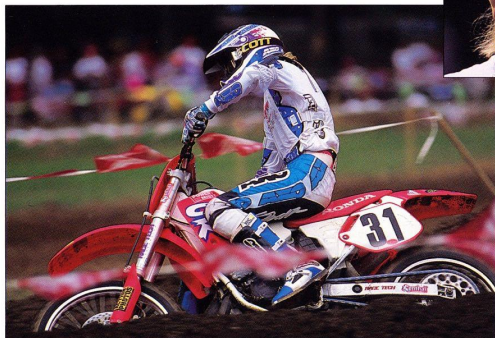


Kevin Windham
Baton Rouge, LA

The 15-year-old Team Green pilot went undefeated at the 1992 Amateur Nationals, winning all six motos and both the 85cc Stock and 85cc Modified classes. Windham's 1992 victories gave him a total of four AMA Amateur National Championships, adding to those he captured in 1990 and 1991. Though he didn't dominate the 85cc class-



es in quite the way Robbie Reynard did on the big bikes, Windham's flawless riding allowed him to outpace runner-up Matt Maximoff for the Modified title and Georgia's Richie Horton for the Stock crown. Windham's move to the larger bikes is imminent and much anticipated.

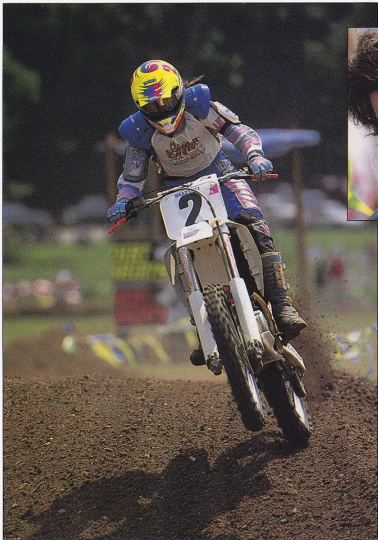


Damien Platts
Mifflinburg, PA

The unheralded Pennsylvanian's strong performances at the 1992 Amateur Championships came as something of a surprise to many in the division. A racer since age eight, the 18-year-old Honda rider's first experience at the event came in 1986 as a 7-to-11-class entrant, and he's returned every year since to pursue a title. His persistence

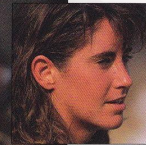
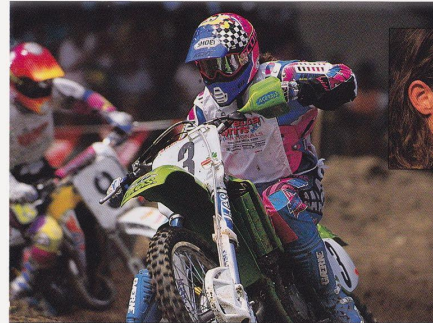
was finally rewarded with the 125cc A Stock Championship, and he took the very same stock machine to a remarkable sixth-place finish in the prestigious 125cc A Modified division.

"I raced the same bike in both classes because we've been really short on money," Damien explained. "We try to save all the money for parts and just use one bike all year so we can spend whatever is left on going to the races. I think that's the most important thing because I'm getting more racing experience that way."



*Cindy Cole
Cape Coral, FL*

Cindy, an 18-year-old Suzuki support rider, has been competing since age eight, when her brother and some neighborhood friends began racing. After a second-place finish in 1991, and with the retirement of perennial favorite Mercedes Gonzalez, the former East Brookfield, Massachusetts, resident was heavily favored to win the 1992 Women's National Championship. She did, in fact, walk off with a pair of moto wins, but, in the heartbreaking story of the week, she lost the title to Australian Tiffany Greenwood after crashing twice in the second moto and finishing 25th. The disaster dropped her to eighth in the overall scoring, and, while disappointed, she admits she'll have at least a few more chances for the title. "I'd like to keep going for at least a couple of more years," says Cindy.



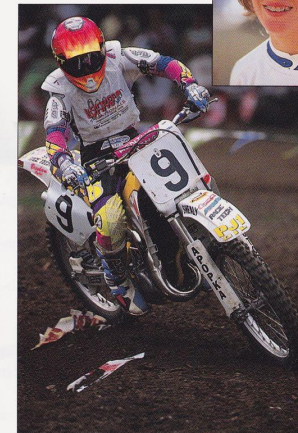
*Dee Wood
Lewisville, TX*

A graduate of Midwestern State University and a two-time college-basketball All-American, this 23-year-old Texan has been riding since she was three years old. "My dad is a Harley dealer, so I've always been around bikes," Wood says. "I started racing cross-country when I was nine or 10. I raced that for a few years and then started racing motocross in 1985, but I quit racing in '87, and I just started back last year." In addition to her motocross accomplishments, Wood is a three-time winner of the Texas State Motorcycle Cross Country Championships—including a win in the Men's Amateur division. Wood placed fourth overall at the 1992 Amateur Nationals, a strong finish that was all the more impressive considering she rode all three motos with a broken left-hand ring finger.



Kristy Shealy Willis, TX

The youngest of the top contenders in the Women's division, 13-year-old Kristy has been riding since age three, when her grandfa-



ther bought her a Suzuki JR50. After moving to a 125cc machine just months before the event, she finished a remarkable second overall in Tennessee, leading many to believe that she will be the next dominant rider in the Women's class. Shealy trains with her Texas teammate Nadine Holbert and pro rider Billy Whitley, and she also put in an impressive performance at the annual Mammoth Mountain Motocross, where

she finished second to Mercedes Gonzalez. "It's sort of surprising for me to be out there, going so fast on a 125," she admits. "But eventually I plan to win Loretta Lynn's, and then I'd like to qualify for a main event at a supercross."

The Heroes of August

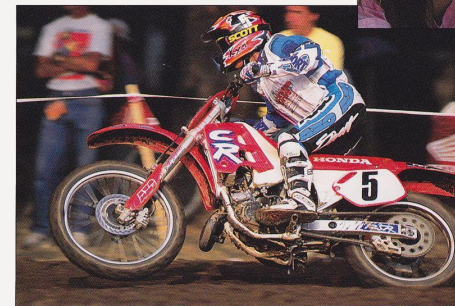
*Kymerly Sybert
Palm Harbor, FL*

Fifteen-year-old Kymerly has been riding since age four and racing since she was eight. In 1991 she placed fifth in the AMA's National Championship riding a Honda CR80 against a field composed mainly of 125s. Kymerly switched to a CR125 late in 1991 and captured a pair of thirds in the Women's division at

Loretta Lynn's—impressive performances considering she's still adapting to the larger bike.



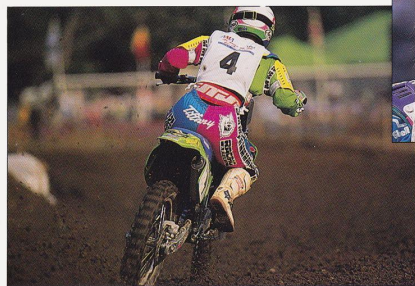
"When I first got the 125 I guess it scared me a little," she admits. "I was kind of small, and [the bike] threw me around a lot. I was always getting hurt. But now that I'm getting used to it, it's a lot better for me [than the 80]. I'm definitely going to be on the bike more this year to get my confidence up," she adds.



*Tiffany Greenwood
Terry Hills, Australia*

Though she's not an American, Greenwood is becoming something of a regular Stateside competitor. "I've been over three times this year," says the 16-year-old, who travels from her hometown near Sydney to many women's championship events.

"I've been riding for about 10 years," she reveals. "I started because my dad rode trials and my older brother and sister used to race." Ranked fourth in 1991, Greenwood returned to Tennessee and won the 1992 AMA Women's Championship with a pair of seconds and a first, taking the crown that was expected to go to Suzuki rider Cindy Cole. "A few years ago I thought about giving up," Greenwood adds, "but this year has been my best—especially winning at Loretta Lynn's. So I think I'll keep on racing."

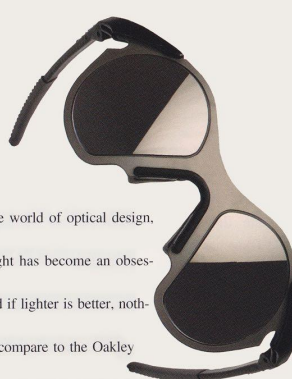


DESIGN

In the world of optical design, weight has become an obsession, and if lighter is better, nothing can compare to the Oakley Sub Zero. Radical in both design and performance, it weighs an amazing 168 grams—just over

FLYWEIGHT OPTICS

half an ounce—and carries a set of pure Plutonite lenses to block 100 percent of all harmful UV and blue light. Sub Zeroes also exceed government standard ANSI Z 87.1 for impact resistance and optical clarity—they're tough enough to deflect a shotgun blast at 15 yards. Available in Carbon Fiber Print and Fingerprint styles, both with Black Iridium lenses. Suggested retail: \$95. Oakley, 10 Holland, Irvine, CA 92718; 714/951-0991, 800/733-6255 (in USA).



KID STUFF

When it comes to protective apparel, it can't just look good; it's got to work. The Fox Roost2 Youth does the job, and it looks just as good as the full-size Roost2 worn by the factory pros. Constructed from high-quality injection-molded plastic that's fully vented and ultralightweight, it features nylon webbing that suspends the protector above the shoulders for added impact resistance. Molded foam and padded neoprene in contact areas ensure a comfortable fit. Available in five all-new color-and-graphics combinations to match any apparel. Suggested retail: \$89. Fox Racing, 909 Dell Avenue, Campbell, CA 95008-9990; 408/378-4884.

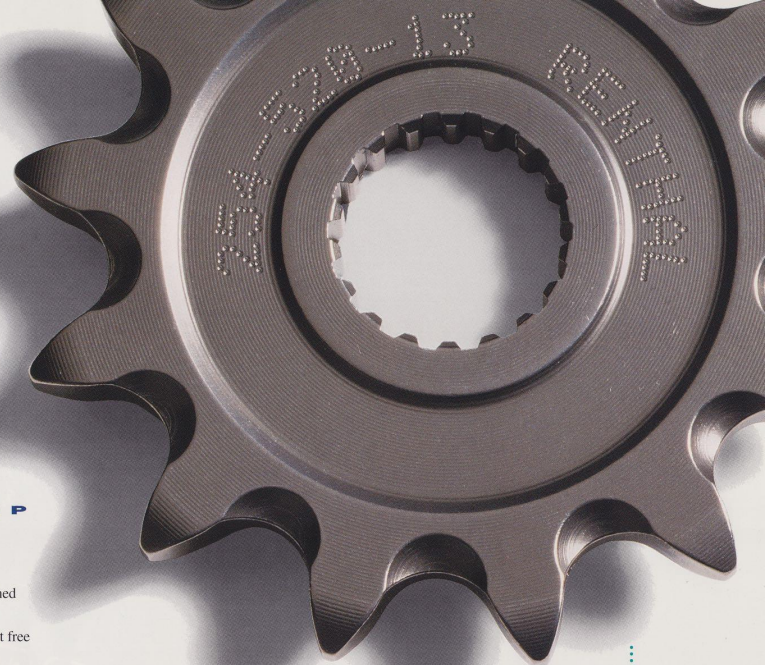


Without this simple device you and your machine are going nowhere. Renthal knows this, so they design and build even the ubiquitous countershaft sprocket to aerospace-quality specifications. The precision part you see here is manufactured from the finest steel, engineered for strength, case-hardened for durability and computer-machined to

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virtually perfect dimensions. A specially designed relief at the base of each tooth keeps the sprocket free of mud and debris while extending chain life.

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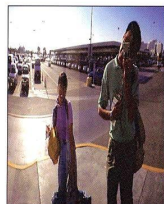
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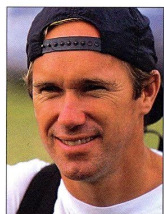
**Kayoko Sato
Toshimitsu Sato**

Since 1983 this husband-and-wife team has attended hundreds of major motocross, road race, trials and enduro events around the world, shuttling between the U.S., Japan and Europe several times each year. Their race reports and photos are featured regularly in Japan's *Riding Sport*, *Trial Journal*, *Road Rider* and *Japan KART* magazines. Kayoko and Toshi live in Sapporo, Japan.



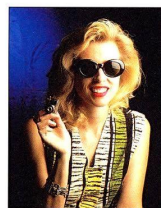
Nicolas Sonina

Photographer/writer Nicolas Sonina regularly reports on European motocross and supercross events. Nicolas lives and works in Paris and contributes to *Moto Crampons*, a magazine that covers French national and grand prix motocross events, as well as to its sister publication, *Moto Journal*.



Kinney Jones

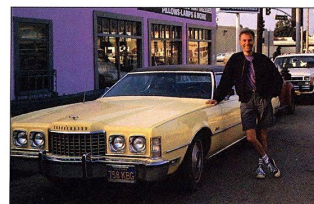
Specializing in motorcycle and watercraft photography, Kinney is one of the top shooters on the U.S. supercross and National circuit. When he's not at the track (or the beach), Kinney spends his time running his studio/location advertising photography business based in Riverside, California. His work is also seen regularly in *Cycle World*, as well as *Dirt Bike* and *Dirt Rider* magazines.



Carol Hodge

A graduate of the prestigious Art Center College of Design in Pasadena, California, Carol has been a professional photographer since 1984. In addition to her editorial photography, she has brought a unique style and grace to advertising campaigns for clients such as American Honda, Smisato USA and Renhal. She is also the staff photographer for *AXO Sport America*. Carol and her husband, Dean, live in Hollywood, California.

INSIDE MOTOCROSS



Jack Burnicle

A superb photographer, Jack is also among the most respected journalists reporting on the grand prix scene. His "Burnicle's Beat" column appears regularly in England's *Dirt Bike Rider* magazine, and he is a frequent contributor to America's *Dirt Rider* magazine. Jack, his wife, Gaye, and their two children live in New Brighton, Merseyside, England.



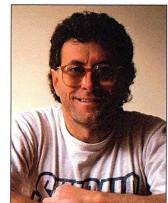
Davey Coombs

One of the most knowledgeable and respected freelance journalists reporting on the American motocross scene, Davey is also actively involved in his family's motocross and off-road race promotion business. He is a regular contributor to *Dirt Rider* magazine and *Cycle News*, as well as England's *Dirt Bike Rider* magazine. In addition, Coombs publishes and edits *Racer*, a regional motocross newspaper. Davey and his wife, Laura, live in Morgantown, West Virginia.



Naoyuki Shibata

Known on the motocross circuit as "Shiba," Naoyuki has been photographing major American motocross and supercross events for the past seven years. In addition to his work in America, he covers many international events for Japan's *Riding Sport* and *Dirt Cool* magazines, and his outstanding photography often appears in *Dirt Bike* and *Dirt Rider* magazines in the United States.



Paul Buckley

One of the best-known American motocross photographers, Paul has covered AMA National racing since 1975. His action photography has appeared in virtually every major U.S. motorcycling publication, as well as in many motorcycle manufacturers' advertisements. In addition to his free-lance work, Buckley is the publisher and editor of *Moto Sports* magazine, which covers off-road motorcycling in the New England area. Paul and his wife, Jeanne, live in Woburn, Massachusetts.

CONTRIBUTORS



F R A M E

■ Jean-Michel Bayle changed our sport forever. America's best were conquered on their own turf by a flitty Frenchman who claimed he never rode or trained much; he climbed rocks and surfed rather than jog or lift weights. In practice he worked on cross-ups and wheelies, not lap times. And during his four years in America he remained a puzzling figure, hiding behind a quiet demeanor and a childish grin. In the end JMB returned to France and a new career in road racing, leaving the American motocross public more bewildered than impressed.

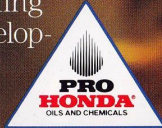
—Davey Coombs

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