

INSIDE MOTOCROSS

July September 1993



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Breaking Away

Mike Kiedrowski Digs Deep

The Great Outdoors

Getting Serious on the GP and National Tours

Small Wonder

Team Green's Ultimate Factory Mini

Seven Dollars

INSIDE MOTOCROSS™

July / September 1993

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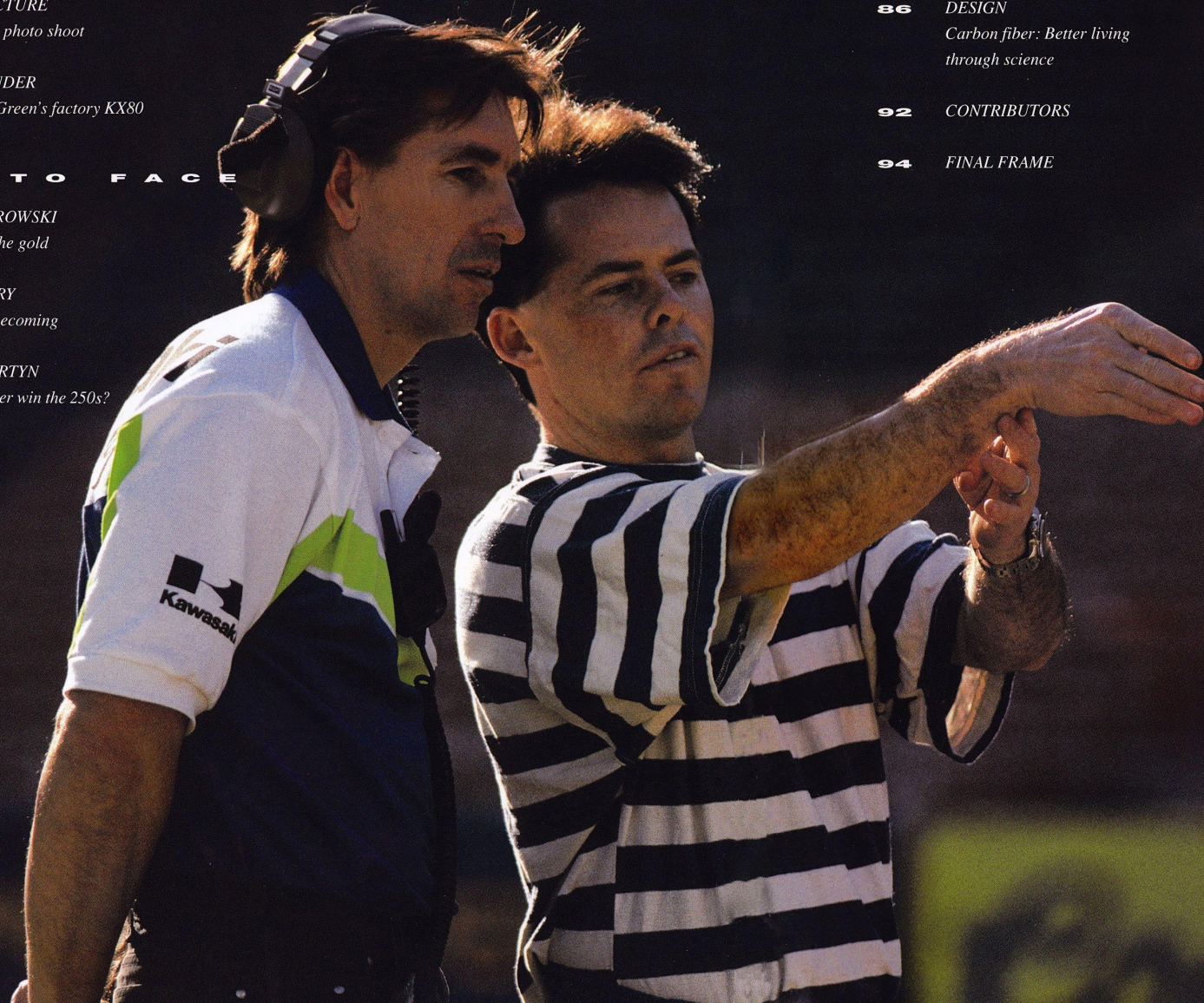
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Cover Images:

*(Front) Mike Kiedrowski winning the
Daytona supercross, by Dave Bush; (Back)
Jeff Stanton at the Gainesville 250cc
National, by Naoyuki Shibata. Table of
Contents photo: Kawasaki Team Manager
Roy Turner and multitime champion Jeff
Ward, by Naoyuki Shibata.*



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Santa Ana, CA



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■ By the time the stadium motocross season ends in June, most hard-core motocross enthusiasts are anxious for the competitors' move to the outdoors. While much has been made of the differences between stadium

PRESERVING OUR HERITAGE and outdoor events, those differences

(which were once quite obvious) have diminished as stadium-style obstacles have become common at out-

door venues. Time marches on and the sport

evolves, but even with the proliferation of

indoor-style tracks, outdoor events will

always be different. It's difficult to line up at

places like Washougal, Southwick or

Mammoth and not have a deep appreciation

of the sport's essence. Most racers get

involved in motocross as a result of an initial

attraction to the freedom of motorcycling; the

machine represents the ability to reach destina-

tions that were previously out of reach.

Racing takes that experience a step further by

placing a premium on reaching that destina-

tion ahead of other riders. But getting there is

only important if the place you're going is worth getting to, which stands to remind us just how important

the environment is to those of us who truly love the sport (unless, of course, you'd rather race in a stadium).

When it comes to environmental issues, it's often difficult to separate hype from truth. But the fact remains

that we live on a planet that needs protecting, and one of the best places to start protecting it is at the track.

Not just Mammoth or Washougal, either. Start thinking about the place you race every weekend. Keep it

clean and preserve nature, and from there things can only get better.

—Fran Kuhn



INTERRO



Fran Kuhn

■ It's funny how quickly you can get used to success.

"I really should have won that race; it was just a mental error," Jeremy McGrath muses. He's trying to put on his best race face as talks, but it's not quite working. A moment later he's all smiles again. The easygoing McGrath, perhaps the most-likable champion in U.S. supercross history, is talking about a tip-over that cost him a certain victory at Las Vegas, the season's final 250cc AMA/Camel Supercross. "I hit a hay bale, and when I went to pick up the bike it was blocking the kickstarter, so it

took me even longer to get going." Stanton took the win, McGrath got ninth. But the rookie still set the new single-season win record (his total of 10 eclipsed Damon Bradshaw's 1992 total of nine) and wrapped up the title at the Rose Bowl in Pasadena, California, on May 15th. After the big win, Jeremy's pals at No Fear Dangerous Sports Gear went out and bought him a Yamaha Super Jet, complete with custom paint designed by none other than 1983 250cc Supercross Champion David Bailey.

THE NEW CHAMP



Scott Watkins



I F S



Toshimitsu Sato

■ Team Chesterfield's Yamaha YZM250 works bikes are presently the most-advanced motocrossers being raced in Europe; American Donny Schmit is campaigning one in defense of his 1992 250cc World Championship. The machine carries a conventional Ohlins fork; its legs are coated with a superexpensive gold-colored friction inhibitor. The YZM's full-works motor/exhaust comes directly from Japan and is considerably trickier than the production-based units seen at the U.S. Nationals, though it's not necessarily better: The Yamahas are reportedly down on power and have been suffering at the hands of the Bieffe Suzukis and factory-kitted Hondas. The bike's great strength, however, is its chassis. A combination of a new, more-compact frame and exceptional suspension action provides near-flawless handling characteristics. According to GP regulars, Schmit—who isn't the smoothest or most controlled of riders—is rarely out of shape aboard the YZM.

THE REAL THING

■ Six-foot-three-inch Belgian Jacky Martens thundered to victory at the fourth round of the World Open Championship aboard his 560cc factory Husqvarna and became the first four-stroke rider to win a motocross grand prix in 24 years. The last **OPEN CLASS THUNDER** was, of course, BSA's Dave Nicoll, who captured the 1969 Luxembourg event. The rider who finished third at that event was five-time 500cc World Champion Roger DeCoster. "At the time," says DeCoster, "the four-strokes were actually a little bit lighter than the 500cc two-strokes. They also had good power—not as much on top as the two-strokes, but they were good in conditions where traction was less than perfect." Incidentally, the last time a four-stroke won a world championship was in 1965 when Britain's Jeff Smith took a factory BSA to the top.



Lue Verbeke

There's only one way to avoid a long, grueling season...



Jeremy McGrath
1993 AMA National Supercross Champion

Shorten it.

NO FEAR.
DANGEROUS GEAR
STOPS

■ "I'm doing pretty good. . . trying to keep my head up," said Damon Bradshaw just before heading out to the Red Bud National. The Michigan track is where Bradshaw's stellar career started to slide: He crashed on a huge double there in '92, injuring his knee, then took a six-month break from which he never quite recovered.

"I've definitely had some bad results. I've been dealing with the mental part of it, and my attitude hasn't been that good," he admits. "That's the worst thing—knowing what I did last year and coming out with the results I had this year. I think one thing was me getting a little bit later start [training] because of the knee surgery," he adds, "but I'm not going to blame anything on that because I think I got back my speed pretty quick."

So what's wrong? "[My schedule] gets hectic; you do so much for so long, and it's such a fast pace it starts wearing on you a little bit. I don't think it's because of a certain rider being faster than me or better than me; I just haven't been mentally prepared for the races. A lot of things go along with that, whether it's at home or on the road or whatever. It's just been a part of dealing with those kind of things; you get into a slump and that puts you even further in the hole. Then you've got to climb back up; that's the hard part."

After last year's late-season respite, Bradshaw discovered that it was actually more difficult to recover from the vacation than from the injury itself.

"I mean, for those six months I had a good time, and I got to do a lot of things that I was never going to get to do until I was done racing," he says. "I discovered there was another life out there. When it came time to go racing again, I had to realize it was time to go back to work. That's been the hardest thing for me because I find it too easy to be a little lazy. If I go out to ride, maybe I don't ride as hard or as much as I used to. It's just a matter of dealing with those things, but



Fran Kubo

BRADSHAW: WHAT'S NEXT?

now it's kind of hard to get going because the season's over with."

Adding to the pressure is the fact that the entire Yamaha squad is criticized if Bradshaw's results aren't up to par. "The team has had better times," Bradshaw admits, "but right now we're trying to figure out if there's anything that needs to be made better and how we can do it. We all try to talk—let everyone else on the team know how we feel. There's some weekends we're all on and we're all happy to be [at the races], and there's weekends we don't want to be there; I think everyone goes through that. Some weekends something goes wrong or my attitude isn't the best and it throws everything off. I just try to keep the best attitude I can and I try to keep those guys going, and they try to keep me going."

As for the remainder of the 1993 season, Bradshaw is looking for-

ward to a stint on the 125s after the 250cc National title chase wraps up on August 1st at Glen Helen in San Bernardino, California.

"After that I'll be doing some racing in Europe and maybe one or two races in Japan. It's going to be a pretty busy season. The 125s will be fun, though; that's the reason I'm looking forward to them because it's going to be a change and I feel I can be competitive. It's been a couple of years since I raced them, but I've been on one here and there practicing; I got on one at Sacramento and I was going pretty fast."

Ultimately, Bradshaw is looking forward to a chance to again prove himself when the '94 season begins next January; until then there will be lots of unanswered questions.

"Sure, it's tough when you don't do as well as you'd like to do or you don't do as well as you have in the past," he says, "but I just keep remembering what I've done and what I can do and the talent I have. I don't want to throw that part of it away; I know it's still there and I can still do the job."



PRO CIRCUIT

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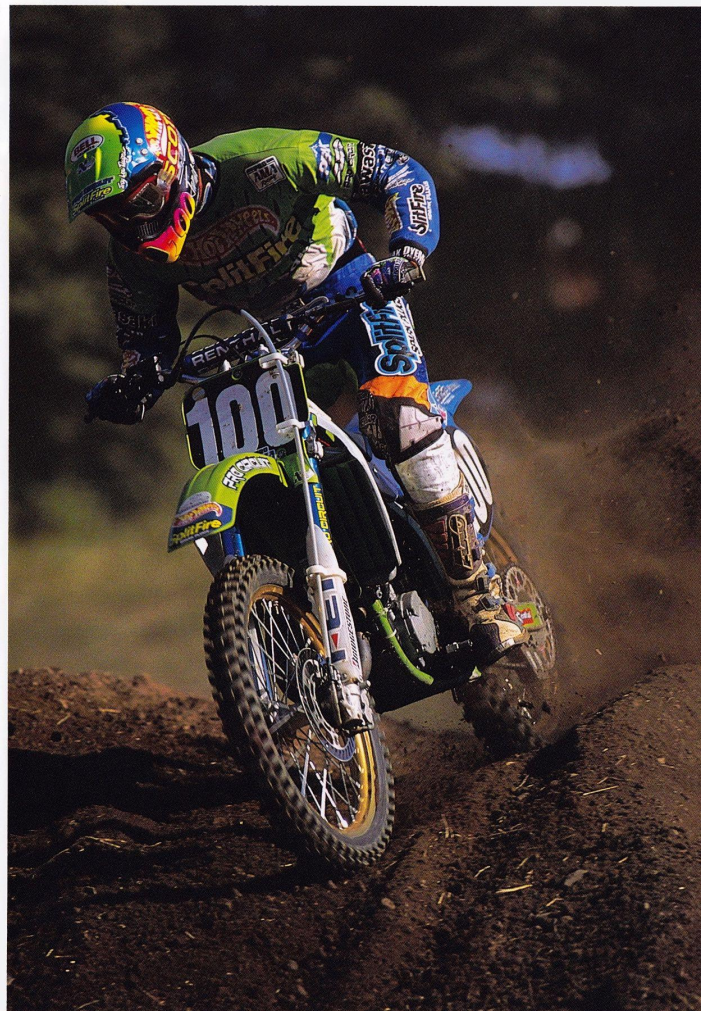
■ No one really expected it, but it happened just the same: Jamie Dobb took a privateer Team SplitFire/Hot Wheels Pro Circuit KX125 to the overall win at the Unadilla 125cc National on July 11. Englishman Dobb's 1-4 score in the event put him ahead of such stellar talent as defending National Champ Jeff Emig (4-2, third overall), 250cc Supercross titlist Jeremy McGrath (2-3, second overall) and 125cc National points leader Doug Henry (DNF-1, 9th overall). The other shocker was the dry and dusty track conditions brought on by an unexpected drought and a 1500-rider amateur event held Friday and Saturday. By the time Sunday's National classes lined up, the heat and traffic created a

FOR THE RECORD

huge dust storm that caused a record number of mechanical DNF's, including those posted by 125cc National series leader Henry, 125cc first-moto leader Ezra Lusk and fast KX125 privateers Scott Sheak and Davey Yezek, all of whom had been at or near the front. The heartbreak of the day was Kawasaki privateer John Dowd's DNF with just a half lap to go in the first 250cc moto. Dowd had led much of the early going and was virtually assured a second-place finish when his KX250's engine choked on the talcum-powder dust and locked solid.

Dobb's win makes for some interesting trivia: He is the first English rider ever to win an AMA 125cc National, and only the second foreigner to do so (Frenchman Jean-Michel Bayle was the first). And while Jamie is the first Englishman to win in the class, he's not the first UK rider—that honor goes to Jeff Ward, who was born in and remains a citizen of Scotland. Also, Unadilla is the only circuit on the U.S. National tour that Dobb had previously ridden (he went 18-17-8 at last year's 250cc U.S. GP) and the New York track was, coincidentally, the site of the last major U.S. victory by an English rider (Neil Hudson won the 250cc U.S. GP there in 1981).

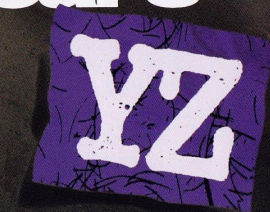
—Davey Coombs



Fran Kuhn



Our engineers have been tearing their hair out trying to **IMPROVE** last year's



THE NEW

YZ

Lineup



YZ 250

We tweaked. We toned. We tinkered. And what we got is a 250 that's bad to the last drop. Frame's lighter. Rear shock's revalved. And the suspension's shorter and smoother, so you can turn and burn with less squirm.

We changed the clutch plates from aluminum to steel. Then improved the tranny's gear ratios, so each slice of the powerband snaps, crackles and jams. The engine gets it, too: New power valve. Reshaped and lighter piston. New ring tension. And a more buffed-out crankshaft. If it sounds like the devil's in these details, he is. And all hell's about to break loose.

Looks like
they Succeeded

THE NEW

YZ

Lineup

Totally wigged out.

The new YZs give new meaning to the word fast-forward. And our engineers split more than a few hairs getting them that way.

Course it's not easy making the best better. But with a little help from MX superjocks Damon Bradshaw and Jeff Emig, the '94s are just where they oughta be. Wigged way out.

Now get on one, and you'll be just where you oughta be. **YAMAHA**
First at the finish line.



YZ 250

We tweaked. We toned. We tinkered. And what we got is a 250 that's bad to the last drop. Frame's lighter. Rear shock's revalved. And the suspension's shorter and smoother, so you can turn and burn with less squirm.

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YZ 125

Now cut to the major news. The 125's got a brand new bag: a new engine.

As in a spanking-new crankcase. Completely reshaped cylinder. And new guillotine-type power valve made in the image of our Grand Prix roadracers.

It's totally boosted — like big hair. With an all-stops-out, rock-the-house power-

band. And a throttle response that'll make the others look like a long procession of bridesmaids.

To handle all the power, we fine-tuned the suspension, revalved the shock and stiffened the frame, and the muffler's shorter, too. Now the 125's so dialed, you'll only have to make one small change. Your underwear.



YZ 80

Leave well enough alone? Don't think so. Now the 80's so stoked it should come with a warning: No crybabies allowed. And if you cut your teeth on it, you'll end up with fangs.

The case reed induction engine pumps out the juice everywhere. So the powerband lights up like a Disney Electrical Parade.

We cut the frame. No slack at all, so it's much stiffer. It has inverted aluminum forks. A hoss of a clutch. And an improved water pump to keep it cool as a cucumber.

What you get is a mini that's the Major Domo of it's class. And the competition? They would be a major toast.

PAYBACK KEY

A	1st-\$5,000, 2nd-\$4,000, 3rd-\$3,000, 4th-\$2,000, 5th-\$1,250, 6th-\$1,000, 7th-\$800, 8th-\$650, 9th-\$500, 10th-\$450, 11th-\$300, 12th-\$250, 13th-\$200, 14th-\$150, 15th-\$100, 16th-\$75, 17th-\$50, 18th-\$25
B	(per mod) 1st-\$3,000, 2nd-\$2,000, 3rd-\$1,500, 4th-\$1,000, 5th-\$750, 6th-\$500, 7th-\$350, 8th-\$250, 9th-\$150, 10th-\$100, 11th-\$75, 12th-\$50, 13th-\$25
C	1st-\$1,500, 2nd-\$1,000, 3rd-\$750, 4th-\$500, 5th-\$350, 6th-\$250, 7th-\$150, 8th-\$100, 9th-\$75, 10th-\$50, 11th-\$25
D	1st-\$1,000, 2nd-\$750, 3rd-\$500, 4th-\$350, 5th-\$250, 6th-\$150, 7th-\$100, 8th-\$75, 9th-\$50, 10th-\$25
E	1st-\$750, 2nd-\$500, 3rd-\$350, 4th-\$250, 5th-\$150, 6th-\$100, 7th-\$75, 8th-\$50, 9th-\$25
F	1st-\$500, 2nd-\$350, 3rd-\$250, 4th-\$150, 5th-\$100, 6th-\$75, 7th-\$50, 8th-\$25
G	1st-\$250, 2nd-\$150, 3rd-\$100, 4th-\$75, 5th-\$50, 6th-\$25
H	1st-\$150, 2nd-\$100, 3rd-\$75, 4th-\$50, 5th-\$25
I	1st-\$75, 2nd-\$50, 3rd-\$25
J	1st-\$25, 2nd-\$10, 3rd-\$5

PRO MX

EVENT/SERIES	ELIGIBLE CLASSES	PAYBACK
AMA PRO SUPERCROSS SERIES	250 Pro	A
AMA NATIONAL CHAMPIONSHIPS	125 Pro	B
AMA FLORIDA GOLD CUP SERIES	Pro	H
AMA NATIONAL ARNACROSS	125/250 A	F
AMA WINTER AM	125/250 Pro	C
AMA ARIZONA SUMMER CHAMP	125/250 Pro	C
AMA CALIFORNIA STATE SERIES	125/250 Pro	C
AMA PAC-WEST SERIES	125/250 Pro	F
AMA SPRING CLASSIC	125/250 Pro	F
AMA TRANS-CAL SERIES	125/250 Pro	F
AMA DUNESTOWN SERIES	125/250 Pro	F
GRI FALL SERIES	125/250 Pro	F
GRI NIGHT MX SERIES (5 Events)	125/250 Pro	H
GRI WINTER SERIES	125/250 Pro	D
GNC GOOD TIME NATIONAL	125/250 Expert	D
GNC INTERNATIONAL FINAL	125/250 Expert	D
GNC TEXAS SERIES	125/250 Expert	D
MAMMOTH MOUNTAIN	250	E
MTEC JLT TRACROSS SERIES	250	F
NESC CHAMPIONSHIP SERIES (20 E)	125/250 Expert	F
NMA AMATEUR NATIONAL	125 & 250 S/Mod Pro	D
NMA WORLD MINI	125 & 250 S/Mod Pro	D
SRAC DOUBLE POINTS (10 Events)	125/250 Pro	H

OFF-ROAD

EVENT/SERIES	ELIGIBLE CLASSES	PAYBACK
AMA D-37 (10)	250 Pro	A
BEST/101	200/250/Magnum/Wom C, Vet/Sen C Light	J
AMA GRND NAT'L CC SERIES	200/250/Vet/Sen B & A, L1, Mag/Wom B & A	J
ECEA	AA	H
ENDURO SERIES (10 E)	AA	I
FTR HARE	125/250/Sen/Sup/Sen B & A	J
SCRAMBLES	125/250/Vet/Sen/Sen/Mstr B & A, Jr, Wom A	J
SERIES (10 E)	AA	I
MID-SOUTH CHAMP'S S	Heavy/Light Trail, Wom	J
SERIES (10 E)	AA	I
MISSOURI HARE (10 E)	Beginner	H
NMA OFF-ROAD SERIES	200C, 250+ C, Wom, 200 A/B, 250 A/B, Sen, Sup, Spoman	J
ROCKY MTN ENDURO	200/250/Sen C, Ladies	H
CIRCUIT	AA	I
SERA	200/250/Vet C	H
ENDURO SERIES (10 E)	AA	I
SETRA	125/250/Vet/Sen/Sup/Sen C	J
ENDURO SERIES (10 E)	AA	I
TEXAS (10 E)	AA	I
CROSS COUNTRY	250/100+38+45+ Int, 125/250/100+38+45+ Ex Pro	J

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AMATEUR MX

EVENT/SERIES	ELIGIBLE CLASSES	PAYBACK	EVENT/SERIES	ELIGIBLE CLASSES	PAYBACK
AMA AMATEUR NATIONALS	85 Sk 7-11/12-13/14-15, 86 Mod 9-13/14-15, 125 Sk & Mod 12-15/16-20 Sk & Mod C/B, Vet AB, 25+ 40+ Women	D	AMA DISTRICT 5 (7 Events)	125 & 250 S/Mod	J
AMA NAT'L ARENACROSS SERIES	85 7-11/12-13/14-15, 125 C/B, 250 C/B, 25+ 30+ AB	J	AMA DISTRICT 6 (7 Events)	125/250 A	J
AMA DISTRICT 5 (7 Events)	85 7-11, 125 Yth, 125/250 C	J	AMA DISTRICT 7 (7 Events)	85 Jr, 125 Yth, 125/250 C	J
AMA DISTRICT 6 (7 Events)	85 12-13/14-15, 125/250 B, 25+ 30+ 40+	H	AMA DISTRICT 8 (7 Events)	85 Sr, 125/250 B, 25+ 30+ 40+	H
AMA DISTRICT 7 (7 Events)	125/250 A	J	AMA DISTRICT 9 (7 Events)	125/250 A	J
AMA DISTRICT 8 (7 Events)	85 Jr, 125 Yth, 125/250 C	J	AMA DISTRICT 10 (7 Events)	85 12-13/14-15, 125/250 B, 25+ 30+ 40+	H
AMA DISTRICT 9 (7 Events)	85 Sr, 125/250 B, 25+ 30+ 40+	H	AMA DISTRICT 11 (7 Events)	125/250 A	J
AMA DISTRICT 10 (7 Events)	125/250 A	J	AMA DISTRICT 12 (7 Events)	85 7-11, 125 Yth, 125/250 C	J
AMA DISTRICT 11 (7 Events)	85 12-13/14-15, 125/250 B, 25+ 30+ 40+	H	AMA DISTRICT 13 (7 Events)	85 12-13/14-15, 125/250 B, 25+ 30+ 40+	H
AMA DISTRICT 12 (7 Events)	85 7-11, 125 Yth, 125/250 C	J	AMA DISTRICT 14 (7 Events)	85 12-13/14-15, 125/250 B, 25+ 30+ 40+	H
AMA DISTRICT 13 (7 Events)	85 12-13/14-15, 125/250 B, 25+ 30+ 40+	H	AMA DISTRICT 15 (7 Events)	85 7-11, 125 Yth, 125/250 C	J
AMA DISTRICT 14 (7 Events)	85 7-11, 125 Yth, 125/250 C	J	AMA DISTRICT 16 (7 Events)	85 12-13/14-15, 125/250 B, 25+ 30+ 40+	H
AMA DISTRICT 15 (7 Events)	85 12-13/14-15, 125/250 B, 25+ 30+ 40+	H	AMA DISTRICT 17 (7 Events)	85 7-11, 125 Yth, 125/250 C	J
AMA DISTRICT 16 (7 Events)	85 7-11, 125 Yth, 125/250 C	J	AMA DISTRICT 18 (7 Events)	85 12-13/14-15, 125/250 B, 25+ 30+ 40+	H
AMA DISTRICT 17 (7 Events)	85 12-13/14-15, 125/250 B, 25+ 30+ 40+	H	AMA DISTRICT 19 (7 Events)	85 7-11, 125 Yth, 125/250 C	J
AMA DISTRICT 18 (7 Events)	85 7-11, 125 Yth, 125/250 C	J	AMA DISTRICT 20 (7 Events)	85 12-13/14-15, 125/250 B, 25+ 30+ 40+	H
AMA DISTRICT 19 (7 Events)	85 12-13/14-15, 125/250 B, 25+ 30+ 40+	H	AMA DISTRICT 21 (7 Events)	85 7-11, 125 Yth, 125/250 C	J
AMA DISTRICT 20 (7 Events)	85 7-11, 125 Yth, 125/250 C	J	AMA DISTRICT 22 (7 Events)	85 12-13/14-15, 125/250 B, 25+ 30+ 40+	H
AMA DISTRICT 21 (7 Events)	85 7-11, 125 Yth, 125/250 C	J	AMA DISTRICT 23 (7 Events)	85 12-13/14-15, 125/250 B, 25+ 30+ 40+	H
AMA DISTRICT 22 (7 Events)	85 12-13/14-15, 125/250 B, 25+ 30+ 40+	H	AMA DISTRICT 24 (7 Events)	85 7-11, 125 Yth, 125/250 C	J
AMA DISTRICT 23 (7 Events)	85 7-11, 125 Yth, 125/250 C	J	AMA DISTRICT 25 (7 Events)	85 12-13/14-15, 125/250 B, 25+ 30+ 40+	H
AMA DISTRICT 24 (7 Events)	85 7-11, 125 Yth, 125/250 C	J	AMA DISTRICT 26 (7 Events)	85 12-13/14-15, 125/250 B, 25+ 30+ 40+	H
AMA DISTRICT 25 (7 Events)	85 7-11, 125 Yth, 125/250 C	J	AMA DISTRICT 27 (7 Events)	85 12-13/14-15, 125/250 B, 25+ 30+ 40+	H
AMA DISTRICT 26 (7 Events)	85 12-13/14-15, 125/250 B, 25+ 30+ 40+	H	AMA DISTRICT 28 (7 Events)	85 7-11, 125 Yth, 125/250 C	J
AMA DISTRICT 27 (7 Events)	85 7-11, 125 Yth, 125/250 C	J	AMA DISTRICT 29 (7 Events)	85 12-13/14-15, 125/250 B, 25+ 30+ 40+	H
AMA DISTRICT 28 (7 Events)	85 7-11, 125 Yth, 125/250 C	J	AMA DISTRICT 30 (7 Events)	85 12-13/14-15, 125/250 B, 25+ 30+ 40+	H
AMA DISTRICT 29 (7 Events)	85 7-11, 125 Yth, 125/250 C	J	AMA DISTRICT 31 (7 Events)	85 12-13/14-15, 125/250 B, 25+ 30+ 40+	H
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AMA DISTRICT 31 (7 Events)	85 7-11, 125 Yth, 125/250 C	J	AMA DISTRICT 33 (7 Events)	85 12-13/14-15, 125/250 B, 25+ 30+ 40+	H
AMA DISTRICT 32 (7 Events)	85 7-11, 125 Yth, 125/250 C	J	AMA DISTRICT 34 (7 Events)	85 12-13/14-15, 125/250 B, 25+ 30+ 40+	H
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AMA DISTRICT 76 (7 Events)	85 7-11, 125 Yth, 125/250 C	J	AMA DISTRICT 78 (7 Events)	85 12-13/14-15, 125/250 B, 25+ 30+ 40+	H
AMA DISTRICT 77 (7 Events)	85 7-11, 125 Yth, 125/250 C	J	AMA DISTRICT 79 (7 Events)	85 12-13/14-15, 125/250 B, 25+ 30+ 40+	H
AMA DISTRICT 78 (7 Events)	85 7-11, 125 Yth, 125/250 C	J	AMA DISTRICT 80 (7 Events)	85 12-13/14-15, 125/250 B, 25+ 30+ 40+	H
AMA DISTRICT 79 (7 Events)	85 7-11, 125 Yth, 125/250 C				



The summertime air in Acton, California, gets hot, dry and thin.

its molecules stripped of moisture as they stream down through

the mountains from the high desert of Palmdale. In early June the sun is already above the horizon by six a.m.; it glares harshly off the Antelope Valley

Freeway, a glistening ribbon of concrete that winds past the front of Mike

B R E A K I N G

A W A Y

Kiedrowski's house carrying thousands

of commuters down to the smoggy val-

leys, to nine-to-five assignments as

roofers, secretaries or aerospace engi-

neers. It's early, but Mike Kiedrowski is

already up and around, getting ready for

his day's work.

"I usually go riding [on the motorcycle] first, do a couple of motos, then

come back and go on a bike ride," he explains matter-of-factly. Even in profes-

sional racing, a job's a job.



Sure, I have days where I get up in the morning and think, "Oh god, I wish I could just take today off," " he muses. "I'm really tired, but I end up going out and just forcing myself to do it, and at the end of the day I get done and think, 'Well, at least I didn't waste a day.' I think when you work as hard as I do and you win races or win championships, that's when you realize it's worth it. And when you have a bad day, when you're thinking, 'I don't want to go ride or go train,' then you say to yourself, 'If I just go out and hammer and do it, I'll win, I'll be a champion, and that's why I've gotten this far.' That's why I go out and do it; that's the motivation part of it."

By 10:30 Kiedrowski has already done the motos and is 20 miles away from the homestead, up in the nearby foothills, pedaling. The air is thin in the Angeles Crest Mountains where Kiedrowski, Team Kawasaki's senior member and the 1992 AMA 500cc National Champion, navigates the winding roads along one of his cycling-workout routes. He's got 11 miles ahead, most over canyon two-lanes that climb mercilessly above the 3000-foot level. The rarefied atmosphere guarantees that the already difficult ascents will become a celebration of pain, but Kiedrowski has come to accept it. Training has become an investment—a day job that provides for the present while securing the future.



AT SOUTHWICK I WORKED REALLY HARD FOR THE RACE AND I WON.

"There's a lot of guys that do a lot less than I do," he later admits. "I've been on bike rides where I've had to walk—where my legs cramped up and I was just thrashed. I think there's certain people that can do it. There's people that can withstand pain—mentally and physically—and the top professional athletes today are the ones that can do that. Everyone starts off at the same time, but at the end everyone starts getting tired, their legs start burning, and you've got to get past that. There's something in



On climbing the career ladder: "Ever since I started racing professionally, I've always thought of the day I can retire. Then I can go do stuff that every normal person does every day of the week. I can probably have a family by then, go to the river on a Tuesday—maybe have a ranch out in Montana, cattle and horses. I can see myself doing that."

people that allows them to tell themselves, 'I don't feel bad; the other guy's hurting just as much as I am.' That's the difference."

Unlike riders such as his Kawasaki predecessor Ron Lechien or, more recently, French Honda recruit Jean-Michel Bayle, Mike Kiedrowski was not blessed with an

overabundance of natural talent. While growing up in nearby Canyon Country, Mike realized that extra effort during the week could make all the difference on the weekends.

"I think I figured it out by the time I was racing 125cc Intermediate; I was in ninth or 10th grade, maybe. That was when I said, 'Man, I think

I'm getting beat because I'm not strong enough.' And that's when I started running maybe two miles, three miles a day after school. Then I started lifting weights, going to the gym and running early in the mornings before school. Ever since I started racing, and all through my life, I've never had anything come to me

easy. High school, grades, homework, all that—I always ran into a problem. There was always something where I had to dig deep, step over it, and then the outcome was a lot better than if I would have had it come easy. That's the way my life's always been. I mean, even in racing, I lost three championships by one point

each: I lost the Golden State to [Jeff] Matiasevich when I was 125cc Intermediate, [I lost to Damon] Bradshaw in the 125cc East [Region Supercross] in '89 by one point, and then [I lost] the 125cc National Championship in 1990 to Guy Cooper by one point. After I lost the 125cc championship I thought, "This

stinks; this is bad.' But I looked at it and thought, 'You know what, the rest of my life's going to be like this. Things are going to be tough and I'm going to have to deal with them, and when I deal with them I look back and it makes me feel good in a way.' I think it builds character in a person, and it makes the win a lot better."

Aside from training, part of Kiedrowski's formula for success includes taking accurate measure of his competition. By Mike's reckoning, Team Honda's multitime National champion, Jeff Stanton, is one of the few top providers training at his level. "But I don't really want to say that," he laughs, "because [the other guys] might start! I know when I'm out training, I'm thinking of

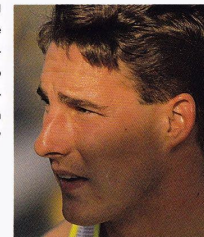
Stanton because I know he's probably out doing the same thing I am. And if there's a big hill and I'm trying to climb up it, he's probably doing the same thing, only he's trying to go faster. So then I try to go faster to get a better workout than he's going to get."

In the past Kiedrowski has tried to vary his training regimen, but lately he's been concentrating on pedaling his Kestral and, during the supercross season, practicing on a custom-built stadium track in front of his house. "I don't run a whole lot anymore; it's too hard on my knees. Maybe when I'm on the road and I don't have a bicycle with me, but I prefer bicycling more than anything. I kind of think of bicycling as a hobby because



The Big Break: Kiedrowski (3) got his first-ever 250cc supercross win at Daytona. It was long overdue, but better late than never.

On life in the real world: "I've never had a regular job, knock on wood. Maybe I'd be working at McDonald's or something! I think it would be pretty cool to go out and pound nails on a construction job. I've never done it. But I'm really fortunate with what I do."



IT ALWAYS DO WHAT I THINK

I do it every day, so it's something different from racing or riding my motorcycle." At home an entire room is stocked with industrial-strength free weights and related apparatus, though Mike admits to not moving much iron these days. "I feel that when I'm out riding my motorcycle I get enough weight training, and I feel that when I'm riding my [bicycle] I get enough in my legs. For the 500s I do a little bit of weights because they're so much heavier—there's so much weight."

Mike's winning strategy is simple, though much easier explained than executed. "I always do what I think it takes to beat my competition," he says, smiling. "I've always done that, no matter if I was a beginner or intermediate or whatever; I did enough to win in that group or at that level. I think you just have to keep it in your mind that 'I've got to get faster.' I think some guys just can't do that. That's what a racer's edge is. There's people that can ride like hell during the week, but then they go to the race and they can't do anything. I've always seemed to be the opposite. During the week I train and ride good, but then I come to the weekend and I'm totally different—I'm faster

than I was during the week."

And the payback? "The biggest satisfaction that I get is when I know that it was a hard track—really physical, the toughest conditions, 100-degree heat—and I end up winning. Then it all pays off; I know that what I did was the best. I worked really hard for the race and I won.



"I JUST TRY TO DO MY BEST, TO MY FULLEST POTENTIAL."

Toys in the attic: Mike's got more miles on the bikes than on the Ferrari. His ranch-style home has its own volleyball court, complete with beach sand. What it really needs is a beach.

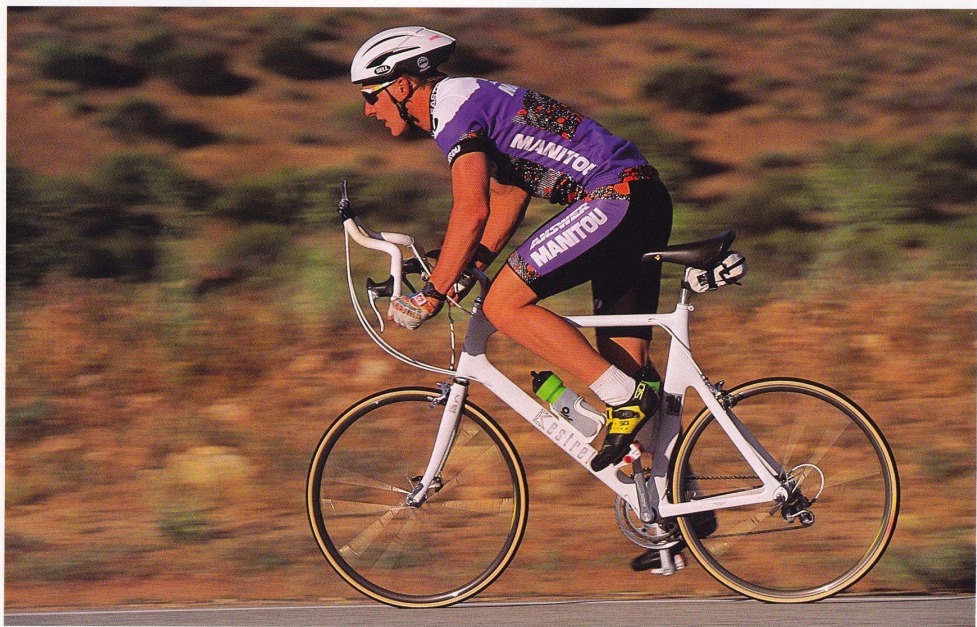


I remember in 1991, when I was riding the 125s, we had a race in Virginia at Lake Sugar Tree and it was super hot and humid, and I won both motos running away. When I came in I was drained—I had worked hard all day—but I just smoked those guys so bad it was pathetic, and I felt really good. And [this year] at Southwick, I worked my butt off and [won]. He grins, obviously pleased at the thought of his victory at the circuit's most notoriously difficult track.

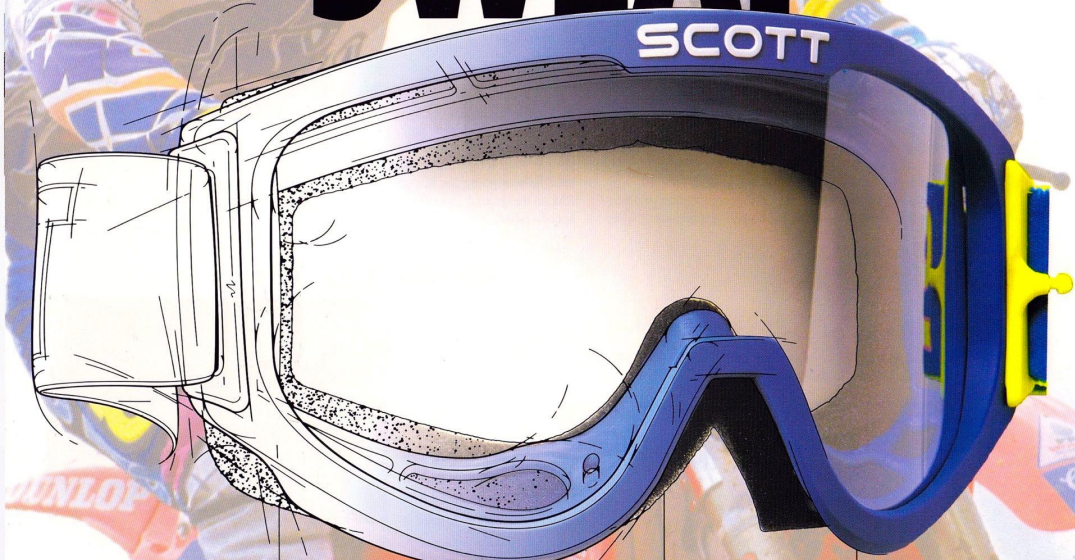
The win came at Jeff Stanton's expense and put Kiedrowski further ahead in the prestigious 250cc National Championship.

"I think in any kind of racing," he continues, "whether it's motorcycles or bicycles or biathlon, I just try to do my best, to my fullest potential. I

think it's just the racing part of it. Heck, I'll just race my friend going down the street—anything. I try to be the best at everything I can. Someone told me once: 'A true champion is a true champion.' If you can win championships, you're going to be a champion the rest of your life." **IM**



NO SWEAT

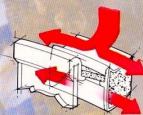


At SCOTT, innovation isn't a problem, it's our heritage.

Introducing the most technically advanced goggle in motocross history...The Super-V.

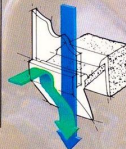
Exclusive "No-Sweat" Channeling System

An integrated sweat channel prevents moisture from entering the goggle chamber or your eyes.



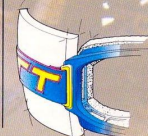
Venturi Venting System™

Another SCOTT innovation forces cooling air through the goggle in a unidirectional flow. Less fogging, more comfort.



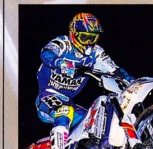
Standard Features

- 0.30" GE Lexan™ lens
- Vented PolyFlex™ frames
- Hydrophilic face foam
- Integral tear-off mount
- Strap/clip placement for perfect sealing and helmet interface



Champions Choose SCOTT

It's a fact, more national and international motocross champions choose SCOTT for a clear view of winning!



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Damon Bradshaw wasn't really happy about it, but after a look in the mirror even he had to laugh. After spending the better part of an hour sitting in a rented motor home, Emig and Bradshaw, along with Yamaha employees, Keith McCarty, Ed Scheidler and Don Dudek, emerged sporting Brian Swink-replica haircuts courtesy of a latex-wielding Hollywood makeup artist. Bald caps in place, the guys hustled in front of a

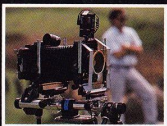
camera for the 1994 YZ ad photo shoot. Anything for the cause, as they say, and for at least one day of the year, the entire racing department became the property of the advertising department. In this case, the makeup is just a small part of the big picture.

"Yamaha goes to their agency with an idea for an ad," says photographer Dave Bush, "and it goes back and forth between the agency and Yamaha until they settle on a concept. Once they decide what they want to do, they call me up and ask if it can be done—how much it will

cost, how much time it will take. From there we go do it. Much of the interest in the 1993 YZ ad, which featured the same cast of characters, was generated by the choice of location: the Washougal Motocross Park in Washington. As Bush points out, "we shot at Washougal because the place is just bitchin'." For the 1994 ad campaign Yamaha and its advertising agency, Saatchi & Saatchi, decided to return to the Pacific Northwest.

"The new ad is basically a play off of last year's," says Yamaha's National Advertising Manager Bob Starr. "After the success of the last ad we thought, 'Yes, we can do this another year; we can build off of what we had last year.' We wanted the ad to be different enough that it got noticed the way last year's did. And the bottom line is that we can do this with motocross because the sport is young and we like to have fun," he smiles. "Maybe we can poke a little fun at ourselves and sell motorcycles at the same time."

The Big Picture

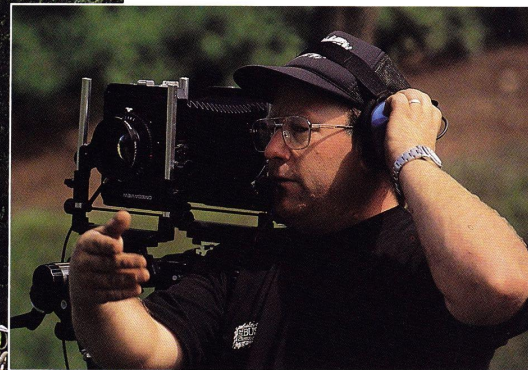


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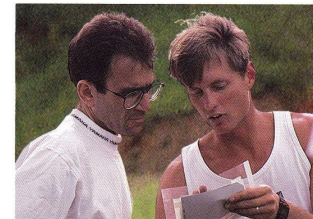


Details make the difference. After camera position is established, the crew spends hours carefully preparing the background. The emotional impact of the location is almost as important as the product itself.

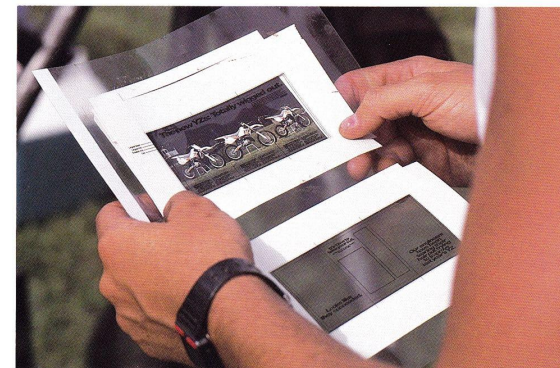


Photographer Dave Bush directs the positioning of the bikes as dictated by the ad layout. The bikes must be angled properly and carefully leveled; even a few inches can make a critical difference. The photo is made with a four-by-five-inch view camera; the large piece of film used by this type of camera allows for significant enlargement without loss of detail in the image.

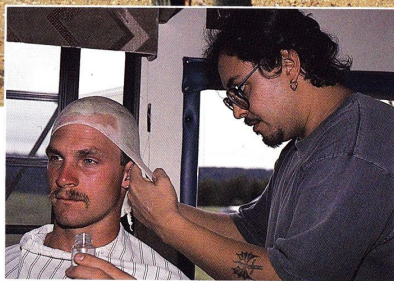
"The new ad is basically a play off of last year's."



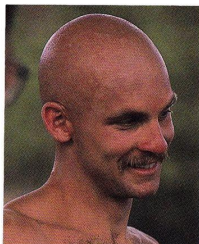
Yamaha's National Advertising Manager Bob Starr (left), and Saatchi & Saatchi Creative Director Jay Hoeschler check the first Polaroid test photo. Starr and Hoeschler are responsible for the ad's concept and execution.



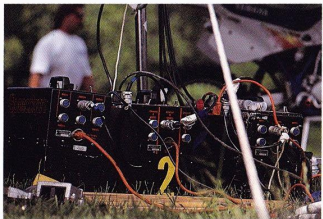
The position of the motorcycles is checked by placing an acetate mock-up of the ad layout and copy over a Polaroid test shot. Minor adjustments are made before Emig, Bradshaw and company are called in for the final shot.



Special-effects makeup artist Thom Surprenant (best known for his work in *The Coneheads*) gives Bradshaw the skinhead treatment. Application of the latex skin cap and final makeup takes about an hour.



For this shot the quality of light is critical. While the stars are in makeup, the crew assembles a 15-by-30-foot light box that contains 12 flash heads. The light is filtered through a sheet of translucent white fabric to produce a smooth illumination that enhances the shot.



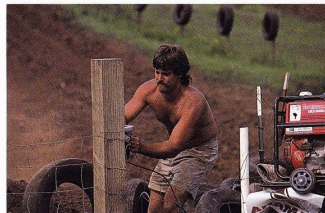
Lots of flash power is required to get the shot. The overhead light box is powered by a bank of power packs which build and store an electrical charge for the 12 flash heads inside. A massive generator is required to run the packs.

"Maybe we can
poke a little fun
at ourselves



A last-minute Polaroid test photo showed a fence post intruding in the background, and with the sun setting and time running short, the crew was forced to eliminate the problem with a circular saw.

With the bikes finally in place, Photo Assistant Jim Labine does some last-minute detailing to the bodywork, frame and tires. This step is critical because any flaw will appear in the final shot, and film retouching can get quite expensive.



Yamaha Racing Team Manager Keith McCarty and technicians Ed Scheidler and Don Dudek head back to the lab after the shoot. What'll they think of next year?

and sell
motorcycles
at the same
time."



J E R E M Y



M C G R A T H

OKLEY

Forget about winning races; Team Green will be doing that anyway. In big-time minicycle racing there is another agenda to be served, and

Inside

Team Green's

the team's newly built factory KX80 is the machine to do it. "When I think back to when I first came to Team Green in '84 and '85,"

Factory

KX80

explains Team Green Manager Mark Johnson, "that's when the minibikes were really thriving. I think back to all the trick minibikes and

Small Wonder

all the attention they brought to minicycle racing at that time. There hasn't really been any of that for a long time. The Dave Millers are

B Y F R A N K U H N

gone and the R&D Suzukis are gone, and with no Honda factory involvement there hasn't been anything going on. The Minicycle class

Photographs by Carol Hodge

has kind of dried up to some degree, so we've just taken it upon ourselves to put some glitz and glamour back into minicycles."







The factory bike's immaculate quick-change clutch cover was fabricated from a stock component by legendary minicycle builder Dave Miller. A pair of machined-aluminum mounting rings seal with an internal O-ring. The finished components are anodized for a works look.

Team Green's decision to build a super mini—a machine designed to win races while drawing even more attention to the small machines and their riders. Once the green light (so to speak) was given, the factory KX80 project commenced. Jose quickly contacted his friend John Tucker, a graphic designer at Answer Products in Valencia, California.

"John designed the bikes' graphic layout, which is something he's always wanted to get into," says Jose. "He was really excited when I approached him with the project." Adds Tucker, "I've spent most of the last year designing bicycle components, and since I've been so busy with that, I started to get away from the motorcycle stuff. But I really wanted to do this—it was a chance for me to show Kawasaki what I could do."

Tucker submitted dozens of graphic designs, and while many of these were

"At one time that was minicycle racing," adds Team Green Assistant Manager Jose Gonzalez. "You had DMC and R&D and all these other companies building these one-off bikes for their riders, and it was really cool to go to the races because you wanted to see what the top Mini guys were racing and how trick their bikes were.

"It started changing around 1988," Gonzalez continues. "Dave Miller (of the aforementioned DMC fame) left the scene and R&D (purveyors of trick Suzukis) disappeared, and all of a sudden everyone was content to build race bikes from the stockers—just modifying the motors and suspension."

Both Johnson and Gonzalez saw the decline of post-production minicycle technology parallel an overall decline in minicycle-rider entries. "In 1989 and 1990," Gonzalez says, "they dropped off quite heavily. I think a lot of kids grew out of the sport or found something else to do, and no new kids were coming in. But now I think what we're seeing is an increase in the Minis because of a corresponding increase in the Vets; a lot of guys who had left the sport and started families are now coming back into racing and bringing their kids. It's not just a minor growth, either," he emphasizes.

"It's growing from Pee Wees all the way up.

The factory KX80 fork is built by Kayaba in Japan and features gold-anodized aluminum tubes. The ultrarigid triple clamps are CNC-machined from billet aluminum. Because the fork utilizes modified KX125 internals, compression damping can be adjusted externally. Travel is 11 inches.

This year's been the first time in many years that there have had to be separate divisions at many of the races like the World Mini Grand Prix. It's really a good sign, and the most encouraging thing is that it's not only in one [Minicycle] class: It's in the 50s, the 60s and the 80s—all through the entire program."

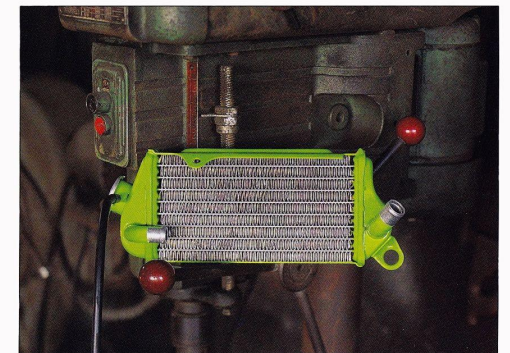
A direct result of this renewed interest in mini racing was

"It's just like the factory bikes at the Supercrosses; everybody wants to check them out."

simply updated treatments of the KX80's standard bodywork, the most intriguing were several renditions that wrapped the bike in full bodywork. Master fabricator Dave Miller was subsequently coaxed out of a self-imposed semi-retirement to construct a prototype fairing, which aside from adding a huge dose of visual appeal offered another significant benefit: advertising space.

"The single biggest drawback [for sponsors] today is that there is no signage area on the machines," insists Johnson. "That's what everybody is looking for—more area to display their name. There are a lot of different companies working on these panels right now, and I think everyone

The stock KX80 radiator is utilized, though its appearance is enhanced by a perimeter coated with fluorescent green paint.





The factory 80's carbon-fiber silencer was built by Go Kart specialist Randy Blevins of Riverside, California. It's a carbon-fiber extrusion with aluminum end caps wrapped around a standard KX80 silencer core.

sees it as the direction we need to go in the future, especially for supercross, because everyone is looking for corporate sponsors and these panels are primarily a billboard. It's something we're lacking right now, and with the sport becoming increasingly costly, everyone from the Stock-class kids to the factory teams are looking for outside assistance from sponsorship dollars. I think this is going to be the next step as far as motocross bike design."

The modification work to the team's three factory machines was supervised by Kawasaki West Coast Motocross Technician Jerry Campbell. He explains the procedure: "The fork is a specially built KYB upside-down unit with modified KX125 internals. The clamps were machined from billet aluminum by a company specified by Kayaba, and the outer fork tubes were also machined from aluminum."

Because of the change to an inverted fork, Campbell fit a front brake assembly from the larger KX80 Big Wheel, then had the brake discs laser-cut to resemble the company's full-size factory racers. To enhance cooling and add a works-like appeal, Campbell takes the stock shock, has its reservoir cut off and finned, then positions a sleeve between the components and presses them together before a weld reunites the parts. The internal sleeve keeps pressure off the weld and strengthens the joint.

Like the big factory bikes, the special KX80s are fitted with machined-billet rocker arms and pull rods; the ratio is the same as stock. The production swingarm is used, though its standard-issue silver paint is stripped because it gets rubbed off quickly when making contact with other bikes during racing. Enzo Racing's Ross Maeda performed

The stock KX80 shock has its reservoir cut, finned and welded back into place. Shock travel is extended by two millimeters, which increases rear wheel travel by one half inch, to 11 inches. Internal damping modifications are done by Enzo Racing.

the suspension's damping modifications at his shop in Fountain Valley, California.

As for engine work, Team Green specified a choice of two distinct power characteristics, then farmed the work out to Barr's Competition in Shelby, North Carolina, and Pro Circuit in Anaheim, California. "Bobby Barr is the guy who did Damon Bradshaw's motors when he was on minicycles, and his engines put out a lot of mid-to-top," says Campbell, "whereas a Pro Circuit motor is more bottom-to-mid and about the same as stock on top. We use an off-the-shelf FMF Gold Series pipe on the Barr motors."

The other significant engine-related mod is the incredibly cool quick-change clutch cover. "Dave Miller did those," says Campbell.

"[The riders] honestly felt that these were the best bikes they'd ever ridden."

"He took a stock case, anodized it, cut it in two, then made a pair of outer rings that seal with an O-ring in the middle. It makes it quick and easy to change the plates. Anything to keep the maintenance down and give it some flash."

The remaining modifications help both functionally and aesthetically. Standard footpegs are glass-beaded to give them a works look, and the bikes are fitted with shift levers borrowed from a KX125. The levers are lengthened about one half inch to work on the KX80. The brake pedal and kickstart lever are likewise off the 125; both parts are shortened and/or machined to fit the smaller bike. The CDI unit is relocated from the airbox to a spot behind the front number plate, which not only makes filter changes easier but improves flow through the filter. The edges of the stock KX80 radiator are coated with fluorescent green paint to, as Campbell explains, "help to get some of the look back into the thing." Aluminum head stays replace steel OEM parts, and lightweight aluminum skid plates and titanium subframe struts are added. According to Campbell, the weight savings is slightly more than two pounds. Says Jerry, "The only thing it lacks is some titanium." Off to the races!

Team Green's A-list riders—Brock Sellards, Ricky Carmichael and Jason Partridge—were tapped to handle the riding chores for the machines' first outing, the World Mini Grand Prix in Las Vegas. (Because the bodywork is still in the early stages of development, the bikes appeared in Vegas sans fairing.) Brock and Ricky got the Barr bikes, while Jason specified the Pro Circuit-powered machine. Jose describes the outcome:

"Sellards won the 14-to-16 80cc Modified and finished third in the Super Mini class behind Carmichael and Partridge. And that third-place performance was significant because Sellards was riding the [factory] 80 in that class; he rode it because he flew out to the race and he didn't have his super



mini with him. Carmichael and Partridge were riding their super mini 105s, and Brock's ride was even more impressive because there was a pretty strong field behind him."

And while the three factory-riders-for-a-day did pretty well, Carmichael encountered a bit of bad racing luck when a rock forced the chain to derail while he was running away with the 12-to-13-Modified-class win. "He won two of the three motos, but because of the chain derailment he dropped down to sixth place or eight place overall," Gonzalez explains. "So for all intents and purposes we would've won both classes the bikes were entered in their first time out."

According to Gonzalez, once the races are over the bikes are loaded up and returned to Kawasaki in Irvine until the next big event. "The kids only get to ride them at the big amateur events," he says. "Our intentions are to go to the Mini Olympics in November in Florida, the GNC Finals in Texas, the World Mini Grand Prix, Ponca City and Loretta Lynn's."

And what did the riders think? "They were completely stoked," Gonzalez smiles. "They honestly felt that these were the best bikes they'd ever ridden. From what the kids tell us, the engines are significantly stronger than anything else they've ever run, probably because a little extra technology and time went into them. They said that [the engines are] considerably faster. All the kids said that there's a significant difference in the suspension and they can push these harder than they can the other bikes. But it wouldn't have mattered if they hadn't worked any better; the bikes looked so special the riders would have liked them a hundred times better than anything else."

No real factory bike would be complete without a set of CNC-machined aluminum linkage. The rocker arm is gold-anodized to match the parts found on Team Kawasaki's big factory racers. Standard KX80 linkage ratios are retained.

"We can go and race on the stock ones with a lot less work and still get the job done," Gonzalez continues, "but you don't get the attention. It's just like the factory bikes at the supercrosses; everybody wants to check them out. The whole idea behind these bikes is to create some new interest in the 80cc class and to let people know that we're still very interested. What a lot of people don't realize is that the 80cc class is basically the bloodline of the sport because these are the kids who grow up to race 125s and 250s and fill the pro ranks and so on. And without minis, there's not going to be any of that in the future." **IM**

The three factory KX80 racers appeared at their first competitive event without the full-fairing bodywork, which is still in the development stages. Team Green anticipates such body panels will see production in the not-too-distant future.

EVOLUTION OF A FACTORY MINI



1979 KX80

First year of production; laid the foundation for the formation of Team Green.



1981 KX80

First Uni-Track mini; new plastic fuel tank; first mini with Nikasil-coated cylinder.



1983 KX80

First liquid-cooled KX80; extraordinary powerband—the first of the great KX80 engines.



1984 KX80

Front disc brake; refined powerband made it the first KX80 to dominate the class.



1988 KX80

First rear disc-equipped mini; new round-tube frame; power changed to torquey 1983-'85 style.

*a sort of
homecoming*

"Tomorrow is the one chance for everyone to see me race a National." Doug Henry is talking about his friends and family on the eve of the 1993 Southwick event—a race that in emotional terms is the most important of the series for the Connecticut native. It's a chance to show everyone back home that even though he's now a factory rider, he still hasn't forgotten his roots. And those roots run deep.

"My relatives will all be there, my old riding buddies, my friends—everyone. This National will be great for the guys who like to say, 'Oh, I used to beat you all the time, and look at you now!'"

By **Davey Coombs**

Appropriately enough, Doug Henry's motocross career started at this southern Massachusetts track late in the summer of 1984. "I went there to watch my first race with my dad," he remembers. "I went to see some friends ride, and when we got there, my dad and I thought I might be able to do pretty well."

Since they hadn't brought a bike along, they watched practice, taking note of a young rider they reckoned to be about Doug's speed.

"His name was Niko Lavoie," Doug smiles. "We went over to look at his bike and talk to him.

He had a YZ80 with a real neat silencer and stuff like that; he really impressed us. He did pretty well in the race, so Dad and I decided that the next weekend I could race. I ended up getting second."

Yes, he beat Niko.

In the years since that inauspicious Southwick debut the quiet, perpetually smiling New Englander has remained an unlikely candidate for motocross stardom, even though he's gone from an absolute beginner to a member of the mighty Honda factory team, the 1993 AMA 125cc Eastern Region Supercross Champion and a top contender for the U.S. 125cc National Championship. Along the way he's worked day jobs as a machine fabricator and sheet welder, traveling on weekends to take his licks as a privateer in big-money races all over the country. Nowadays Doug and his fiancée, Stacey Johnstone, share a

1950s-era modular home in Oxford, Connecticut, with their two dogs, Chief and Boga,

and a cat named Norma. The home is remote, accessible by a bump-infested dirt road. The house is only an hour away from the deep sand whoops of the Southwick track; Doug picked the location because it would allow him to build a practice track

Down home in Connecticut: Eight years ago Doug Henry was just another New England amateur out to have a good time at the races. His debut as a factory rider at the 1993 Southwick National was the ultimate homecoming.

Photographs by **Fran Kuhn**





and ride daily without fear of disturbing neighbors. The rust-colored home is surrounded by a small, above-ground swimming pool, a trampoline, a volleyball court, several sheds and a fair-size garage. What was once the front yard is now a 36-jump, 35-second-per-lap supercross practice track.

"My dad helped me out with the site," says Doug. "I was too busy racing to really worry about looking for houses and all that, and he really wanted to help. He's always been more organized than me; he likes stuff like [that], I still have to pay for everything, but he's the one who finds the stuff."

In addition to the house, William Henry also managed to find the 1971 John Deere bulldozer that Doug counts among his prized possessions. He uses the tractor to shape jumps and obstacles that he anticipates encountering at upcoming events. After having trouble with a particularly tough whoop section in Barcelona, Spain, last November Doug returned home, duplicated the section in his front yard, then practiced it for two days before heading to the Bercy Omnispport Supercross in Paris, France. The French track had the same type of whoops, and Henry was ready. By Sunday night he had secured the 125cc title, Prince of Bercy—his first victory as a Team Honda rider.

"I know that not everyone can just go home, get a bulldozer and build supercross obstacles in their front yard, but that's what I like to do; it's what I have to do," says Henry. "Supercross is all new to me, so building this track is my way of catching up. I was always known as an outdoor rider, but I wanted to become a supercross rider, too. The track has definitely helped."

But it's not all work at the Henry homestead. Each Wednesday afternoon the driveway fills with vans and pickup trucks as Doug's local riding buddies descend on the place. They play-practice at the nearby riding areas, then they gather on the volleyball court for more friendly competition. Lately, a series of loosely organized "moped GPs" have become *de rigueur*; the pals race around the house on a fleet of four dilapidated machines that Henry & Co. patched together sometime last summer.

"We built them from pieces of about 10 mopeds we found in a trailer at an old lumberyard. We race for as long as the bikes will hold out, a lot of times [pushing with] our feet for extra power coming out of the turns. We can actually get going 20 or 25 miles per hour down the driveway," Doug smiles. "It's fun!"

But Stacey isn't quite sure what to make of it. "I would come home from work and these guys would have all these new scars and cut and scrapes," adds Stacey. "It's worse than a pro supercross."

Doug Henry doesn't remember much about the National that was held at Southwick when he was starting his riding career eight years ago. Back then, in fact, he didn't even know the track hosted a National.

"I do remember Micky Dymond winning the first National I ever saw at Southwick," says Doug. "I think it was 1987." He admits he never thought it would be his turn someday and is actually a bit awed and bemused by his newfound status as a factory star.

"This is all so new to me. Motocross was all just a fun thing—something that I loved to do, some-



At Southwick Henry waited for the first gate with his mechanic, Pete Steinbrecher (left), Honda's in-house technician, Cliff White, and 10,000 rabid fans. Doug didn't let them down.



Henry got an enthusiastic reception from his father (center, in the Doug Who? shirt) and friends following his second-moto win.

It was hot out there. Back in the Honda pits, Doug got a little post-race assistance from his fiancée, Stacey Johnstone.



thing that my friends loved to do. It's still just a fun thing. I'm not sure how it worked out like this; this is all like a big vacation to me," he laughs. "I'm just waiting for someone to come along and say, 'That's it—you have to go to work now.'"

Henry was, in fact, prepared to earn his living in a trade. He went through school thinking he'd graduate and get a job, and that would be it. He remembers when the line between an indoor job with no heavy lifting and life as a professional racer began to blur.

"During the summers I'd work as a machine fabricator, and I took all the money I made and went to Florida in the winter to race. I'd stay in my van at campgrounds. I was all set to go back to work, but one winter I just didn't come home from Florida. I went on to Texas and Michigan [for supercrosses] and didn't come home until the middle of summer. I was making enough money to live, and it's been like that ever since—just trying to make enough to pay the rent. But this is all I need. Even back in '89 when Stacey and I were living in the van, it was all we really needed or wanted at the time. It hasn't changed. Sometimes I look at it and say, 'Wow, I'm really starting to make a living at this.' We kid around sometimes, like today when we were driving around in our nice car with a full tank of gas. Some people would take that for granted; we just have to laugh because we're so thankful for those things."

What if the gods of racing had not looked upon Henry with such kindness and a career hadn't worked out? "I'd be sleeping out at Southwick on the bleachers," he laughs, remembering the campouts the night before the National. "We'd stay up all night, reserve our spots in the bleachers with blankets, and be up early in the morning to make sure we had the best place to watch. I kind of liked that—staying right there at the track and just being a part of the whole weekend. Those were really great times for us."

The deal that Henry signed with Honda is for 1993 only; when the season is over the company will review his performance and decide what kind of offer to make for the '94 season and beyond. The other factories will be interested as well, and with this year's experience Henry figures he'll not only be a better rider, but will be able to handle the pressure a little better as well.

"I was really glad when Honda signed me, but it made me a little nervous at first," he admits. "I was thinking, 'I can't fall down, I can't be aggressive; I have to stay healthy and not get hurt.' I was really scared about the whole thing. I would talk to Stacey on the phone and say things like, 'What if I go riding today and fall off and get hurt?' But if you do get hurt, you have to know that you're good enough to get back on the bike."

Just as importantly, Henry had to decide how Stacey would fit into his new life as a factory rider. "Doug was ready to make a major decision once he was ready to sign with Honda," says Johnstone. "He thought that he was going to have to put 100 percent of every day to Honda and racing to make it work, which meant that I wasn't going to exist, basically."

"It was going to be my life because I figured that was what it was going to take," adds Doug. "I always said to myself, 'If I could just train hard all the time and ride all the time, I could be the best.' But then we saw a movie about this guy who's a great lawyer, wins a lot of cases, and gets real well known and respected, but then everything goes wrong and he has to start over with nothing but his family. Stacey equated the movie's plot to my situation and asked, 'Okay, what if this plan doesn't work? Who are you going to fall back on? I'll always be here, but Honda won't.' So we decided to

Though not considered a supercross specialist, Henry (16) managed to capture the 1993 AMA 125cc Eastern Region title with relative ease. His stunning win at Daytona convinced even the skeptics.



Dave Bush



There isn't much of a view, but Henry's miniature front-yard practice track has allowed him to improve his stadium skills—even if only at the rate of 35 seconds a lap.

do this together.

"I had to really think about what I was going to do with my life in general before I signed the contract," Doug continues.

"Racing is just a part of life—a big part, but not everything. It can't be for me." The name of the aforementioned movie is, ironically enough, *Regarding Henry*. Doug and Stacey will be married on October 23 of this year.

Doug Henry is the first true title contender that New England has produced since the mid-1970s glory days of "Captain Cobalt" himself, Jimmy Ellis, so when Henry returns to Southwick for the National, the locals are ready.

"The closest supercross race for my friends and family is in North Carolina," says Henry, "which is 10 or 12 hours away. But my friends love to come and see me race; I've had friends at every supercross this year. That's another thing that makes [Southwick] so special, because it's so close to home for me."

Doug's dad, grandmother and older sisters, Laurel and Cheryl, are on hand, along with about two dozen other relatives (Doug's mother Beverly passed away two years ago). Friends from school and work line the fence, as do old amateur-racing rivals. There's a growing corps of younger fans who have seen Doug win 125cc supercrosses every Thursday night on ESPN. Does everyone expect a win?

"They would love to see it, but if I don't win they're not going to say they were let down," says Doug. "They're here to have a good time, just like I am. If I put on a good race and do good, they will feel like part of it."

Later that afternoon, with the encouragement of about 10,000 of his closest friends, Henry puts on a dazzling display of technique and determination: In the

first moto he starts near the front of the pack and in 10 minutes seizes the lead from Team Yamaha's Doug Dubach; in the second he chases down 125cc National Champion Jeff Emig within two laps and makes a sweeping outside pass to seal the victory. Henry's overall win gives him a sizable series points lead as well as the distinction of passing Jimmy Ellis as Connecticut's all-time 125cc National win leader (Ellis tallied one in his career; Henry now has two).

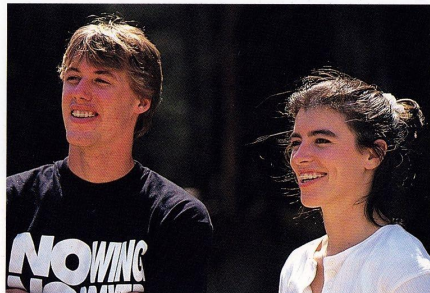
At the postrace trophy presentation Henry accepts the first-place prize, then gives it right back to the Southwick Motocross 338 Club, the event's promoter.

"The trophy stays here," Doug insists after the presentation. He had won his most important homecoming race for the fans, and because of them the National trophy would stay at Southwick forever.

Out in those bleachers Niko Lavoie must have been smiling.

IM

Even for a factory rider, there's more to life than motocross. The pressures of professional racing have helped Doug and Stacey recognize the importance of planning for the long-term.



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A L B E R T Y N

INTERVIEW

■ Take a committed 20-year-old Christian from strife-torn South Africa and a cigar-chewing six-foot-five-inch Dutchman old enough to be his dad, give them the budget to buy a bunch of spares, and you have the basis of a world-beating motocross team. It sounds crazy, but it's true. Last year Greg Albertyn and Jan de Groot were the first priva-

teers ever to win a 125cc world title. This year they won three out of the first six 250cc GPs and led the world championship ahead of the factory specials of Donnie Schmit and Stefan Everts from the drop of the gate. Yet they still have to buy everything—at special prices, sure, but it's all paid for thanks to a dedicated and enthusiastic sponsor. Albertyn does the

riding and the believing, and Team Manager de Groot is responsible for the tuning which made their 1992 Honda indisputably the fastest bike in the 125cc GPs. As an equation it's taut, simple and super effective. The lean, bearded de Groot has been in the game for over 20 years—first as a rider then, after shattering his leg, as a constructor. In the early '70s Jan began building 50 and 125cc bikes called AGSs—

Ahherman de Groot Specials, if you please!—using German Zundapp engines. A kid named Andre Malherbe, whose father imported the AGS into Belgium, rode the bikes, got signed up by the Zundapp factory and won two FIM European 125cc Championships for them in 1973 and '74! Later "Dede" Malherbe became a three-time 500cc world champion and a motocross legend. De Groot still rides enduros—he's done the ISDE three times for the Netherlands—but at the end of 1975 he became team manager for Kawasaki Holland, winning five Dutch championships.

When Kawasaki stopped, de Groot spent two years wrenching for five-time Carlsbad U.S. 500cc GP winner Gerrit Wolsink, who, in 1981 and '82, ran a private Honda team. The Honda connection established, Jan helped found the famous Team Venko, achieving some excellent GP results. At the end of 1991, with Venko threatening to withdraw, de Groot sought new riders, fresh motivation and another major sponsor. De Groot draws slowly on his cigar and smiles at the memory. He is always outwardly calm, apparently easy-going. "I thought, what can I do now? Then I see some crazy rider from South Africa riding supercross in Maastricht. Very fast. Sometimes a little bit too fast!"

He called Albertyn, who had no contract for 1991 after a disappointing year in the 125cc GPs, and prior to the 1992 season, the team of Albertyn and Dutchman Dave Stribjos tested exhaustively before posting a classy 1-2 finish in the final points standings of the 125cc World Championship. But the achievement meant little to Honda. "Still nothing from them," says de Groot, his eyes barely disguising his haughty disdain. "No bonus—nothing."

They had to buy the HRC engine kit again for their move into the 250cc class. Jan also bought factory suspension from Showa in Japan and uses an SPES exhaust pipe

"because it is better than the HRC pipe, and much cheaper too." He worked ceaselessly on cylinder head, piston, crankshaft and carburetor modifications. "Outside, everything is looking standard," he grins. "Inside, I will try everything to make the rider happy, then he can make results. Greg cannot always exactly tell me what is not right, but I understand well what he likes."

Albertyn is a tall, rangy 20-year-old South African with a dashing

blond mane and a firm belief in God. Similar in age to de Groot's daughters, he has become almost a part of the 47-year-old Dutchman's family—the son that Jan never had—even though he still resides just around the border in Belgium. Bred on the hard-packed supercross-style tracks of South Africa, Albertyn followed several South African racing friends across to Europe at the end of 1989. His love of supercross endures. He enjoys racing it, contests the late-sea-

son European stadiums and wants to race the best in the USA. But his first priority is a second world title. Greg has been surprised not to find Donny Schmit and Stefan Everts hot on his tail or in front of him at every race, though he knows his luck can always change. "I expected them to be more consistent," admits Albertyn. "They've had a lot of bad luck and made mistakes as well." He passed Everts with a brilliant, blistering move on the last lap of the Swiss GP but

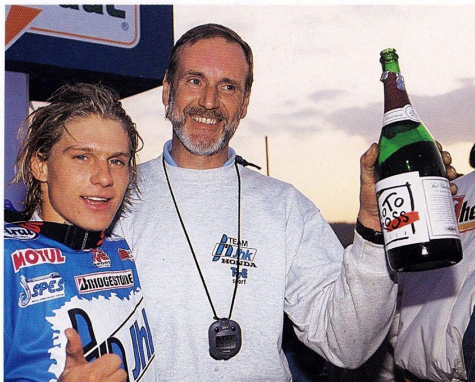
denied it was a risky maneuver. Ruthless, yes, but not risky! "I set up Stefan the corner before," he explains. "I got on the outside of him. Without bragging, I think it was a calculated, really well-executed pass. He didn't know I was there. And [it was] good psychologically. It messed him up a little bit. I took a risk early on in the same race and went down. I had to pass Parker, Schmit and Everts again. You have to take risks to pass, but you can't injure yourself. I'm riding

comfortably within my limits to get as many points as possible every race."

Everts' attitude obviously ruffles Greg. Before each race, Friday's Belgian papers are full of what Everts intends to do that weekend. "Every Friday he says, 'I'm going to win.'" says Albertyn scornfully. "Then every Monday, 'Oh, it wasn't my day, he [Albertyn] got lucky, went over his limits, was lucky he didn't crash.' Totally contradictory. If you're gonna say you're gonna win, then you must

**DEFENDING
250CC WORLD
CHAMPION** Donny Schmit (far right) and past champ Trampas Parker (5) chase Albertyn (67) at the Jerez, Spain, championship round. "I expected them to be more consistent," says Greg. "They've had a lot of bad luck and made mistakes as well."





AN UNLIKELY

ALLIANCE: Albertyn paired with Team Manager Jan de Groot (right) after GP stars Jeff Leisk and Trampas Parker passed on offers to ride for the Dutchman's private championship squad. From the start the pair worked to their mutual benefit.

do the business. But I'm living in his country; I can't say anything. Maybe after Pommel, when I win there. . . ."

He's also astonished at Stefan's rigorous training routine. Like Bayle, Albertyn is no great trainer. He prefers rest and relaxation to a regime of unremitting physical graft. "Stefan has blood tests and that kind of thing." Greg's voice rises in astonishment. "When Pit Beirer [Albertyn's German 125cc GP-riding friend] came over in South Africa during the winter, that was the hardest I'd ever trained. And he said during preseason he trains four times as hard as that. It blew my mind. Crazy!" Back home in South Africa during the winter he parties, dates lots of girls (by all accounts) and doesn't look at a bike for six weeks. Otherwise, he claims, riding gets monotonous and you go stale. "After a month you think, 'I'd like to go riding.'" grins Greg. "You have the motivation to go out again."

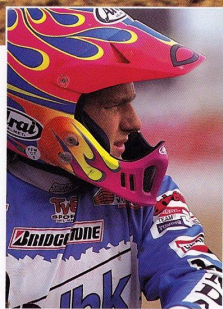
Coming straight from the super aggressive 125cc GP scene, Albertyn has enjoyed stirring up the complacency of the bigger class. "250cc GP scoring is much higher this year," he says. "Last year, in the 125s, we were fighting, fighting, all the time, while the 250s were professional. Now the pace is much quicker. If not for me, Everts and Schmit would be cruising around and winning everything again, you know. I'm not underestimating anybody, but at this stage Everts and Schmit are the only dangers for the championship."

Don't be misled by these observations. Greg Albertyn is not an arrogant man. On the contrary, his warm and easy nature makes him a real



IN THE PITS,
Albertyn's Honda is no match for the immaculate and exotic Chesterfield Yamahas and Bieffe Suzukis, but the production-based bike has proven to be their downfall once the gate drops.

THE QUIET SOUTH AFRICAN has proven to be astonishingly consistent on the track. "You have to take risks to pass, but you can't injure yourself. I'm riding comfortably within my limits. . . ."



pleasure to be around. The six-foot-two-inch South African has gained the deep respect of Jan de Groot. "Most young riders just want to play," says the gentle Dutch giant. "But Greg does much testing. He has learned a lot over here [in Europe] on his own, without his parents. That's not so easy, but he did it."

Now he's focusing fully on his second crown before tackling the U.S.

scene. He won't, however, venture Stateside unless he can attract a decent deal. Greg realizes that his supercross technique has gone a bit rusty. But he is also confident that, given the opportunity to practice regularly, he would be back on the pace of the U.S. stars within a few months. "Americans think that they're the best at everything and anything," smiles Greg. "In supercross they're the best riders in the world—no

doubt. But outdoors, over a full season, they'd be surprised. They'd do well, but they wouldn't win."

Beyond his American ambitions, in maybe four years' time, Greg is looking to road racing or cars. "Road racing interests me a heck of a lot," he admits. "Not just because Bayle did it. I've watched it quite a bit and would love to try it. It's very prestigious. I love speed. That interests me!" Greg's

Photos: Jack Burnicle

**TO WIN THIS YEAR'S
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Located directly above the motor and just a few inches behind the gas tank on this factory Honda, you'll find perhaps the greatest phenomenon in motocross today: Jeremy McGrath.

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As it turned out,

Jeremy didn't just win the 1993 Supercross title; he dominated. Leaving a record-breaking number of supercross wins, and more than a few flabbergasted riders, in his wake.

Of course, while Jeremy's achievement is truly amazing, you could say that Honda is somewhat

used to putting only the best on their bikes. That's why Jeremy's Honda is always equipped with handlebars, rear sprockets, grips and countershaft

*1993 250cc Supercross Champion,
Jeremy McGrath*

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pale eyes flutter with pleasure at the prospect. Whatever the future holds, God will guide his decisions. His is an everyday faith. He prays daily and reads his Bible as often as a full-blooded motocross racing career allows. "It is important as a Christian to have a quiet time with the Lord," explains Albertyn openly. "People mistakenly think of religion as a traditional, old folk's thing. That's not how God intended it. It's a dance before the King—a joyous celebration. He's there to walk with you in everyday life, not a faraway world." Little wonder that Albertyn, his destiny so comprehensively in the hands of another, can faze his fiercely committed world championship rivals with his disarming, relaxed manner even moments before going out to race. "A lot of it is psychological," he smiles calmly. "I'd like to be world champion again. I have one goal in mind: winning. That's what I'm going to do this year."

"I LOVE SPEED!"
Albertyn's long-range plans include motorcycle road racing and automotive racing, but not before he tries his hand at competing full-time on the U.S. motocross circuit. He's presently working on a deal to come to America for the 1994 season.

IM Luc Verbeke

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The Great Outdoors

The wake-up call comes too early, and on Sunday morning the ritual is much the same whether it takes place in England, Italy, France or Massachusetts. The season has begun. Racers and spectators crawl out of bed and head back to the real tracks: the outdoor tracks. The supercross chase is already months old, but it doesn't matter; the bikes and racers move out of the stadiums and back to their roots. Outdoor motocross is to supercross what soccer is to ice hockey; the two are not so much opposites as they are different. Racing may be racing, but the venue makes all the difference. And in the hearts and minds of motocrossers, there will never be a substitute for the brand of racing that can only happen in the great outdoors.



A calm before the storm: Team Kawasaki's Mike Kiedrowski and his mechanic, Shane Nalley, contemplate strategy at the Southwick National track. **Photo: Naoyuki Shibata**

Mike Kiedrowski (3) and defending champion **Jeff Stanton** explode from a deep sand corner in the battle of the year at the Southwick 250cc National.



With the overall win on the line, Kiedrowski and Stanton tangle late in Southwick's second moto. Neither rider gave an inch, but Kiedrowski emerged the victor.

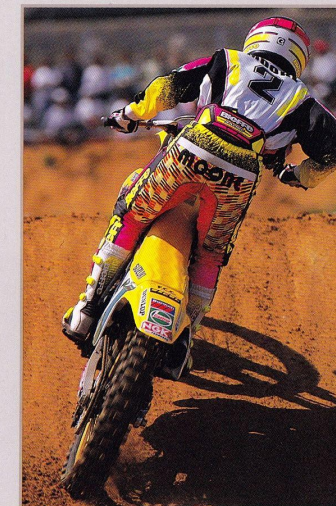
Photo: Paul Buckley






Federation rules forbid the construction of double jumps on grand prix tracks, but that didn't stop Belgian Stefan Everts from finding one during the opening 250cc World Championship moto in Italy. **Photo: Toshimitsu Sato**

American Bob Moore, Everts' Bieffe Suzuki teammate, tallied mixed results in the series before breaking his leg at the British grand prix, the ninth of 16 championship events. His hopes of recovering for a strong series finish ended with the fall. **Photo: Luc Verbeke**





At the High Point National, most of the 125cc National class went down in this second-turn melee that was perpetrated by none other than newly crowned 250cc Supercross Champion Jeremy McGrath. "I hit a rut and just lost the front end," Jeremy later admitted.



While not the most-consistent rider on the 125cc National tour, **Photo: Fran Kuhn** Jeff Emig is certainly the fastest—when he gets a start. The defending National champion suffered a poor gate in Southwick's first moto and struggled to finish 14th.



The Jerez, Spain, 250cc grand prix circuit kept the pilots airborne: The track, described by riders as an outdoor supercross, featured more than 30 jumps in a single lap.

Photo: Luc Verbeke



At Southwick a first-moto, first-turn fall cost Team Honda's **Photo: Naoyuki Shibata** Jeremy McGrath dearly. The 125cc National Championship contender blazed through the pack but could only recover to 23rd.



Longtime privateer Fred Andrews was having a great day at the opening 250cc National in Gainesville, Florida—great, that is, until he caught a handlebar in a dirt ledge at trackside. For Andrews, it was the most exciting moment of the new season.



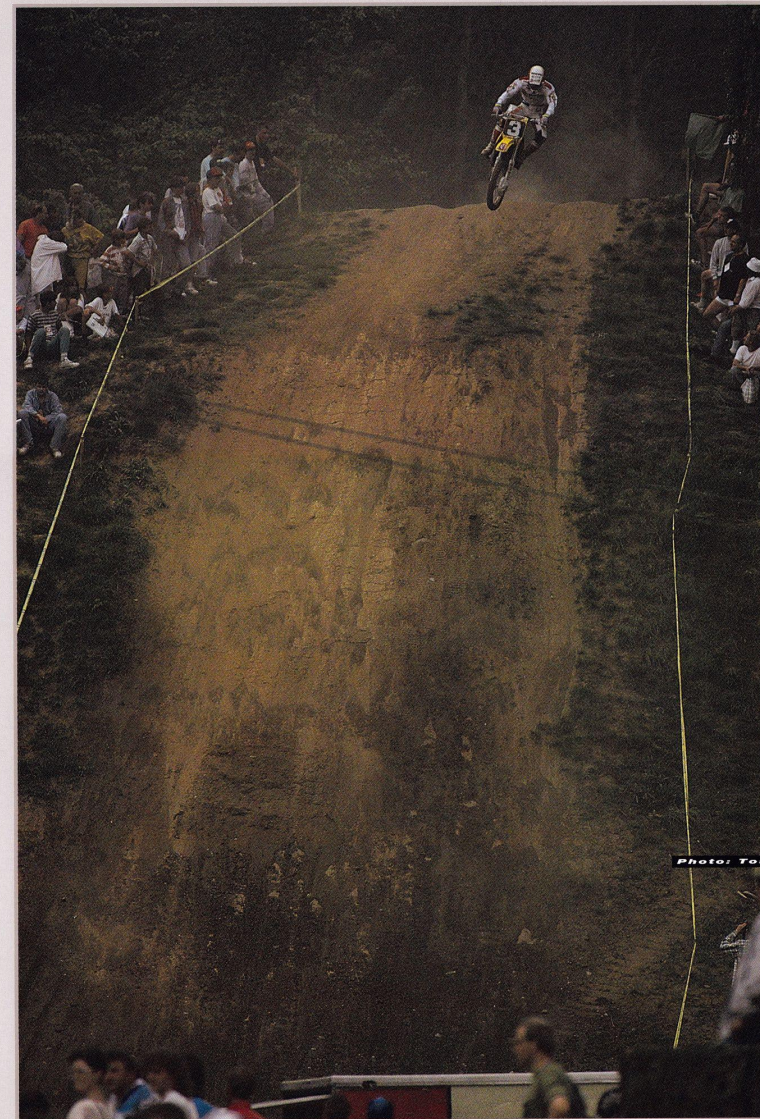
New England privateer John Dowd mixed great starts with **Photo: Paul Buckley** moves like this to capture fourth overall in the 250s at his home track in Southwick, Massachusetts.

Visiting Englishman Jamie Dobb found the **Photo: Fran Kuhn** Southwick sand not much to his liking. Still, he rode with style and determination and posted a 7-12 score—good enough for sixth overall in the 125s.





Former 125 and 250cc
World Champion Trampus
Parker **Photo: Yoshimitsu Sato**
struggled through the deep
sand in Holland. The sand
tracks have been his down-
fall this season: The 250cc
KTM rider broke his wrist
in a crash with Stefan
Everts at the Lommel
circuit in Belgium.



Dutchman Pedro Trager launches his 125cc Suzuki in pursuit of the 125cc World Championship. Supercross may have more jumps, but even the Coliseum peristyle can't match the outdoor circuits for radical elevation changes.

The Italian Grand Prix was the first event on the 1993 250cc schedule. Nothing Stateside quite matches the charm or splendor of a world championship event.



South Africa's Greg Alberiy leaps the most radical jump on Jerez, Spain's grand prix track. The course designers, desperate to comply with the FIM's "no double jump" rule, continue moving the peaks farther apart. Amazingly, riders like Alberiy keep finding ways to connect them.

DESIGN

Motorcross has benefited greatly from material developments that have come into the mainstream from the world's aerospace programs, carbon fiber being one of the more noteworthy. First developed in the 1950s, it was, until recently, a rare and exotic product. And while we've seen minor application of carbon fiber in motocross, there has yet to be a significant production use from any of the major motorcycle manufacturers.

So what is carbon fiber and why are the manufacturers reluctant to use it in production? Carbon fiber comes from a family of materials called composites. Carbon-fiber composite, as the name implies, is a combination of materials, and what follows is a very basic description of its makeup and samples of its applications.

CARBON FIBER

There are two fundamental components of carbon fiber. The first is an organic- or synthetic-based continuous filament manufactured in a proprietary process using heat, vacuum and inert atmosphere. These filaments are then spun into thread and woven into cloth. The cloth is laid up with a secondary component: an epoxy or polyester resin. The carbon-fiber cloth, without the resin, has tremendous tensile strength but virtually zero structural rigidity. To give the cloth structural rigidity the resin is added, bonding the fibers together in a specific and predetermined orientation and giving it strength in one or more directions. The carbon-fiber cloth and the resin are cured by heat and pressure, or by a catalyst. The matrix actually allows some flexibility, protecting the fibers and transferring stress from one



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DESIGN

strand of fiber to the next, allowing forces to be transferred to the whole of the structure. This combination gives the component its final form: a strong and exceptionally stiff structural member. Additionally, materials such as Kevlar or fiberglass can be woven into the carbon mat, allowing the designer to tailor the material to meet specific design requirements.

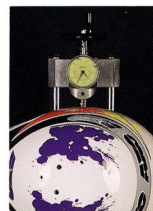
Carbon-fiber composite is used in motocross and related equipment for its high strength-to-weight and high stiffness-to-weight ratios, which allow thinner and lighter components without sacrificing the strength of the material it replaces. Some prototype applications seen in motocross are carbon-fiber lever perches, motor mounts and airboxes, though none of these has yet seen production. Some small-volume production has been

seen in fuel tanks, fork-leg protectors, number plates, skid plates, frame protectors, caliper covers and body panels.

As carbon fiber becomes more commercially viable and its strengths and weaknesses are better understood, more applications are surfac-

ing. One example is the Acerbis C.35 carbon-fiber silencer. Previous efforts to manufacture carbon-body silencers have had a few shortcomings. Early designs employed mounting brackets and end caps riveted to the body, and vibration from the motorcycle quickly caused stress fractures in the canister. Acerbis, using sound engineering principles, took advantage of carbon fiber's best properties while isolating its weaknesses.

Starting with a thin wall-extruded carbon-fiber tube, Acerbis uses injection-molded, heat-resistant plastic end caps which have rubber inserts surrounding the core to isolate the body from the exhaust's destructive vibration. Compressing the rubber donuts and installing a large snap ring provides a durable steel core with a lightweight, strong carbon-fiber body. Instead of riveting a mounting bracket to the silencer body, the designers added a set of wide plastic clamps to spread the load over a large area while allowing stress-reducing linear movement. Acerbis claims a 20-to-



AXO SPORT
RX 2 HELMET

30-percent weight savings over conventional designs; only time and rider abuse will prove the concept's worth.

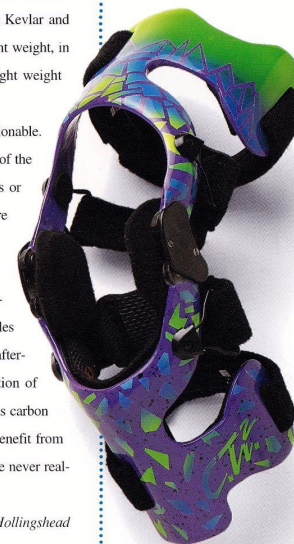
One of the material's first motocross-related applications was the C.Ti. knee brace (recently upgraded to the C.Ti.2). The brace's manufacturer, Innovation Sports, needed a brace material that was stiff, light and easy to manufacture. Each brace is custom fit to the athlete using it, and while a lightweight material such as titanium could, in theory, be used, it would require prohibitively expensive tooling and machining. Carbon fiber was easy to manufacture yet still provided the properties required to isolate and limit the motion of the knee joint. The result is a brace that's strong, lightweight and highly regarded by those who use it.

Another motocross-related application that benefits from lightweight materials is protective headgear—in this case, full-coverage helmets. In the case of the AXO Sport RX 2, carbon fiber is combined in a hybrid shell incorporating fiberglass, Kevlar, carbon fiber and Dyneema (another new-generation ultralight material). By placing the Kevlar and Dyneema, with their penetration resistance, and the carbon fiber, with its light weight, in strategic areas of the shell, the RX 2 retains its protective attributes and light weight while still meeting or exceeding D.O.T. and Snell standards.

As for ever seeing carbon fiber as a production item, that remains questionable. The material is still a very labor-intensive product requiring careful handling of the raw stock; it is also extremely difficult to machine, requiring diamond tools or abrasive machining to attain a finished product. Despite the negatives, there are some manufacturers willing to incorporate this material into their products. Although we are now living in an age of production-based motorcycle racing, which somewhat restricts the manufacturers' product development, such rules haven't discouraged the motorcycle aftermarket from pursuing the application of technological advancements such as carbon fiber. This pursuit allows us to benefit from material developments which were never really intended for use in motocross.

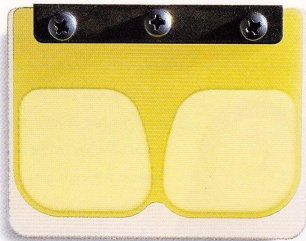
—Bruce Hollingshead

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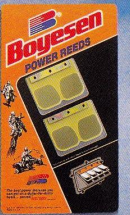
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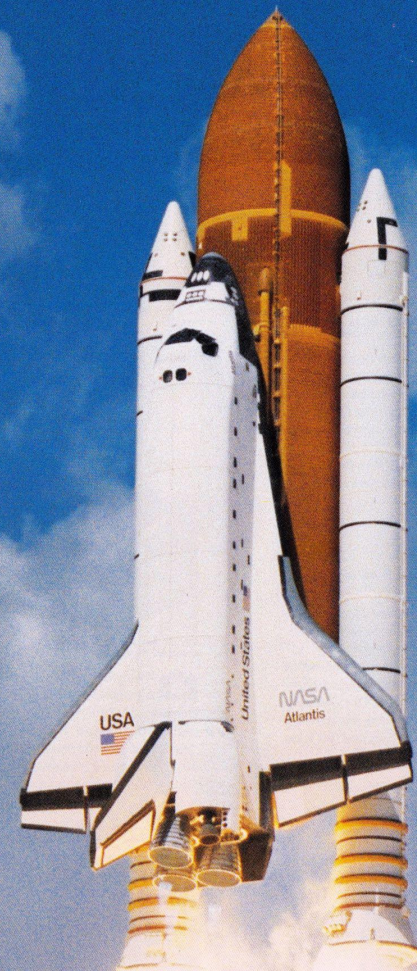
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INSIDE MOTOCROSS



Karl Ockert
Howard Beach, New York

📷 A freelance photographer since 1979, Karl regularly shoots with the best in the sport while attending major motocross, supercross and road racing events across the U.S. His photos appear in many American motorcycling publications, including Cycle News, Dirt Bike, Motocross Action and Road Racer Illustrated.



Rich Cox
Simi Valley, California

📷 Rich has spent the last 10 years supplying editorial action photography to the top motorcycle, automotive and boating magazines, as well as doing advertising work for a variety of clients, including American Honda. Rich is also an accomplished aviation photographer specializing in World War II-era warplanes. His company, Slide Action, is based in Reseda, California.

Naoyuki Shibata
Tokyo, Japan



📷 "Shiba" 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.

Carol Hodge
Hollywood, California

📷 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 work, she photographs advertising campaigns and product catalogs for clients such as American Honda, Sinisalo USA and Renthal. Additionally, she is the staff photographer for AXO Sport America.



Toshimitsu Sato
Kayoko Sato
Sapporo, Japan

📷 Since 1983 this husband-and-wife team has attended major motocross, road race, trials and enduro events around the world, shuttling from Japan to the U.S. 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.



Davey Coombs
Morgantown, West Virginia

📷 Inside Motocross' editor-at-large, Coombs regularly reports on the American and world motocross scenes for several publications, including Dirt Rider and Cycle News as well as Britain's Dirt Bike Rider magazine. In addition, Coombs publishes and edits Racer, a regional motocross/off-road newspaper.



Dave Bush
Lake Havasu City, Arizona

📷 A longtime racer and motorcycling enthusiast, Dave has photographed advertising campaigns for clients such as Answer Products, AXO Sport America, Chevrolet, Kawasaki Motors Corp., U.S.A. and American Suzuki. He is also one of the motorcycle and automotive sport's best editorial photographers and, when not on location, works out of his Arizona-based photography and video-production studio.

Bruce Hollingshead
Saugus, California



📷 A former motocross racer and longtime motocross and automotive racing enthusiast, Bruce's interest in the technical aspects of motocross machinery comes in part from his work as a contract aerospace welder for companies such as Rockwell International (where he was involved in the production of components for the space shuttle's main engines) and NASA's Jet Propulsion Laboratory in Pasadena, California.



Paul Buckley
Woburn, Massachusetts

📷 Paul's action photography has appeared in virtually every major U.S. motorcycle publication as well as in many motorcycle manufacturers' advertisements. In addition to his freelance work, Buckley is the publisher and editor of Moto Sports magazine, which covers off-road motorcycling in the New England area.

C O N T R I B U T O R S

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F R A M E

■ The moment everyone knew would come happened at the Rose Bowl in Pasadena, California, on May 15th. Team Honda's Jeremy McGrath did what five months earlier seemed impossible: He became the first rookie ever to win the AMA/Camel 250cc Supercross Championship. And while everyone in the house watched as McGrath pitched his bike across the finish line, photographer Rich Cox caught Jeremy's mechanic, Skip Norfolk, at the exact moment of victory. It was showtime, indeed, and considering the circumstances, Skip can be excused the Quayle-like spelling error on the pit board. —Fran Kuhn

Rich Cox



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