

# PULSE

[www.rockymountainatvmc.com](http://www.rockymountainatvmc.com)



VOLUME / ONE



CON  
TENTS

FEBRUARY 2018



CHECK US OUT AT:  
[WWW.ROCKYMOUNTAINATVMC.COM](http://WWW.ROCKYMOUNTAINATVMC.COM)

# THE PULSE

INSIDE ↓



- THE WORK WILL BE WORTH IT  
2017 SX PREVIEW **PAGE 6**
- SAY HELLO TO NATALIE JOY  
JACKSON **PAGE 24**
- MOTO AMERICA LOOK 2018  
**PAGE 34**
- JERRY BERNARDO INTERVIEW  
**PAGE 44**
- RONNIE JONES INTERVIEW  
**PAGE 52**
- RYAN DUNGEY // POSITIVITY  
EFFECT **PAGE 60**







**SIGN UP. PLAY. WIN.**

**OVER \$100,000 IN PRIZES**

TEN PRIZES FOR OVER-ALL SEASON POINT WINNERS PLUS "TOP 100" PRIZES AWARDED EACH WEEK!

**OVER  
1,700  
PRIZES TO BE  
GIVEN AWAY**

**FREE  
TO ENTER**

**SIGN UP OR LOG IN >>**

**YOUR BEST 15 OF 17 ROUND PICKS WILL BE COUNTED!**

Scores from the two lowest rounds will be dropped from every player at the end of the Monster Energy Supercross season.

**1<sup>ST</sup>  
PLACE**

**\$21,958 VALUE**



**\$20,981 VALUE**

**2<sup>ND</sup>  
PLACE**



**KTM450 SX-F**  
**RACE PREPPED**

**KTM250 SX-F**  
**RACE PREPPED**

These 2018 bike packages will include: FMF/Proven Moto prepped bikes which include personalized WP suspension, motor work, FMF exhaust system, Odi V2 Emig lock-on grips, Dunlop tires and other accessories. The race prepped bike will be shipped to the winner after completion and presentation.

- Airfare + Hotel + Food for the winner and a guest to go to Rocky Mountain ATV/MC for the presentation.
- Large assortment of bolt-on upgrades from KTM to add just the right amount of bling and performance.



**Motocross gear, dirt bike tires, motorcycle parts, motorcycle tires, ATV tires and more... We're your trusted source for off-road dirt bike, ATV, UTV and motorcycle parts and accessories.**

For over 30 years, our passion has always been for dirt bikes, ATVs and motorcycles. Our location and experience gives us a unique understanding of your riding needs. Whether you ride motocross, woods, desert, sand, off-road or street, we have the right parts, motorcycle and ATV tires and riding gear for you.

We want to make your shopping experience quick and easy with truly discounted prices and our easy to use website. Our menus will lead you to thousands of the best products from popular product categories like motocross gear, motorcycle gear, dirt bike apparel, ATV apparel, street bike apparel, dirt bike parts, ATV parts, street bike parts, ATV tires, dirt bike tires, motorcycle tires, motorcycle helmets and more. Our machine filter will help you find all the model-specific parts for your machine by choosing your make, model and year from the drop-down lists. The machine filter remembers the machines you've searched on, so you can reuse any machine search as needed. You will find detailed product descriptions and customer reviews to help you with product information and our sales staff and technical experts are available to help you by phone, email and live chat.

We look forward to earning your trust as the best supplier of ATV parts, side-by-side UTV parts, off-road motorcycle parts, dual sport motorcycle parts, street bike motorcycle parts, accessories and apparel.

Rocky Mountain ATV/MC offers many benefits over our competitors, including programs and support that you won't find anywhere else. Because of these benefits, our valued customers continue to shop with us, making Rocky Mountain ATV/MC one of leading suppliers in the motorsports industry.

**Selection** – Rocky Mountain ATV/MC has the largest in-stock selection for everything off-road.

**Low prices** – You'll find low prices on everything we carry; however, if you do by chance find the same product at a lower price, simply call us and we'll do our best to match it.

**Shipping** – All orders are processed and shipped the same day, so you receive your shipment in the shortest amount of time possible. Additionally, we offer free shipping on orders over \$75.00 and a standard \$7 flat rate on all other orders.

**Fit Guarantee Apparel Exchange** – If your apparel doesn't fit, simply email or call us and we'll arrange for free return shipping to replace the product and ship it back to you – all free of charge.

**Video library** – Scan our information "hub" of instructional, riding and product videos – a favorite among riders from all different backgrounds.

**Advocacy programs** – Rocky Mountain ATV/MC supports all facets of off-road sporting through a variety of programs including our dealer and affiliate Programs, WORCS sponsorship and Race Gas program.

**Attack Graphics** – Need graphics for your dirt bike, ATV or motorcycle? Rocky Mountain ATV/MC provides a variety of graphics printed in the design and color of your choice.

*We look forward to earning your trust as the best supplier of ATV parts, side-by-side UTV parts, dirt bike parts, dual sport parts, motorcycle parts, accessories and apparel. Rocky Mountain ATV/MC has been the one-stop shop for motorcycle riders and off-road enthusiasts for over 30 years because we always have the riding gear, motorcycle parts and off-road tires they need. We're also where they turn to for answers and instruction on how to install parts, change tires or to get valuable insights and advice on everything off-road. Shop at Rocky Mountain ATV/MC and you'll quickly see why our customers keep coming back for more.*

**LS2**  
HELMETS

**WELCOME  
TO THE  
FUTURE.**



MEETS OR EXCEEDS DOT AND ECE STANDARDS



## THE BEST technology

Wherever you are. Wherever you go. In the city or in the open road. In winter or in summer. The VALIANT is such a versatile helmet that will become part of you. Because it's doubly certified as a Full face and a Open Face helmet. Because of its unbelievable price. Because it only weights 1700 gr. What more could you ask for? A 180° swing-around chin bar. Excellent lateral visibility. And so comfortable you'll forget you're wearing it.



## DESCRIPTION & features



KPA

Certified ECE 22.05  
XS - L / GR 1700 ± 50  
XL - XXL / GR 1700 ± 50



2 Shells



Long Oval

**VALIANT**  
FF399

FIND A STOCKING LS2 HELMETS DEALER NEAR YOU.

**LS2HELMETS.US**





**LS2**  
HELMETS

**THE LS2 REPORT.**

takes a closer look into the sport of Supercross with the LS2 Report. We aim to deliver the true pulse of the sport like no other.


THIS IS IT...  
REMEMBER...

THE  
WORK  
WILL BE  
WORTH  
IT

**Expectation-** a strong belief that someone will or should achieve a given task.

**WELCOME TO  
THE LS2 PREVIEW**

## ELI TOMAC I

Only five points separated Eli Tomac and Ryan Dungey heading into the final round of the 2017 AMA Supercross season at Sam Boyd Stadium, and Tomac was gunning for his first ever premier class SX title. The Colorado native caught fire in late January of last year by clinching a clear-cut victory in Phoenix, commencing a streak of speed and domination that spanned the next couple of months. Barring a mechanical failure in Arlington and a costly mistake in New Jersey, Tomac finished no worse than second for the remainder of the season, racking up a total of nine wins in the process. It's incredible what a little bit of confidence can do for a rider's results; at the beginning of the year, Tomac was nowhere near the race winning performances exemplified by Roczen and Dungey, languishing outside of the top five. A lot of riders would contribute newfound confidence and improved results to a clicker adjustment; instead, it was a switch that clicked inside Tomac's head that set him apart from the competition. If it wasn't for Dungey's trademark consistency throughout the 2017 season, the Kawasaki rider would have won the championship handily. Fresh off his first 450 Pro Motocross title, the Monster Energy Kawasaki rider will be eager to bag his first premier class title on the indoor circuit in 2018, and the smart money will be on him to win the title. At the Monster Energy Cup in October, Tomac was eager to defend his number one plate and earn himself bragging rights heading into the new year, but he made a costly mistake while battling fiercely with Red Bull KTM's Marvin Musquin. It's fair to say that there will be plenty of battles between the two riders in the upcoming years of supercross racing, and Tomac is going to have to clean up the mistakes if he hopes to stand on the top step of the podium come the end of the season. It was a foregone conclusion that the Kawasaki rider was going to dominate the 2017 Lucas Oil Pro Motocross series, but his performances were up and down and it took until the final round of the series in Crawfordsville, Indiana for Tomac to clinch the title. 





THIS IS IT...  
REMEMBER.  
**THE  
WORK  
WILL BE  
WORTH  
IT**



**ELI TOMAC 2018 LS2 PREVIEW:**

The 2018 Monster Energy AMA Supercross season could go either way; he could have the championship wrapped up by mid-April or we could see a repeat of last year with the title hunt coming down to the very last lap. Nonetheless, the Colorado native will be fighting tooth and nail each and every round as there's only one expectation coming out of his camp: win it all.

THIS IS IT.  
REMEMBER.  
**THE  
WORK  
WILL BE  
WORTH  
IT**



**KEN ROCZEN I**






# K

en Roczen was all business at the start of the 2017 season, turning up to the pre-season press conference in a dazzling, fitted suit a la Conor McGregor. He wasn't pulling any punches at the beginning of the season either,

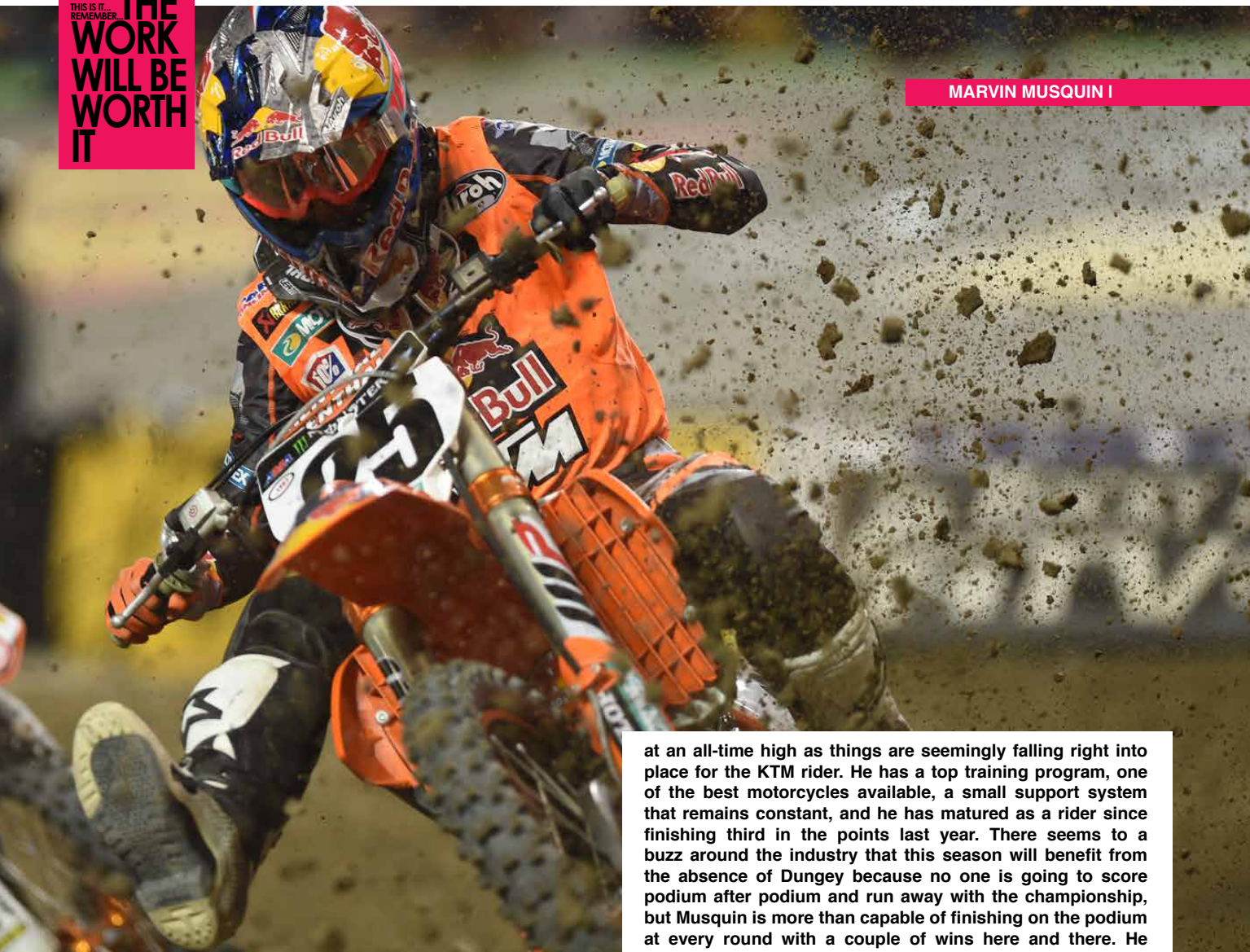
winning the first two races aboard his Factory Honda CRF450R. The German rider trounced the field in the season opener at Anaheim, solidifying himself as the man to beat in the premier class. Although Dungey was able to challenge Roczen for the full twenty minutes during the second round of the series in San Diego, the #94 kept his number plate as red as his side shroud as the riders prepared for Anaheim 2. Fans and pundits were already handing the title to Roczen as he looked relatively unstoppable throughout the first two rounds, but his career would take a drastic change in the midst of the main event that evening. The Honda pilot hit a


**“I put my head down and with that moto being just shy of 30 mins I was able to catch him with two laps to go. We had a few good stuff battles and I finally made the pass stick. The team and I were so pumped to grab that win!”**

kicker in the middle of a rhythm section, separating him from his motorcycle as he launched forward towards the landing of the jump. Roczen tapped into his basic human instincts and extended his left arm in order to brace his fall, resulting in one of the most devastating injuries in the history of AMA Supercross. The three-time AMA Champion and former MX2 World Champion was in danger of losing his arm altogether, but after eleven separate surgeries he was finally able to start his recovery. He's been forced to make little adaptations to his riding style in favor of the limited mobility in his wrist and he also wears a brace while riding. Nonetheless, the twenty-three year old is one of the most mentally fortified talents in the sport and he believes that he's a better rider at this point than he was at the time of his crash last year. Roczen's determination and desire were tested immensely by this particular obstacle, and he's more driven than ever to climb back to the top of the sport that he loves. There's no doubt that he has the natural ability and the speed to win races, but can it be sustained throughout an entire seventeen round season? Since making the move from the RCH Suzuki team to the Factory Honda effort, Roczen has experienced major crashes in two out of four races that he's contested (Monster Energy Cup, Anaheim 2). In all three seasons of 450 supercross that he's contested, small mistakes and crashes have left him out of title contention at the end of the year; the young German sensation is going to have to clean up the mistakes and borrow a page out Dungey's playbook if he hopes to have a shot at the title when the gate drops in Las Vegas. 

THIS IS IT.  
REMEMBER.  
**THE  
WORK  
WILL BE  
WORTH  
IT**

**MARVIN MUSQUIN |**



at an all-time high as things are seemingly falling right into place for the KTM rider. He has a top training program, one of the best motorcycles available, a small support system that remains constant, and he has matured as a rider since finishing third in the points last year. There seems to be a buzz around the industry that this season will benefit from the absence of Dungey because no one is going to score podium after podium and run away with the championship, but Musquin is more than capable of finishing on the podium at every round with a couple of wins here and there. He has witnessed the process many times firsthand through the perspective of his former teammate, Dungey, and the Frenchman has all the right instruments in his toolbox in order to make the same strategy work. In terms of raw speed, history shows that Tomac and Roczen will have a slight edge ahead of Musquin, but some of his strongest attributes are his starts and consistency -- if he's able to get out ahead of the competition on a consistent basis, the rest of the field is going to have trouble keeping him in their sights. Throughout his career, Musquin has always struggled a little bit when the battle is taken directly to him. Anyone who watched the battle for the 2015 Lucas Oil Pro Motocross Championship will remember the intense battles involving Jeremy Martin and Cooper Webb in which the Yamaha duo seemed to have a bit of an edge, but Musquin has proven to put those woes behind him. He took the fight to Tomac at the Monster Energy Cup and forced the Kawasaki rider into a mistake, opening up the door for his trio of victories and the million dollar win. As a former 250 East SX Champion, the Frenchman has always excelled on the more rutted, challenging tracks -- the longer the series goes on, the better he will be. 

**M**arvin Musquin has been the number two rider at Red Bull KTM since making the jump to the 450 class in 2016. He spent two years following in the shadow of Ryan Dungey, scoring a mixed bag of results in his first two seasons as a 450 SX contender. The Frenchman is always one of the smoothest and most technical riders on the track, using precision and timing as his main weapons of choice. He employs many techniques that stem from BMX racing; down-siding jumps to perfection, pumping through rhythm sections, all while staying incredibly cognizant of his body position. Following the retirement of his teammate at the end of the 2017 SX season, Musquin came out of his shell and transported himself to the forefront of the title talks heading into 2018. The Frenchman seemed to find the comfort and consistent form that he once enjoyed in the 250 class, dominating one-off events such as the Monster Energy Cup, Red Bull Straight Rhythm, Supercross de Paris, and the Supercross Geneva. Musquin put together an impressive winning streak in preparation for Anaheim 1, undoubtedly putting his confidence





# SUBVERTER

MX470



THE GAME HAS CHANGED.

**NEW SHELL**



- >> ROTATIONAL FORCE MITIGATION
- >> 35 INTAKE AND EXHAUST PORTS
- >> THE GAME HAS CHANGED

>> LEARN MORE AND FIND AN LS2 HELMET DEALER NEAR YOU  
[WWW.LS2HELMETS.US](http://WWW.LS2HELMETS.US)

THIS IS IT...  
REMEMBER...  
**THE  
WORK  
WILL BE  
WORTH  
IT**

**JASON ANDERSON I**






**J**

ason Anderson has shown flashes of brilliance ever since moving up to the 450 class as a 250 SX Regional Champion. The Rockstar Energy Husqvarna rider scored a second place finish behind Ken Roczen in his very first premier class supercross, and went onto win the season opener in 2016. He's gathered a reputation amongst the

riders as an aggressive racer and his riding style has gotten him into trouble on and off the track, but 'El Hombre' is one of the fan favorites for that exact same reason. Anderson has a bold personality and isn't afraid to speak his mind which often creates entertaining scenarios for the spectators when the gate drops on Saturday night. Sometimes those moves can be beneficial to him and sometimes they end up biting him in the long run, but his determination is something that has to be admired. If Anderson is able to figure out the right opportunities to be aggressive and the right circumstances to be patient, there's no doubt that he has the potential to fight for the title in 2018. He won two races during the 2016 season and took the victory at the hectic season finale in 2017, but he'll have to find his way to the top step of the podium a couple

**“When you line up on the gate, you must know that you've done everything you can to prepare and believe you can do anything.”**

more times this coming season if he wants to be in the hunt for the championship in May. Now that he's had a couple of years under his belt at the Bakers Factory with renowned trainer Aldon Baker, it's time to put up or shut up for the Rockstar Energy Husqvarna rider. He missed the end of the 2017 Lucas Oil Pro Motocross series due to injury, but his performances at the AUS-X Open and the Monster Energy Cup showed that everything is back where it needs to be for the rider out of New Mexico. He displayed consistency and speed in October at the MEC, scoring a trio of second place finishes behind Marvin Musquin. The AUS-X Open in Sydney provided the venue for another sensational display from the Husqvarna pilot; he battled through the pack on the opening night after a first turn spill left him at the back of the field, and he ran away with the win on the second night in order to take spoils of victory. Anderson is right where needs to be and there's no question that he's going to come out guns-a-blazing at Anaheim 1, just as he always does. 



THIS IS IT.  
REMEMBER.  
**THE  
WORK  
WILL BE  
WORTH  
IT**

“I’ve learned that you fully have to give up the normal teenage life if you want to do this right and that’s what I’ve done.”



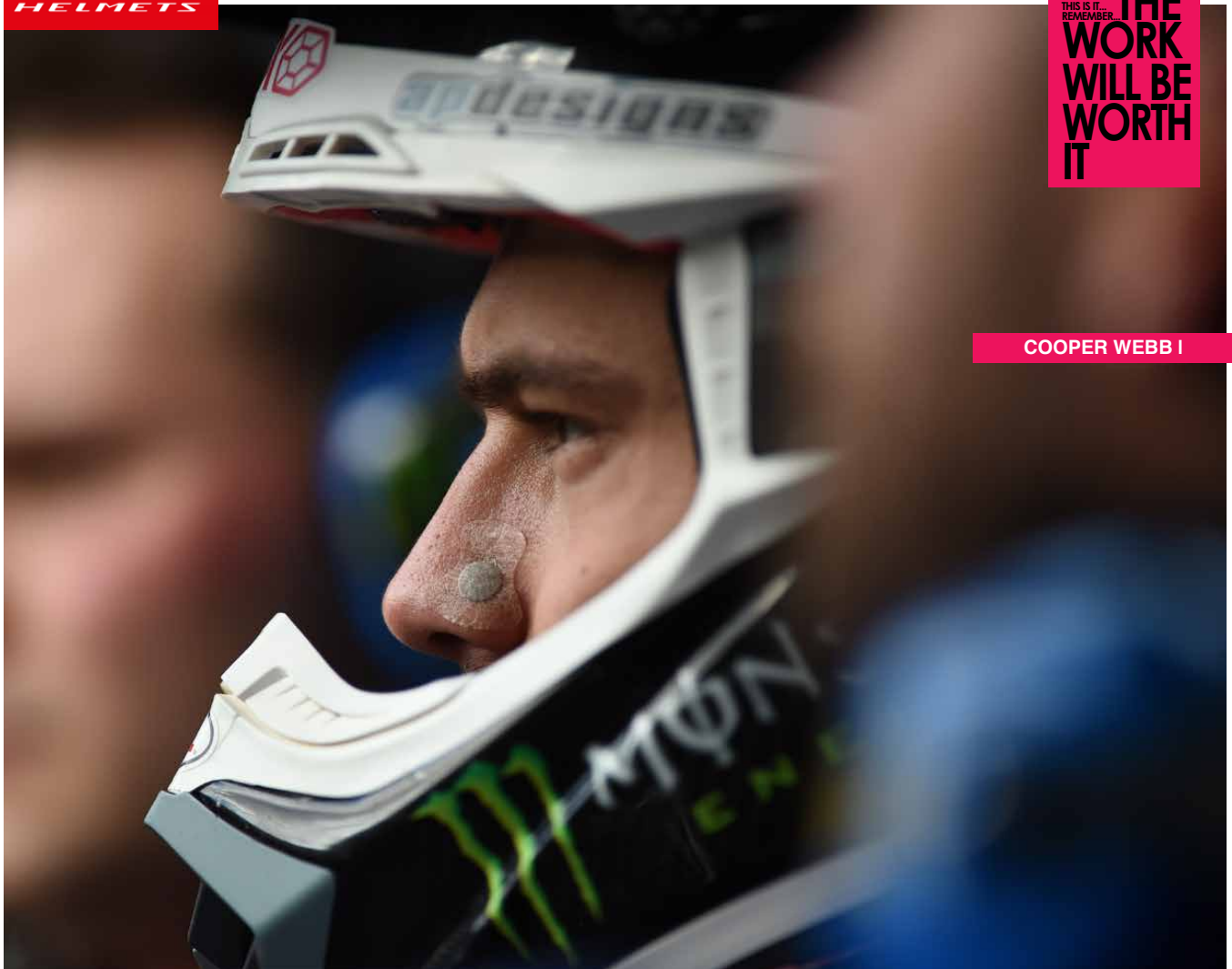
COLE SEELY |

**C**The upcoming 2018 Monster Energy AMA Supercross season will most likely serve as an important milestone in the career of Cole Seely. The Californian has always been seen as a supercross specialist with the majority of his success on a dirt bike coming indoors, but it’s been since his rookie premier class season in 2015 that he’s tasted victory. The Factory Honda rider even proved himself as an eventual 450 SX title contender when he still competed full-time on a 250, scoring his first top five finish in 2012 and his first podium finish in 2014. The Californian showed a lot of potential before moving up to the bigger bike, and his buttery smooth riding style seems to favor the 450, but he hasn’t quite shown the consistent success that some may have expected from him on the indoor circuit. Honda made radical changes to the ‘17 CRF450R and it’s been proven as a race winning machine in the hands of Seely’s teammate, Ken Roczen. The Californian has shown the ability to fight for the top five each and every race, only finishing worse than sixth position on two occasions last year, but he only managed to land on the podium in two out of sixteen races that he contested. If Seely wants to keep his seat on the Factory HRC team, he’s going to have to find a way to take that next step and land on the podium

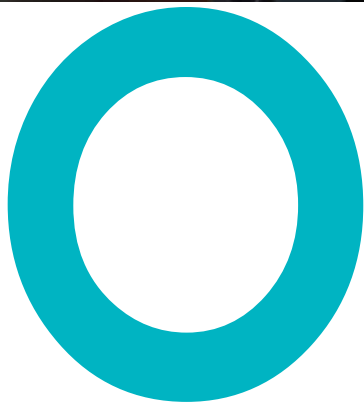
with more frequency. Since making his full-time 450 SX debut, Seely’s consistency has improved but his podium finishes per season have decreased – the Californian scored five podiums in his rookie season, four podiums in his sophomore year, and just two in 2017. He’ll have to find a healthy balance of speed and consistency throughout the season if he hopes to stay ahead of the young guns that will soon be moving into the fray from the 250 class. In addition to his teammate Ken Roczen, Geico Honda’s Jeremy Martin will be stepping up to the 450 class for the west coast rounds of the 2018 season, and there’s no doubt that his results will be measured against the two-time 250 Pro Motocross Champion. It only took Martin one 450 SX race to score a podium finish in 2017 when he showed up at Daytona and battled Eli Tomac for the win for the first half of the main event, therefore providing Seely with a bit of motivation during the off-season. The sport of motocross racing exemplifies Darwinism in its purest form, and if Cole Seely doesn’t step it up this year, the next generation of racers are waiting to fill his spot.







COOPER WEBB |



ne of the most interesting storylines as the 2018 Monster Energy AMA Supercross season approaches revolves around Cooper Webb. During the 2015 and 2016 season, the North Carolina native was practically untouchable in the 250cc ranks. The Yamaha rider won the 250SX West Championship two seasons in a row with eleven race wins to his name, and he also added

a 250 Pro Motocross Championship to his resume in 2016. His full-time 450 debut was one of the most anticipated in recent memory, but a season that was riddled with injury problems and struggles with the bike turned out relatively mediocre considering the expectations. It wasn't out of the question that Webb was going to move up onto the bigger bike and immediately contend for the championship, win races, and brush plastics with the sport's biggest stars -- but none of that happened. In fact, he only scored one podium throughout the entirety of the season. The twenty-two year old battled closely with

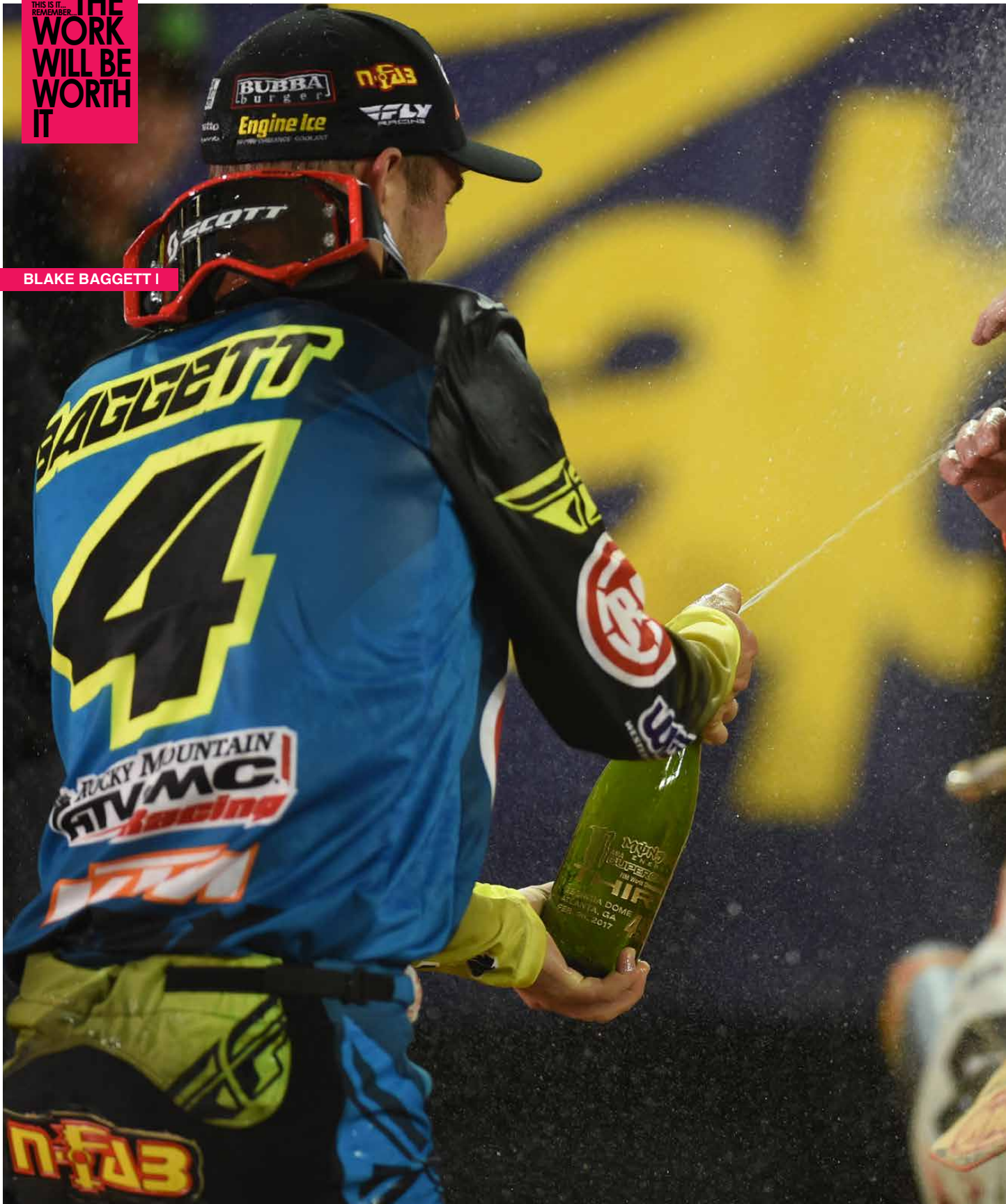
Eli Tomac on one of the gnarliest tracks of the entire year in Oakland, and he was one of the only riders to consistently pull the pin on a huge quad throughout the night of racing. Shortly thereafter, Webb suffered an injury to his left shoulder during a heat race in Minneapolis that would virtually end his 2017 SX campaign, although he came back at the end of the season. As impressive as Webb was in Oakland, there were plenty of other rounds where he just made up the numbers. He didn't appear to be comfortable on the bike and he didn't show the same aggression and conviction that he did on the 250, not to mention he still wasn't one hundred percent healthy. Supposedly, Yamaha has made loads of improvements to the 2018 YZF450 and Webb was given his first opportunity to prove what the new machine can do at the MXGP of the USA. Unfortunately, his first race on the new bike was cut short as he only made it a couple minutes into the opening practice session before breaking his wrist. There's no question that Webb has the determination and heart of a champion which he has proven on multiple occasions throughout his time spent in the 250 class, but he'll have to find a way to put 2017 behind him and focus on what's ahead if he's going to find the success that is expected of him in 2018.





THIS IS IT.  
REMEMBER.  
**THE  
WORK  
WILL BE  
WORTH  
IT**

**BLAKE BAGGETT I**





**M** After winning the AMA 250 Pro Motocross Championship in 2012, Blake Baggett was viewed by many as a bit of an outdoor specialist. Riders

such as Mike Alessi had set the precedent beforehand as a rider that is able to excel on an outdoor track, but doesn't seem to show the same speed in a supercross setting. Baggett's speed and fitness were never a question, and although the Californian had stood on the top of the podium in 250 SX before, he never showed the potential to put it together for an entire season. Mistakes were aplenty and starts were few and far between, therefore prohibiting him from showcasing his full potential on a supercross track. It's not as if Baggett was getting poor results; it was more or less that he set the bar so high during the nationals that anything short of a podium was considered underwhelming. Not only that, but he spent the majority of his 250 career under the Pro Circuit Kawasaki canopy, and Mitch Payton has certain expectations of his riders. Baggett made the move to the 450 class in 2015 on the Factory Yoshimura Suzuki team, and the only podium that he was able to grab that year was at Daytona, (the

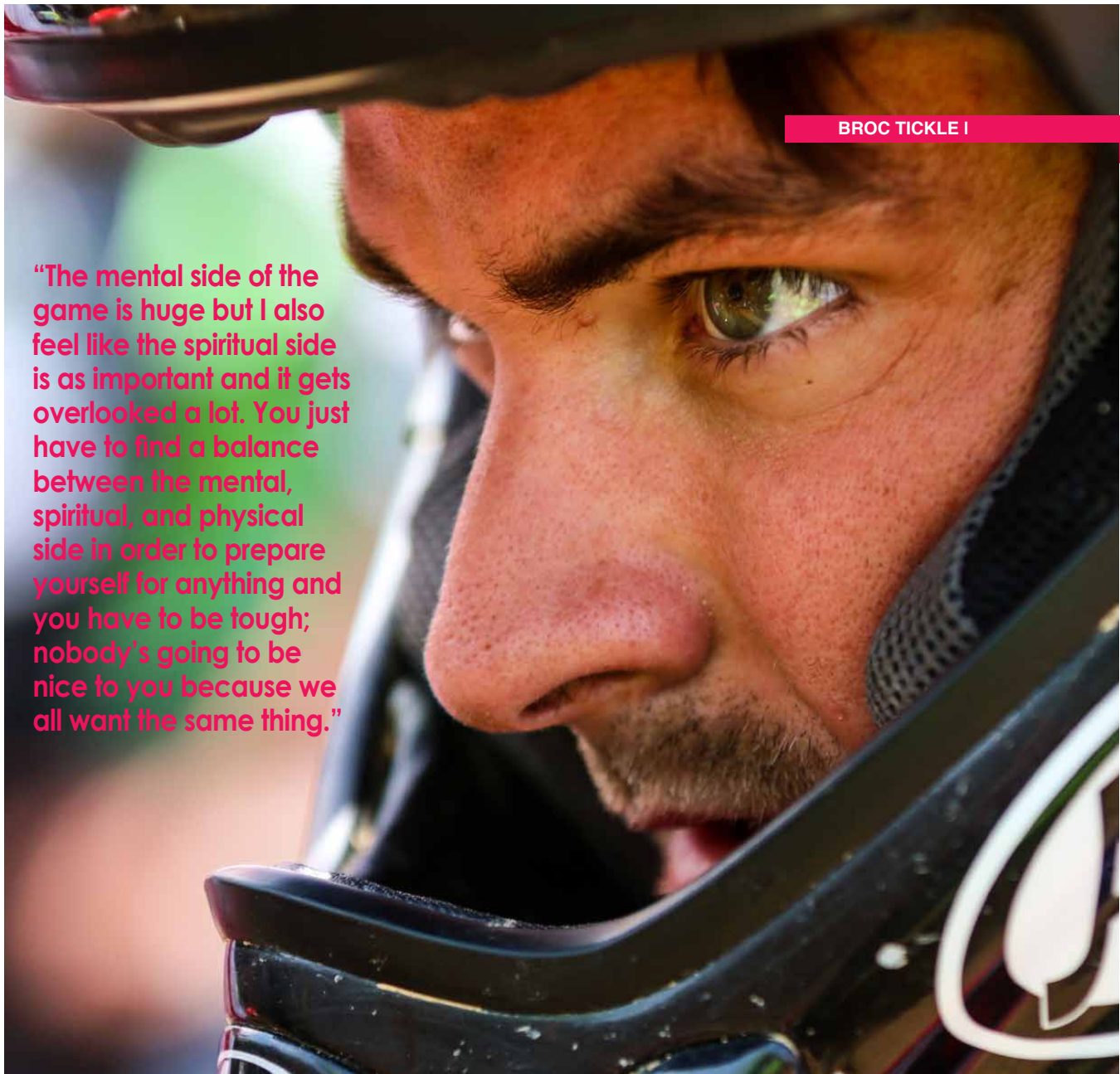
most outdoorsy of all the SX tracks). In 2016, he didn't race the full SX season and he suffered an injury to his collarbone at the beginning of the outdoor season, hindering him from displaying the full array of his talents at any point throughout the season. Baggett was looking for a fresh start in 2017 and he found exactly that with Forest Butler's Rocky Mountain ATV/MC KTM team. He immediately

**"The 450 class is a stacked class. All of the premiere riders are fighting to prove themselves in order to race in the professional ranks and you can never count anyone out.**

seemed to find his footing with the KTM and showed steady improvement throughout the season, earning the team's first premier class podium at the eighth round of the season in Atlanta. Although Baggett didn't land on the podium for the remainder of the SX season, it was obvious to anyone that had followed him throughout his career that he has grown leaps and bounds as a supercross rider. His consistency has improved and he scored multiple top five finishes to end the season, and if it wasn't for an injury to his thumb in the middle of the Pro Motocross season, he would have most likely challenged Eli Tomac and Marvin Musquin for the title. After taking the time during the off-season to have the ligaments in his thumb mended, Baggett will be moving into the 2018 season with newfound confidence and fitness. Can he continue to make strides forward and snag the first 450 SX victory of his career?







BROC TICKLE I

“The mental side of the game is huge but I also feel like the spiritual side is as important and it gets overlooked a lot. You just have to find a balance between the mental, spiritual, and physical side in order to prepare yourself for anything and you have to be tough; nobody’s going to be nice to you because we all want the same thing.”

**M** It’s a make or break year for Broc Tickle as he moves into a one year deal with the Red Bull KTM team as Ryan Dungey’s replacement. The Michigianian is a proven supercross champion, winning the 250 West SX title in 2011 under the Pro Circuit Kawasaki canopy. It would be fair to consider Tickle as a veteran of the sport at this stage, bursting onto the scene in the 250 class way back in 2006 for the last three outdoor nationals. He has contested the 450cc ranks for five entire years of supercross and motocross on a Kawasaki and a Suzuki; a run that has been filled with moderate success by way of sporadic podium finishes and solid top five results. Tickle put together the best premier class supercross finish (and the first podium) of his career last year at the Rogers Centre, holding onto third place after a fierce battle with the eventual champion, Dungey. Not only is Tickle replacing the 2017 champion at the Red Bull KTM

team, he’s also fitting in to the Baker’s Factory in Dungey’s stead. There is absolutely no guesswork left in Tickle’s program heading into 2018. His bike, trainer, facility, and team are all top notch and there is no excuse to not produce results. The environment that he has chosen to surround himself with heading into Anaheim 1 will leave him more prepared than ever, and Tickle has the potential to put together a breakout year of results in 2018. A one year contract with the Red Bull KTM team should be enough motivation to bring the best out of the Michigan native and it’s surely going to make things interesting when the gate drops at the beginning of January.





DEAN WILSON |



**A**

At this time last year, Dean Wilson was still attempting to put his program together for the 2017 Monster Energy AMA Supercross season. He had very little support from sponsors and decided to take on the world's best out

of the back of a sprinter van with a fairly stock, privateer Yamaha as his weapon of choice. Wilson is one of many former AMA 250 champions that hasn't been able to live up to his potential in the premier class, but a majority of his issues have come as a result of injuries out of his control. The Scot by way of Canada had a ride with the Red Bull KTM team throughout 2015 and 2016, but within that time period he only rode a total of five supercross races due to his chronic injury problems, namely the tearing of his ACL/MCL multiple times. Wilson did the right thing and bet on himself heading into the 2017 season,

investing his own money in a program that would eventually land him a ride with Rockstar Energy Husqvarna by the fifth round of the season. His goal was to stay consistent and earn main event finishes near the top ten as he built his confidence and speed back to the peak of his potential, but Christophe Pourcel's exit from AMA Supercross opened up an opportunity that Wilson put himself in position to seize. By the end of the season, the newly acquired Rockstar Energy Husqvarna rider found himself in the top five at Sam Boyd Stadium in Las Vegas and he finished on the podium a couple of times during the outdoor nationals. His confidence and momentum have continued to grow throughout the off-season as Wilson has racked up podium finishes at the Motocross des Nations, the Monster Energy Cup, the AUS-X Open, and the Supercross de Paris. If Wilson continues on the same path of growth that he has traveled throughout the past year, 2018 could be a breakout season for the twenty-five year old.





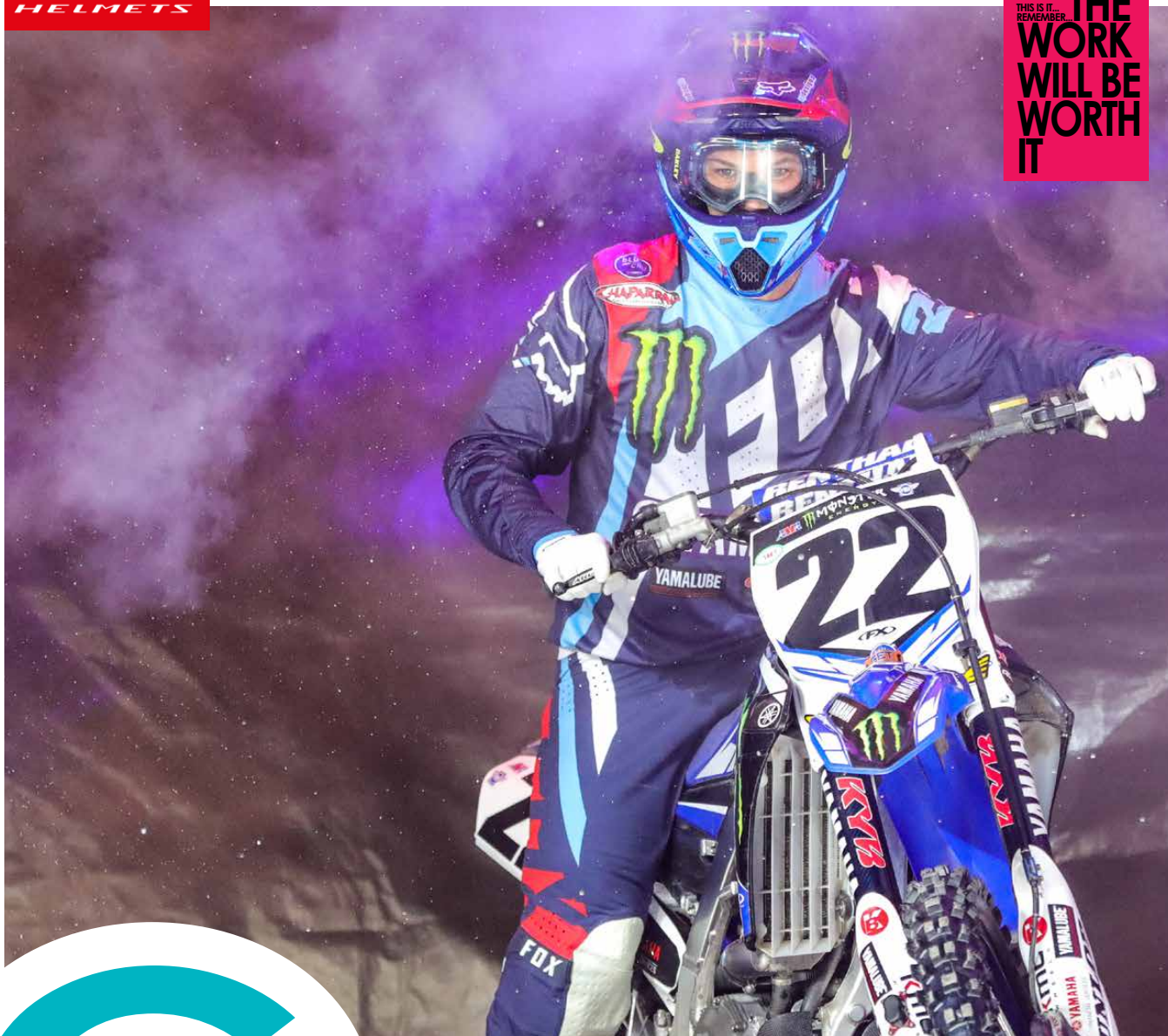
**J**ustin Barcia is one of the biggest mysteries in the sport of supercross racing at the present time. The New York native was one of the most highly touted riders graduating from the 250 class back in 2013. Barcia won back-to-back 250SX East Championships in 2011 and 2012, and he went onto win the second 450 supercross race of his career in 2013 in Phoenix.

Barcia added another win to his stats column later that same year and finished on the podium on three other occasions; it only seemed like a matter of time before the Geico Honda product matured on the 450 and began to challenge for race wins every Saturday night. The New Yorker was triumphing over some of the biggest and most successful riders that the sport has ever seen: Ryan Villopoto, Chad Reed, James Stewart, Ryan Dungey, and so on. Barcia oozed talent and if he was only able to groom his riding style to the needs of the bigger bike,

he would be a surefire championship contender. The following year didn't go as planned for Barcia and the Factory Honda team as he was only able to earn fifth place overall in the final 450SX standings. In 2015, he made the move to JGR and struggled to get comfortable on the Yamaha (and eventually the Suzuki) indoors, currently leaving him without a supercross win since April of 2013. Barcia showed the determination to get back on track when he turned up to the Monster Energy Cup with a privateer Honda, but an injury from Davi Millsaps during pre-season testing provided the Factory Yamaha team with an opening for the beginning of the season. The rider out of New York penned a six race deal with the boys in blue and he'll line up on the gate at Anaheim 1 with a point to prove. There's no question that he has the talent to finish towards the front of the 450 class, but will he get on with the 2018 YZF450? Will he find the confidence that he rode with back in his rookie season? There are lots of questions surrounding the #51 heading into the season and only he has the answers.







**CHAD REED |**



had Reed has been one of the most popular motorcycle racers worldwide since he began racing in the United States at the turn of the new millenium. The four-time AMA Champion has been considered a legend of the sport for many years, although he's still lining up on the gate each and every weekend. He's fourth all-time in premier class SX wins and the only non-retired racer contesting the 450 class that has a won a championship, let alone two. Reed spent the last two years with the Monster Energy Factory Yamaha team after owning and operating the Two Two Motorsports team for many seasons, thus returning to his roots as he won all three of his previous supercross championships on a blue bike. Despite a couple of podium finishes here and there, the Australian born rider failed to put himself on the top of the box throughout the past two years, and he was vocal throughout the 2017 season about his dissatisfaction with the YZF450. Reed is investing in

himself for the 2018 season as he's chosen to show up at Anaheim 1 on a Husqvarna -- the first time that he'll be racing a bike from a non-Japanese manufacturer. Fans around the world were going to get a look at the Australian legend at off-season events such as Red Bull Straight Rhythm and the AUS-X Open, but he injured his ankle during practice for Straight Rhythm and was forced to get surgery. Reed is starting off behind the eight ball in terms of prepping for Anaheim 1; his surgery has forced him off the bike during a crucial testing time, not to mention he's planning on racing a bike that he's never ridden. Nonetheless, Reed has the experience to make any situation work and there isn't much that you can put in front of the thirty-five year old that he hasn't seen before. Expect him to get better as the season goes on, allowing him time to race himself into shape and come to grips with the bike. If things go his way, he might bump himself up a couple of spots on the wins list.



ROCK MOUNTAIN





NATALIE JOY JACKSON

SAY HELLO TO

# NATALIE

IT ALL STARTED AS A FUN WEEKEND AWAY WITH A FRIEND, BUT A COUPLE OF CHANCE ENCOUNTERS AND HER NATURAL CHARISMA EARNED HER AN OPPORTUNITY THAT WOULD SHAPE HER LIFE FOREVER

**I**t is very rare that you find someone in the motorcycle industry that does it all. Normally there are those that specialize in riding the motorcycle, working on the motorcycle, testing the motorcycle, supporting the team, or presenting the sport to the masses. At the dawn of the new millennium, Natalie Joy Jackson embarked on a journey that would provide her with the opportunity to do all those aforementioned things, and then some. It all started as a fun weekend away with a friend, but a couple of chance encounters and her natural charisma earned her an opportunity that would shape her life forever. One of Jackson's first major contributions to the motorcycle industry came in the form of Umbrella Girls USA, the first modeling agency specifically designed for motorsports. It was heavily popular overseas on the European circuit, but Jackson was one of the first women to pioneer the trend in the States. After working as an umbrella girl and a spokesperson for the Formula USA series in the early 2000's, she found a new home on the media side of the sport as she began working as a presenter for American Thunder among other successful programs. That provided her countless opportunities to test bikes, ride famous tracks, and fall even deeper in love with the sport and the culture. In addition to all of her accolades as a spokesperson, model, and presenter, she's also experienced her fair share of competition -- most notably winning the Southern Supermotard-USA Lightweight Championship in 2005. Jackson is constantly trying to challenge herself and broaden her horizons, a mindset that she has instilled in her son Colton who has been sharing her love of the sport through amateur motocross racing. We picked her brain about her original vision with Umbrella Girls USA, her passion for racing, and one of her current gigs as a spokesperson for LS2 Helmets.









It was really a chance incident, I was having so much fun being there and being a part of it. Y'know, even going to the races and making two hundred dollars a weekend with all my expenses paid, it really got me excited about the sport.

**Things started on the modeling, spokesperson side of things as you were named Miss Formula USA from 2000 - 2003 and also Miss WSBK in 2004.**

**Could you elaborate a little more on those experiences?** I guess I didn't really know how big it was. It just a matter of me enjoying myself; being excited about the sport, being excited about the people that I met, and knowing them on a personal level. I didn't really know what I was gettin' into and it led to so much more, because then we started up Umbrella Girls USA. It's amazing how it happened really, it's almost like it was meant to be. Everybody was my friend -- I didn't realize that they were factory riders, I was just there enjoying myself. I was talking about different teams and people that I knew, and it led to so much more and then it became my whole life! It was AMA vs Formula USA, there were two big road race series back then. I wasn't familiar with it, like I came from a horse background so I was riding high school rodeo. To me, it was something that I didn't really know that I was excited about and passionate about, and there was no pressure.

**T**he motorcycle community is a very tight knit group. What sparked your interest in bikes and how'd you get into the sport? It's kind of a funny story actually -- I was riding an XR100 and I had a girlfriend of mine who was offered a job with Clear Channel to be a trophy girl. She asked me to go with her to Willow Springs and they were not paying, and they were short-handed in registration and they asked to me help out, and I was just havin' a good time. I told 'em I would help out as long as they let me ride the scooter and at the end of the day they told me that I had such a good report with all the riders that they wanted to keep me as Miss Formula USA. So, I traveled with them nationwide to be the spokesperson for their series.



# A

**Could you talk a little bit about your vision for Umbrella Girls USA and how it all came together?** In 2000, I met Ann Asciano (she's a corporate lawyer), and she was traveling to like Milan and going to all these MotoGP races where she saw all these umbrella girls. I was working for Hooters Suzuki at the time and she was coming to all these local races, and eventually she asked me at Sears Point: "What're you doing? Who are you? You're the only umbrella girl out here and I see this in Europe all the time!" I basically told her: "I'm a motorsports enthusiast. I'm really excited, these are my friends. I get paid (and it wasn't a lot of money) to come out here and support the team." Her and I started talking and she was like "We really need to do this in America." So, basically we decided that we wanted to get a group of women that were motorsports enthusiasts, that were beautiful and intelligent, and were excited about the sport, to start Umbrella Girls here in the United States because it's so big over in Europe. That's how we started the first modeling agency specifically for motorsports and it's really taken off since then. I'm not with Umbrella Girls anymore, but it was a whirlwind for sure when everything was good with the economy. We were working with Tucker Rocky and we were working for every factory team, and I myself was with Arian Honda at the time.

**"I'M A MOTORSPORTS  
ENTHUSIAST. I'M REALLY EXCITED  
THESE ARE MY FRIENDS."**

**NJ  
OY**





In 2003, you started your TV career — doing reviews on all sorts of different bikes at all sorts of different locations around the country. It's kind of funny -- what happened was I was working at a motorcycle shop called Fairfield Cycle and I

**"Y'KNOW, IF I'M A HARLEY GUY  
AND I'M GONNA COME IN  
AND BUY A HARLEY FROM YOU.**

got a phone call, and they specifically asked for me so I picked up the phone. Y'know, we sold Hondas and Suzukis and

this guy was like "Y'know, if I'm a Harley guy and I'm gonna come in and buy a Honda from you, what would you recommend for me?" So, this was like 2003, so I recommended a Sabre. "It's the biggest bike we have, kinda like the Harley, there's only one valve adjustment in the whole machine, it's super low maintenance, fun to ride." It was all a sales pitch to be honest, but come to find out it's the producer of American Thunder. He was like "Okay, well I want to fly you to LA and be our field correspondent for American Thunder," and it pretty much took off from that.





**Is there a favorite bike/location combo that sticks out to you from those days? A favorite track you've ridden, etc...?** Oh yeah! I mean, I had so many amazing adventures. The first thing that was super amazing to me was riding the Harley Davidson Night Train. It was from Bart Town's Harley Davidson that was helping with the Night Train, and they had a factory rider at the time that was their drag racer. I got to go out and do the quarter-mile at Irwindale and spend the day there. On their big megatron on the highway, they put "We welcome Natalie Jackson of American Thunder!" I didn't realize what I was getting into, I was so naive and excited about having all these opportunities, so that's when it really set in what was happening. Like, getting to ride a Factory Yamaha R6 at Willow Springs (known as the fastest turn in the west) was amazing! We got to do street tires, road race tires, and I was just so fortunate to have all these experiences. It ultimately led to me being the spokesperson for Harley when we did the coast to coast ride where I rode from Santa Monica to Washington D.C. to the Veterans Memorial. I got to ride all their new bikes in 2009, and they had less welds so there wasn't as much flex in the frame. That was such an amazing experience, I won a Telly for that show which is really big; it's a form of an emmy. I've been really fortunate to work with the Outdoor Channel and ESPN 2 since then and I've been able to be the host of a lot of shows.

**In addition to your TV presenting and bike reviewing, you also did a bit of racing yourself. You won the Southern Supermotard-USA Lightweight Championship in 2005. Tell everybody a little bit about your racing experiences.** I started out with Supermoto and that's basically how I learned how to ride. Brock McCallister from Supermoto USA is a really good friend of mine, and to this day I'm still working with Supermoto USA. I was at Sturgis with AMA Supermoto West and Supermoto USA this last year, helping them with promotions and working with them. But, my passion and learning how to push a bike started with Supermoto. Then I started drag racing with Harley for American Thunder and then I did the Lake Elsinore Grand Prix which is an off-road race. I did the AHRMA Donner Trials as a beginner and I got third place -- to be honest I think there were only four people in my class, but whatever I'll take it! I was ridin' a Honda Reflex, so it wasn't that epic but it was a really cool experience. I've never done anything like Trials before. It was really weird to just go off of engine braking and not literally braking; it taught me a lot. Then I built a bike with AFT Customs and it was a 1976 CB750 and we totally redid it. We turned it into a CB836SF, so we bored it out to an 836 and we made it a street fighter. That was like a year long project and I raced that at the Mojave Magnum, and I raced another bike at the Mojave Magnum but I didn't build the other bike. But, that was really cool 'cause that's

a very prestigious race. The craziest, scariest thing I ever did: I was a monkey on a GSXR 1000 Sidecar. Oh my gosh, I thought I was gonna die the whole time. It was terrifying; it was the most terrifying experience of my life. We actually got first place! It was a flat track race at Nut Up Speedway. It was terrifying, I'll never do it again, I just closed my eyes and dangled and moved around. So, that was probably the sketchiest thing that I've ever done and I don't want to do it again.

**It had to be an awesome experience to race a bike that you gave so much personal attention to at the Mojave Magnum.** Absolutely. There was so much gratification in it and it was so much fun. It's not sketchy, there's nothing like really crazy about going out there and doing it. What you learn is how to put the pressure on your toes, straighten your back, and stick your butt up a little bit, and that'll give you like another mile per hour. It's cool to be able to say I did it, but it wasn't like extremely epic. But, there's a lot of gratification in knowing that I built the tail section, and I did the electrical on this bike, and I welded the frame. I spent a year building this ugly bike into a badass bike, and I learned a lot more about motorcycles. I love to continue to learn and the next thing that I'm planning on doing is racing a CZ250. It feels like a lot like an XR100 even though it's a two-stroke and I plan on riding that a lot this year at some vintage motocross races. I'm not much of a motocross girl, so this is going to be

a new experience for me entirely. It's not anything I've really ever had a passion for, but I felt like the vintage stuff was more doable for me. I just want all these different experiences and to continue to learn about motorcycles. I don't expect to win and I don't expect anything other than to challenge myself, and that's what I want for my child also -- sportsmanship, passion, and be excited to do the best that you can do, and be an ambassador for what you believe in. I feel like Colton does that. At Mini-O's, there were

ninety-four kids in his class and I told him from the beginning "Baby, you're not gonna podium and you're probably not gonna make the main." I had been in a hospital because had I an infection from an abscessed tooth, so they wouldn't let me fly. I was out there with him last year and y'know, it was hard. You want him to feel confident and know that there's no pressure on him, but realistically there is -- there's a lot of money, there's a lot of effort, and he knows that. He wants to do the best he can do, but it's kind of heartbreaking. But as long as he can still have the passion, feel excited about going out there, and feel proud of himself, that's what really matters. He's a kindhearted little boy and he has a lot of faith in Jesus Christ and I'm proud of him either way. More than anything, we just want him to have integrity and have the sportsmanship.

**SPORTSMANSHIP,  
PASSION, AND BE EXCITED  
TO DO THE BEST THAT  
YOU CAN DO, AND BE  
AN AMBASSADOR FOR  
WHAT YOU BELIEVE IN.**

**Y**ou're on the other side of the fence now with your son Colton racing amateur motocross. How has it been sharing your passion with him and seeing the sport from a different perspective? Oh, it's been

amazing. I mean, when he was four years old he went to the Springfield TT and that was his first race. He got last, but he's always the littlest guy out there. He could be on the 65 still and he's on the 85, so y'know he's always pushing it. Even last year, he rode the 85 at Mini-O's. It's been amazing as a mom. When I was pregnant, and his dad and I were married for a little over a year while I was pregnant, and it was a surprise -- but our whole thing was like "Oh my gosh! He's gonna be a motorcycle racer, we're a motorcycle family!" His grandpa (on his father's side) still races. He's a Vietnam veteran and he races. He raced at Mini-O's last year and he races the Lake Elsinore Grand Prix everytime we go out there, and this year he dislocated his shoulder. It's just a part of our family tradition. He was born to be a motorcycle racer and that's all I wanted for my kid, but as I see him progress and go through struggles, it's not about him winning anymore. It's about him doing the best that he can do, having integrity, sportsmanship, and wanting to do it. His dad might have a different take on it most of the time, but for me it's the mom in me that's like "Go ride your own ride, do the best that you can do, and I'll be proud of you." It's been a really big learning curve for me 'cause before I had a kid I was kind of heartless, and I was always like "Go out there and kick ass!" But, it's not practical and realistically it's not something that I've done. I did win a Supermoto Championship before they even had Women's classes, but there weren't ninety-four people in my class. The reality is that I'm the mom and I just want him to be safe, happy, feel good, be passionate, and be a good ambassador for the sport. He's a good kid and he's super fast in the Mid-America series and the grass roots series, but nationally he's just not there yet. He's racing against kids that are freshmen in highschool and he's just getting into the sixth grade.



**You've been working as a spokesperson for LS2.**

**What do you like about their helmets?** I'm so passionate about LS2. Honestly, I'm wearing their Pioneer helmet almost every weekend 'cause I'm super into dual-sporting. That's how I get out of my head -- going for a ride, being able to ride on the road, being able to take off in the El Dorado National Forest, even Downeyville. I really love taking off and getting out of my head, going by myself; I don't even like going with other people. I take care of my grandma who is elderly and disabled and I also take care of my brother who is a disabled veteran, and I'll be like "Okay, I'm gonna go get get a tri-tip." I take my backpack, and we're off! I'll come back like two hours later, but that's my therapy. I'm super in love with the Pioneer, that's my favorite helmet ever. What's crazy about the Pioneer is that I can be on this dual-sport crusin' down the freeway and I get the ventilation I need when it's cold outside, but I still get the airflow without all the noise. And the sun glass thing that comes down, it's kind of dorky looking but no one can tell when I'm out on the trail by myself when I need the sun out of my eyes. I never thought I would like it so much, but I really do!







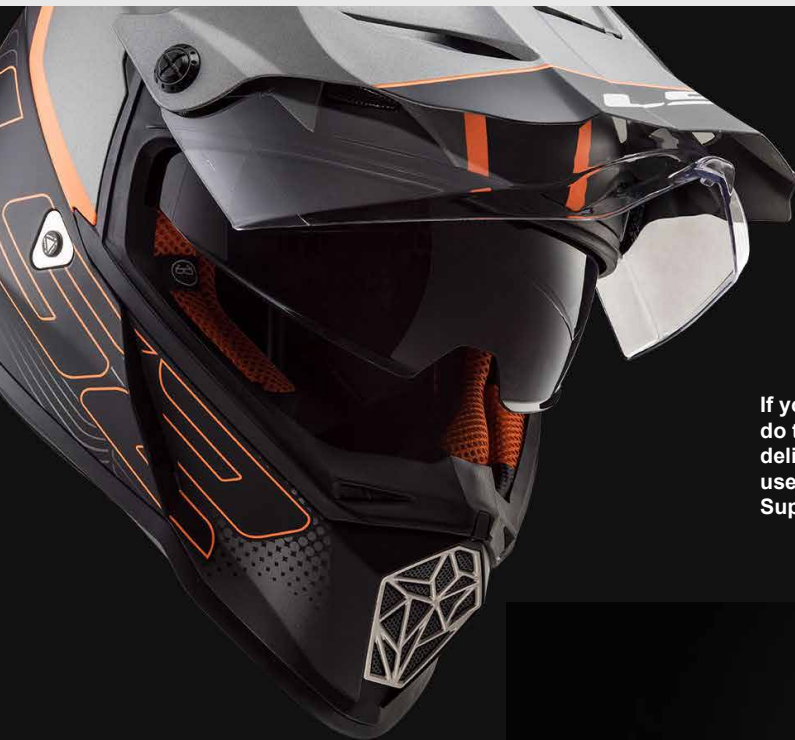
**LS2**  
HELMETS



## **PIONEER**

**MX436**

**Come check out the new LS2 PIONEER at ROCKY MOUNTAIN ATV\_MC.**



## **THE BEST**

technology

If you are a Motocross, a Moto Country or an Enduro racer and you do thrill riding you need serious equipment and the PIONEER MX436 delivers! The PIONEER MX436 was developed for professional off-road use in collaboration with our LS2 riders from the Cross, Enduro and Supermotard Championship Series.



### **SECURITY** system

To ensure good protection the helmet must fit your head to perfection, special attention should be paid to the shell shape design and materials to minimize the effects of a possible impact. It is key to obtain a perfect fit to your head from outside to inside, as well as the shell, the configuration of the EPS liner, which should match closely the human head shape.



Quick Release Strap



Emergency Release System



Reinforced Chin Strap



Metal Security Plate



Multi-Density EPS

# MOTOAMERICA on the horizon

A large, stylized yellow quotation mark icon.

**“Our focus has always been to build the Superbike class,” said MotoAmerica President Wayne Rainey.**



**T**here are major changes on the horizon concerning the 2018 MotoAmerica season and beyond. The series is gaining traction and its beginning to regain the reputation that the AMA Superbike Championship once had as a legitimate domestic series that could stack up against the world's best. In an effort to facilitate the growth of MotoAmerica and ensure that it continues

“Our focus has always been to build the Superbike class,” said MotoAmerica President Wayne Rainey. “The Superstock 1000 bikes have proven to be competitive in the Superbike class and the teams and riders who run those bikes are now racing near the front at every round. We also found that having the Superstock 1000 class inside the Superbike class was confusing for our fans and we feel the class will gain strength by being Superbike-only going forward. We look forward to having a Superbike class with top-notch motorcycles, riders, and teams from the top of the field to the bottom—just as the premier class should be.”

gain seat time on a 1000cc motorcycle before sharing the track with riders such as Cameron Beaubier and Toni Elias. It's more likened to the structure of domestic championships with proven success, such as the British Superbike Championship. One of the most important things to note about the licensing restrictions of the class is that it will ensure that the contestants have little to no national level experience on a 1000cc machine. A lot of changes have been made not only with the racers in mind, but the fans as well. Stock classes always seem to provide exciting races that come down to the wire, and it's safe to say that the newly formed Superstock 1000 class is going



**to move in the right direction, alterations have been announced to the class structure starting in 2018.** Three new classes are being added to the series and two existing classes are being adjusted. The new divisions are Stock 1000, Twins, and the Junior Cup class, which will replace the previously established KTM RC390 Cup. The new season will also mark the dissipation of the Superstock 1000 and the Superstock 600 classes, allowing the Motul Superbike class and the Supersport class to act as a standalone championship. In addition to the new class structure, there is more than one million dollars in prize money up for grabs for the 2018 season, (\$775,000 in the Motul Superbike Class.)

The same ideology has been applied to the dissolution of the Superstock 600 class, eliminating the confusion of having two separate classes racing on the track at the same time. The technical rules have been slightly merged between the Supersport and Superstock 600 classes, although they still seem to favor the regulations that were present in the Supersport class during the 2017 season.

The Superstock 1000 class will serve as a feeder class for the Motul Superbike class, acting as somewhat of a stepping stone between the Supersport class and the Superbike class. It allows the riders an opportunity to

to provide some close finishes throughout the 2018 season.

The Twins class is a brand new addition that is geared towards the dealers and the manufacturers of the sport, addressing one of the most popular categories of motorcycle sales in the country. It also gives those who love to fiddle with suspension and engine components an opportunity to test their handiwork, providing an avenue that closely connects MotoAmerica to the club racing scene.

The Junior Cup class will serve the same purpose as the previous KTM RC390 Cup class, but with a few obvious changes. It will be open to



any manufacturer who homologates their machines for the category, opening up the potential for more involvement from the brands. An age limit will still be in effect for the Junior Cup class, but the maximum age is being raised from twenty-two to twenty-five years old, although the minimum age of fourteen is remaining the same.

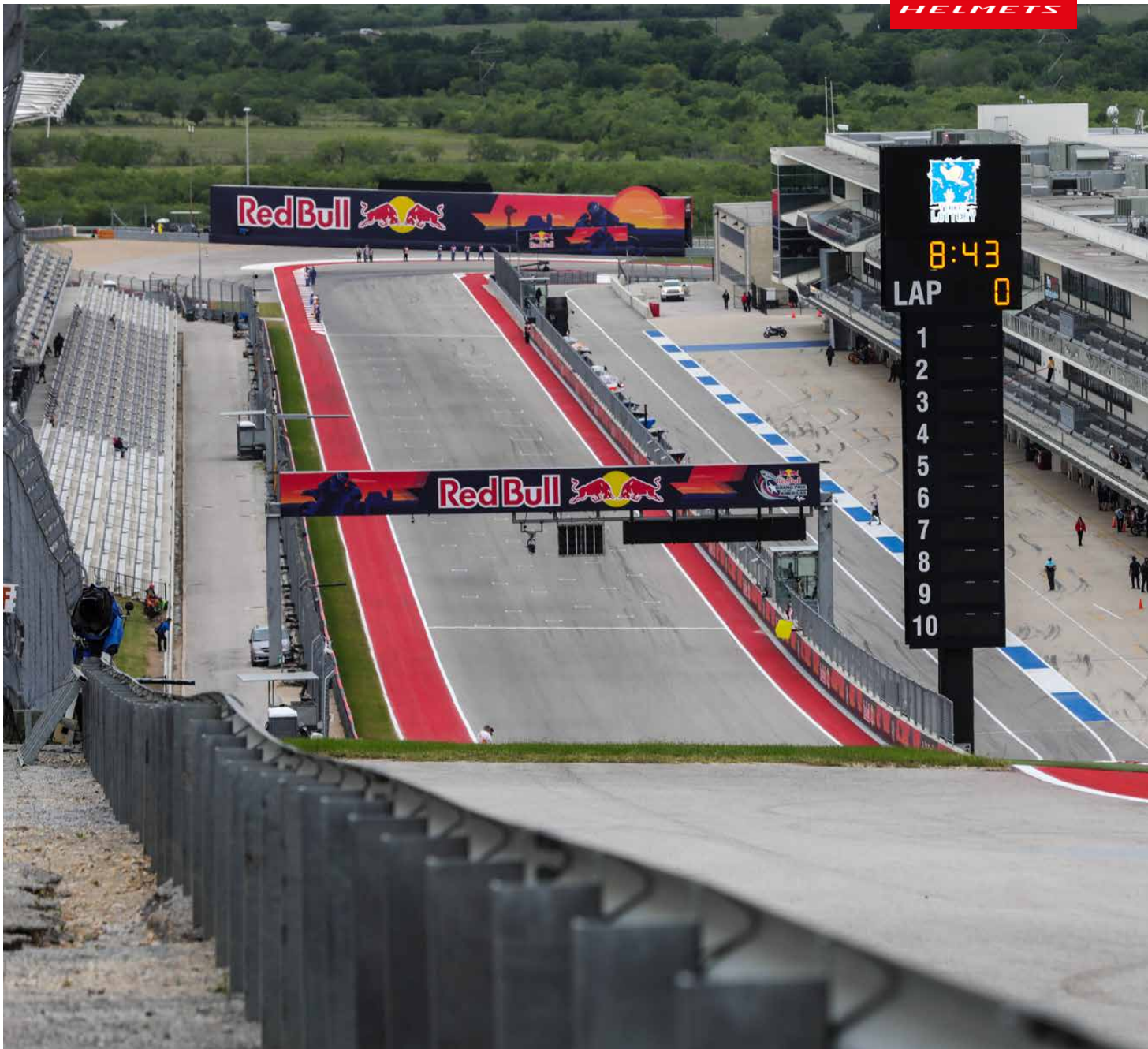
Wayne Rainey, three-time 500cc World Champion and the man in charge of bringing American road racing back to its glory days, is borrowing the determination that he once showed as a racer and applying it to this new venture. It's no secret that he felt slighted with rumblings from other officials and industry insiders around the world claiming that the Americans have fallen too far behind and they'll never catch up with the current state of the popular domestic championships overseas. Before his successful career on the world stage, Rainey earned his stripes racing on home soil, but it wasn't long ago that the avenue that led to the world stage had all but disappeared. The ultimate goal is to bring the American road racing scene back to its heyday where it served as a feeder series, catapulting our up and coming talent to the premier class of competition, and after just a couple of years it seems to be working. Joe Roberts is set to contest the entire 2018 Moto2 season with RW Racing and NTS Chassis, and Sean Kelly will return to the Red Bull Rookies Cup in 2018. PJ Jacobsen has finally earned a seat in the WSBK paddock with the TripleM Honda team. Perhaps the most exciting addition to the 2018 WSBK rider line-up is Jake Gagne, as he's going to serve as a true gauge of the process that MotoAmerica has made throughout the rebranding period that commenced in 2013. The Californian rode with the Genuine Broasters Chicken Honda team throughout the majority of the 2017 MotoAmerica season, but he received the call up to the big leagues after a spot opened up on the Red Bull Honda World Superbike team following the tragic passing of Nicky Hayden. Gagne did enough throughout the three rounds of competition to earn himself a full-time

ride for the 2018 season, joining Leon Camier in the Ten Kate garage. It will mark the first full season on the world stage for the twenty-four year old and he's excited to see what he can do with the opportunity...

"It's really a dream come true to have the chance to contest a full World Superbike season with the Red Bull Honda World Superbike Team. I cannot thank Red Bull, Honda and Ten Kate enough for the opportunity to race the Honda CBR1000RR Fireblade SP2 over three rounds this year. I have learned so much from them and I got to know them quite well, so I'm looking forward to getting going again. 2018 will be an exciting year for me, with a lot of travelling and racing on some of the best race tracks in the world. I want to thank again everyone involved for this incredible opportunity, and I feel I'm ready for the challenge ahead!"

Not only has the swift progression of the series provided some of our riders an opportunity to mix it up on the world stage, it's attracted a lot of new faces and big names to the series as well. High profile riders from across the pond have decided to try their hand at competing on American soil, further legitimizing the organization while simultaneously providing our young talent with an opportunity to gauge their skills with proven competitors. Former Moto2 World Champion and MotoGP race winner, Toni Elias, made the move to the series at the beginning of 2016 and immediately proved himself as a threat for the championship by going undefeated at the first round of action, eventually winning the championship in 2017. Claudio Corti, Valentin Debise, and Mathew Scholtz also brought their international experience to MotoAmerica in 2016, apparently motivating more riders to make the journey to the States for the 2017 season. The most recent import to the series is Sylvain Barrier, a two-time FIM Superstock 1000 World Champion and FIM World Endurance competitor, who contested the Motul Superbike class for the Hayes Brakes BMW team.





The main draw of the MotoAmerica series is the top-of-the-line, cream-of-the-crop Motul Superbike class. Big bikes, big stars, and big paychecks all play a part in the recipe of entertainment that unfolds throughout the course of the ten round season. Toni Elias stole the show in 2017 in his second year with the Yoshimura Suzuki Factory outfit, winning the premier class championship in his second year of trying. It wasn't just the fact that he managed to come out on top in the championship points chase at the end of the season, but it was more so the way that he did it. The Catalan native won ten out of twenty races, never finishing worse than second position in every race that he finished, and he only failed to finish twice. Elias made one mistake of his own doing throughout the entire ten round season and it came at the final round of the series after he already had the championship in the bag. His veteran composure, experienced racecraft, and his unmatched consistency put him at the front of the field each and every weekend. It's safe to assume that Elias will find himself in a similar situation in the 2018 season, but there's a group of riders that are eager to dethrone the newly crowned MotoAmerica Motul Superbike Champion.





*Cameron Beaubier*





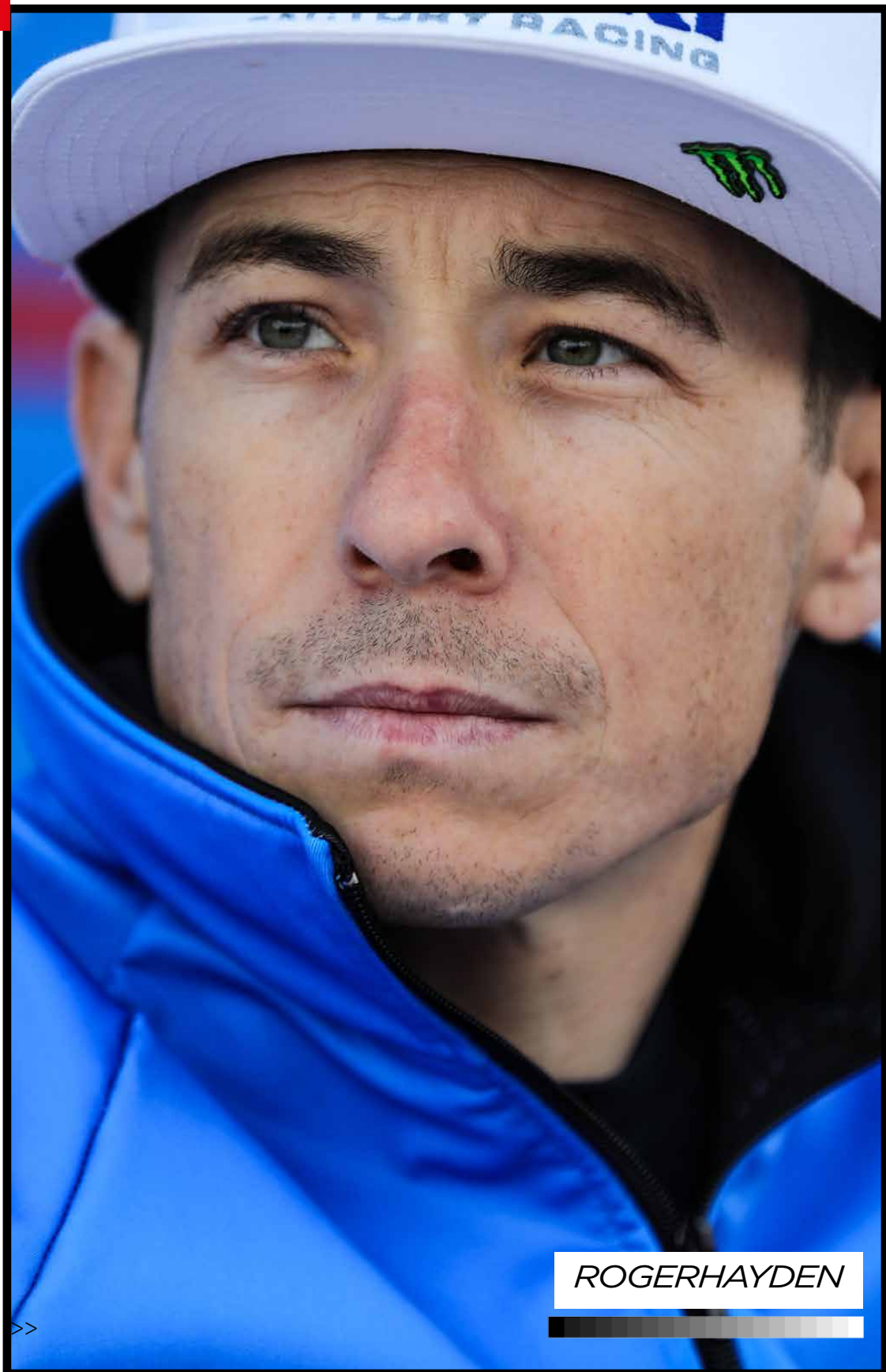
Cameron Beaubier did not put forth the title defense that he was hoping to achieve after earning the 2016 Motul Superbike Championship. He started the season with a crash in the very first race -- a mistake of his own doing that left him playing catch up for the entirety of the season. Although a ten race series seems like it would offer plenty of opportunities to make up the necessary points, it's not an easy feat when those at the top of the championship rarely make mistakes. Nonetheless, Beaubier returned to winning ways in the first race of the second round at Road Atlanta, but he wasn't able to put together consecutively consistent results at the crucial midway point of the season. Although he scored five victories throughout the course of the season, the damage had already been done by the time that he rattled off three wins in a row in the closing stages of the season. Once the Californian finally found the form that is expected of him as a mult-champion, he suffered an injury during the second race in Pittsburgh that forced him out of the remainder of the season. The good news for Beaubier is that the season will be starting at Road Atlanta instead of Circuit of the Americas in 2018, providing him with a solid opportunity to start the season off in victorious fashion if he's able to replicate his performance from Road Atlanta in 2017.

# R

Roger Lee Hayden stayed in the hunt for the title until well into the second half of the season, but a weekend to forget during the eighth round of the MotoAmerica series in Sonoma, California, where he earned a total of zero points forced him out of title contention once and for all.

Hayden came together with Josh Herrin on the first lap of the opening Motul Superbike race and the Kentuckian made a mistake of his own in the second race, effectively ending his title hopes right then and there. Despite his shortcomings at round seven of the 2017 MotoAmerica season, Hayden was incredibly consistent throughout the remaining nine rounds. The Factory Yoshimura Suzuki rider earned a total of three race wins throughout the season with twelve additional podiums to boot, proving that he's capable of staying consistent and fast throughout the majority of the season.

Beach qualified in third position for the second race in a row after a tricky qualifying session that was plagued with cold, damp weather. The Washington native clocked a 1:29.26, about eight tenths off the pole position time, but he wasn't at all concerned with that disparity.



**ROGER HAYDEN**





*Garrett Gerloff*

The new blood in the Motul Superbike class comes in the form of defending 2017 Supersport Champion Garrett Gerloff. The Texan successfully defended his championship ahead of JD Beach in fairly assertive style as he ended the season with a forty-two point advantage ahead of his Yamaha teammate. There were certain points in the season where the twenty-two year old exemplified utter dominance, namely towards the end of the season where he put together seven race wins on the bounce in order to help solidify the title. The winning streak came at a crucial time in the season after an aggressive move in the second race at Utah Motorsports Campus by Beach ended with both riders on the ground on the final lap of action. Gerloff will be sporting his familiar number 31 in the Motul Superbike class and he's eager to fill the void left by Josh Hayes who announced a new position with Yamaha after finishing fourth in the Motul Superbike class in 2017. The four-time Superbike champion has stepped into a new role with the team in which he is uniquely qualified for as the second winningest AMA Superbike rider of all time. The forty-one year old will serve as the Yamaha Factory Racing Ambassador and Yamaha Rider Coach for Yamaha Motor Corporation, U.S.A. Hayes will be present to provide feedback and advice through mentorship to the younger riders as a consultant, coach, and so forth. In addition to his responsibilities assisting the youth of the MotoAmerica paddock, Hayes will continue to promote the brand in the MotoAmerica paddock as well.





The Factory Yoshimura Suzuki team and the Monster Energy Yamaha Superbike team undoubtedly sit as the pre-season favorites to fight for the title, but the unification of the technical rules for the Superbike class in the 2018 season will only make things more interesting, as the Superstock 1000 machines had already proven themselves capable of running at the front of the field on certain occasions. The 2017 Superstock 1000 Champion,

Mathew Scholtz, will be making his full-time Superbike debut with the Westby Racing team and Cameron Petersen is set to return to MotoAmerica in replacement of Jake Gagne on the Genuine Broasters Chicken outfit. It's safe to say that the season as wide open as it's been since KRAVE took control of the series and the excitement of the racing seems to be growing each and every year.









## HIS WAY //

Motorcycle clubs are a subculture that has been deeply rooted in America's history since the middle of the twentieth century. The true essence of a motorcycle club embodies the spirit of brotherhood, nonconformity and a unique set of ideology that creates a separation to the social norm. It typically involves a large group of assorted Harley Davidsons, cruisers and choppers all destined to explore the open road. In Bellingham, Massachusetts in the mid 1980's, Jerry Bernardo and company had another vision; they formed a motorcycle club around one of the gnarliest motorcycle disciplines known to man: hare scrambles. In 1986 FAHQ Racing was born in a dingy suburban basement. Sometimes known as "the good team with the bad name", FAHQ Racing was a group of Massholes that put good times and motorcycles at the top of their priorities list. In addition to his responsibilities as the Prez for Life of FAHQ Racing, Bernardo also had a passion for art that long preceded his love of motorcycles. The Massachusetts native served as the clubs graphic designer as well; creating t-shirts, hats, stickers and so forth. His passion for painting bled over into his professional life as well spending time fresh out of art school honing his craft in a sign shop. It wasn't long until he found a way to combine both passions as he became more interested in motorcycles, becoming fairly well known for his helmet painting talents. Shortly thereafter, Bernardo made the move out west to California and stumbled upon other ventures such as TV presenting, announcing, pit reporting and a bit of racing as well. Seven years ago he decided to make the move down to Australia where he currently earns his living as a graphic designer, all the while sticking to his Massachusetts roots abroad.

We dove into some of the trials and tribulations of going on a FAHQ trail ride, the single greatest adventure of his jam-packed life and the difference between the east coast and west coast vibe.





**What prompted you to fall in love with motorcycles and the culture of it all in the first place?**

Well, I didn't really fall in love with it straight away. When I was young I didn't even have a motorcycle like most kids do. My little brother Frankie (RIP) had an SL70 Honda and he used to blaze around up and down the driveway until he he got a Hodaka Combat Wombat, so you know I'm going back in time with that make and model! But, he was the one who had the bike; I wasn't bugging him to ride it. I was just doing other

things, I was into art when I was high school, so it took a while [for it] to seep in for me. Actually, later on in my early twenties I started getting interested in dirt bikes. I graduated in 1975, so I was distracted by other attentions as well, but I think some of them might not fall into a politically correct list. **What was the first bike that you owned?** I was living in California at the time. I lived in Berkeley about twelve blocks from the Berkeley campus right on Telegraph Ave. I worked at a sign shop in downtown Oakland and I decided I wanted to get a dirt bike. I don't know why I wanted to get a dirt bike

because I basically lived in the bowels of the city of Oakland, it's not like dirt was right there. I bought a CZ250 and I had a Chevy Impala that I drove to pick it up. The guy is looking at me like; "Where are you gonna put the bike?" I picked it up and put it in the trunk and let the front tire hang out over the rear bumper, tied the trunk down and proceeded to get pulled over by the cops on the way home because they thought I stole it! Here I am just cruising along in the Chevy, not a care in the world. At first I didn't even have a helmet. I went riding with a headband one of the first times I took it to the woods and some guy riding there looked



at me and goes "Where's your helmet?" I just told him; "I don't have one." He paused, shook his head and goes "Well, get one!" I'm looking back on it now and I was completely retarded. That was like my first bike: a big CZ250 with super wide handlebars. The handlebars remind me of when you do wide grip lat pull downs at the gym [laughs] **So, you initially moved out to the west coast but eventually decided to move back to the east coast. What prompted the move back east?** My brother Frankie actually

came up to visit me and we were hanging out of for a week. I guess I got homesick- we were having a blast. He was my best mate so I pulled the pin and came back home to Boston. I ended up pouring concrete with him on his crew. I spent my days doing a lot of hard work and acting like a full-on knucklehead in Massachusetts. That was right before FAHQ Racing came together. **How did that all end up coming together?** I lived in Bellingham, Massachusetts in a ramshackled, beat up old apartment. There was three units and I rented the middle one, my older brother

Mark lived on the end. We used to ride dirt bikes right out of the back yard, there were woods close to there. One of my first bikes of that era was a Honda 250 four-stroke. It was funny, I didn't know there was something wrong with it until my friend looked at me and goes "What the bleep is wrong with the forks?" [I had no idea what he meant] He tells me; "The fork legs are on backwards!" The bike had been in an accident or something and the only way they could get it to track straight was by putting the bottom fork legs on backwards, so the axle was on the backside! I didn't notice anything weird,

I'm just riding around [with a head band on] I got a KTM later on and someone I know told me about racing hare scrambles, describing it to me as "two hours of rocks, roots, ruts, and torture." Racing hare scrambles turned out to be a classic New England beat down: you're tired, you want to throw up and drink everything in the cooler, including the cooler water and the labels that fell off the Jack Daniels. We all began racing hare scrambles and called ourselves the "Bellingham Dirt Ball Dirt Bikers." We were all Massholes, tried and true and FAHQ Racing evolved out of that. Being an artist I made whacky t-shirts so I started making some for FAHQ. I got my foot in the door to helmet painting because I had a sign shop in Millis called Black Rainbow. I did everything: silk screening, airbrush, stickers, t-shirts, truck lettering signs and pinstriping. If I could throw paint on it and it would stick, that's what I was doing for money. **It must have been pretty cool to see two of your passions converge with motorcycles and art.**

For sure. It was a good catalyst, everything I did was a base platform for branding. Even though now we all know what brand exposure is, back then we were just doing what we do. A lot of things that I did (and still today) at the time were based on that shock value, getting a rise out of people. Nothing makes me happier than making someone's left eyebrow go up really high: "You did that? You said that? You drew that? That happened?" I still feed off of that. **One of FAHQ's members, Tommy Norton, actually won the Blackwater 100 on a KTM125 which was practically the Mt. Everest of hare scrambles. Can you tell us about that accomplishment?**

I went down to Blackwater to support Tommy one time but I wasn't there the year that he won. The year I did go with Tommy, his wife Cheri and my roommate Timmy we all got in a big motorhome and drove all the way down to Davis, West Virginia. So, I experienced the Blackwater from a fan perspective and I know that it's all about suffering. Some people would go there just to make one lap! The Blackwater 100 was four twenty-five mile laps. The year he won it he called me up to report in and I said "Hey, how did you do in the race?" Tommy says; "I won it!" I go "Yeah, yeah...whatever. No, seriously, how did you do in your class?" He explains he won the overall. I just went into mental neutral. Tommy barks; "Dude, I pulled a number one. I was on the first line with Larry





Roeseler. I pulled the pin on that 125 and I never looked back!" That is still--to this day--the greatest win in the history of FAHQ Racing. - Here is just a really quick little side story: Al Gravitt, a long-time friend of mine that was racing one year and I were sitting in the pits as he's getting ready to race. I see him pull out a tub of vaseline. I looked at him puzzled and go "What the bleep are you doing with that?" He starts laughing; "You don't know about vaseline, Jerry? You'll find out." As he reached down and rubbed it on the crack of his butt. Turns out when you are sitting down on your bike and it's a mud race it chafes you bad, most people end up with what they call "monkey butt." Bicycle shorts and vaseline can help in trying to ward off monkey butt because nobody wants to look like an orangutan when you get back home to the missus. **Racing the Blackwater was never something that you were interested in?** I'm not gonna lie, I was never interested in racing the Blackwater. I had all those pictures of the peat bogs of everyone stuck [there] locked into my brain. I just thought to myself: "Why am I going to go all the way down there just to go get stuck in a peat bog?" Tommy told me his secret to crossing the bogs: "Don't go where there isn't people, go where there are people 'cause people don't stand in quicksand--they'll move!" When they hear his 125 pinned in fifth, they're gonna move out of the way. And then there was the Mud Fleas of the Highway 93 river crossing with that steep, muddy bank. The locals would throw water up onto the bank to make it even greasier. Some of the other Mud Fleas had another trick at the river crossings: they would roll helmet sized boulders and any rocks they could find into the river. During the race you would ride in, it a rock and tip over. Now you are drowned out while they all jumped up and down and high five'd each other. That's the Davis, West Virginia version of a Baja 1000 booby trap. **I saw that you did some rally racing, scoring a second place with fellow east coaster Chris Smith at the Incas Rally in Peru. Could you talk a little bit about that experience?**

The Incas Rally in Peru was a made for TV event. It wasn't a tried and true GPS style rally. Franco Acerbis pioneered that effort bringing us all down there to Peru. That's when I was hosting MotoWorld2 so we were shooting television shows while I was racing. It was cool because when I'm standing there, on screen looking at you and I've got black mud in my teeth and a big ball of sweat on my head as big as a vanilla jelly bean. You know I'm doin' something, I'm not just in my trailer getting makeup on. It was the real deal for all of us racing and I was sucking wind. I was racing a big-ass XR600 and I my team mate Chris Smith (six



time ISDE gold medalist) he had a Honda CR250. The object of that race was each team had to finish together everyday. So in theory Chris, who is much faster than I am could have hauled ass to the finish and sat around eating a sandwich while he was waiting for me. The rules stated we had to cross the finish line together. The whole event was based on the team mentality: if I got stuck, crashed or whatever then Chris would help me out and vice-versa. Our result each day pretty much boiled down to how good I was riding. It turned out that we finished second on the first day! It was surprising to me, but more so surprising to Franco and all of his buddies. Franco brought down eight or ten of his best friends to do timing and scoring. All those guys had known me from working at the Nevada Rally. I was a driver at those events a few times. They all looked at me when I rocked up in my gear and said; "Tu sei un pilota? [You are a racer?]" They just

laughed at me. At the end of the first day when they saw my team placed second they changed their tune; "Bravo Bernardo!" Every single day, Chris Smith and I finished second. When it came down to the overall we finished behind the team of Jimmy Lewis and Arnaldo Nicoli. Nicoli was a winner with the 1992 ISDE Italian National Team so it wasn't a bad finish for the old east coast boys. **What was the format like?** It was about six days of racing in total. They split each day up into two parts which usually began with a three hour hard scramble and then they'd have some sort of novelty facet that involved motorcycles. One day in Puerto Maldonado in southeast Peru we had three hour long jungle mudfest and then we went to an airport tarmac, set out cones and did supermoto--that was hectic! Another afternoon [after the morning race] we bombed down a 15 mile stretch of bony ass road next to a mountain, crossed over a little bridge and loaded our bikes onto big rafts that had pallets in them. We basically paddled down Class 3 rapids with a local Peruvian guy in the back steering for an hour and a half. The bikes were laying down, gas turned off, us paddling our asses off. We finally reach the finish on the bank of the river (all still on the clock) and had to unload the bikes and ride up a loose off-camber trail to the checkers. That was the one day that Chris and I won a test. We even had a timed stage up the road that leads to Machu Picchu. The bus that hauls the tourists up to the top takes thirty minutes, we did it in seven. That is a road you do not want to make a mistake on unless you know how to base jump. It still was the greatest adventure of my whole life. It was insane and I didn't even really know what I was getting into. I rocked up and they show me what I would be racing on. It was a bone stock Honda XR600. "This is gonna be a hell of a ride," I said as I shook my head. XR600's? They're not the lightest of bikes; they're the Jenny Craig of motorcycles [laughs] **Is it true that you attended the Art Institute of Boston for a little while right after high school?** Yes. When you said "a little while" you pretty much hit the nail on the head. Right after I graduated high school I went to art school but I got kicked out eight

months down the track due to more of my crazed antics. Then that's when I got a job at a sign shop in Millis and learned how to paint signs. I had learned how to swing a brush just enough to get my foot in the door and that's where I honed my craft. Aetna Signs is where I learned all of the basics some of which I still use today. I worked there for quite a while and then I slid out to California. I've been bouncing around most of my life; I've got postcards behind my glasses right now.

**What made you decide to make the move back to So Cal after already living there once?**

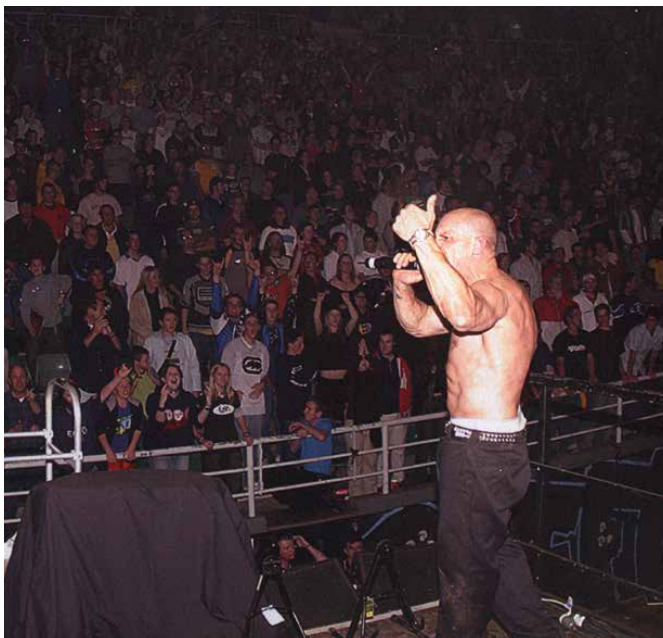
Let's just say I was led astray by a member of the fairer sex that had a hidden agenda of transportational bliss back to where she was from; I think you get

**it from that. When you made the move out to So Cal [again] is when you got involved with moto television?**

That was exactly how it happened. I was in California less than a year when MotoWorld came out to my house and did a feature on my helmet painting which was put together through Joe Colombero who worked for Suzuki. A cameraman and a producer came to my house and did a feature on me. It was a complete circus, a full on trainwreck. Picture me babbling on with big white sunglasses a bunch of cool helmets with murals I had painted in a tiny 10'x10' gardening shed I bought--I called it

my fume coffin. I'd go in there and I'd leave both windows open, I'd spray the bleep out of everything and then I'd walk outside. Then when all the fumes went out the windows, I'd go back in and keep going. That one feature was the kickstarter for the offer of hosting MotoWorld2. MotoWorld must have realized that I wasn't afraid to be on camera and was somewhat entertaining. Now, some might disagree, some might embrace what I did, who knows? I didn't know what I was doing, I was just telling stories like I always had my whole life--I just happened to be on the glass box in your living room. MotoWorld2 went five years straight and we were nominated for two Cable Ace awards, one for Best Show Host. When I was first on television and living in Hesperia, CA. the local paper wanted to come out and do an interview

with me. They sent the writer to my house. Before he showed up I took police tape and wrapped it around my white picket fence's gate. I heard him pull up and get out of the car. I looked out the blinds and saw him pause briefly at the gate when he spotted the crime scene tape (who has crime scene tape anyway?) He knocked on the door and came barreling out and said abruptly: "How's it going? Come with me, I got to go to the store." We went to the local supermarket and I was in full JB triple Red Bull mode; he was mortified. Later on he contacted me and told me he got an award for the piece he wrote about me, the poor guy. **Was it difficult adapting to the west coast vibe after being a native east coaster?**



There is a pretty stark contrast between the mind set of an east coaster and the mind set of someone from Southern California. If someone from So Cal has a problem with something that's going on with you, they'll say "Hey bro, I'm a little bit upset. We should probably get this on the table and discuss it a little bit. I'm feeling a bit of animosity, I don't like the tension, let's hash it out." The east coast version?: "Shut the bleep up or I'm gonna punch you in the face!" **Could you elaborate a bit more on the FAHQ Racing trail rides you put on, specifically the Tweaker Trail Ride?** I want to preempt the Tweaker Trail Ride with the fact that I've always had put on rides for FAHQ. I would plan a ride and

make a t-shirt after I came up with some random name. We would ride dirt bikes and then party and barbecue. I don't why, but every time I put on one of the FAHQ rides I'm the one that gets my clock cleaned: I've knocked myself out, cut my back to shreds sliding down a cart road backwards. I even almost got hit by a train one time crossing the tracks under a blind bridge without looking first. I dunno why, but the trail rides always end up badly for me. The Tweaker Trail Ride was something that we decided was a good idea. At the time I was living in the High Deseret above Glen Helen. I'm good friends with Kris Keefer from Keefer Testing Inc. (former Dirt Rider editor) and so I say to him; "Dude, let's have a tweaker trail ride. We'll camp out and then we'll get up at

4:00am (the sun comes up at 5:00am) and we'll start riding in the dark." Keefer explains to me; "But, we don't have headlights," I just laughed and said; "I know! How cool is that?" We rode on trails that we knew but we had to ride them by moonlight or whatever minimal light was available from the Gods. It was a complete debacle. This is kind of what it's like riding in the dark: walk from your room to the bathroom only to find out your girlfriend left her pocketbook in the hall so you stub your toe. As the sun started to come up at 5:00am the throttle sounds increased as did our ability to see what the hell we were doing. We would be done by 9:00am. It always hot as dog balls out there anyway.

**What are some of the other FAHQ rides that**

**you've done?** We've had many over the years: Pain and Suffering, Dirt Bike Mafia, Needle Marks, Blood Enduro, Never Pick Up A Dead Man's Gun. We had a ride one time (I don't remember the name of it) but we got to this point where you ride up a bony ridge trail and at the top there's an open mine. When I say open mine I mean like a third of a football field, 25' ft. deep just gutted like a swimming pool, boulders everywhere. The trail skirted around the pit on the right. I'm at the top of the hill directing everyone with my hand "Go this way, go the right, go to the right." The last two guys come up the hill looking at their fenders, not looking at me, not looking ahead of them, looking at their fenders like novices. My buddy Murphy's brother Erin who rides a WR450 drove his bike right into the mine pit! At the last minute





he sees what he's about to do and he jumps back and launches his bike then falls in behind it twenty-five feet down onto helmet sized rocks and breaks his leg. Anyhow, after several hours we finally get him rescued and loaded into the truck. He had been down there in the bottom of the thing groaning and reaching for his messing fanny pack. I asked him; "What're you doing?" He replies: "I just wanna check my gun." He always carried a pistol. Here I am with tools, power bars, tubes, the normal fanny pack stuff and he's got a fully loaded .45! We get to the hospital and he painfully squeezes out of my truck. I looked at him and asked; "Give me your gun, you're not taking it into the hospital!" He hands it to me and laughs, then limps in and gets his leg set. Trials champ Geoff Aaron was on that ride as well and got a flat tire right away. I asked him: "How much pressure did you have?" and he tells me, "8 lbs." He had mint traction for about thirty minutes. **What are some of the differences you've noticed moving from America down to Australia?**

Positive notes of Australia: it's beautiful country and most of the people here are very friendly. People are generous in general and they'll help you out. The spirit of mateship is very strong here--you always have to help your mate--so that I really like. On the negative side everything down here is really expensive. Melbourne is listed as the sixth most expensive city in the world. I still to this day have sticker shock because everything costs a lot of money [cigarettes are \$30 for example] They'll tell you that the wages are higher, and they are, but still when everything is over priced it bums you out.

We do have 23 of the top 25 most poisonous snakes in the world, how can this place not be awesome?! **When you first moved down to Australia, I know you were doing some Crusty Demons shows. What has been on your plate since then?**

A lot of that stuff dried up, I have no idea why, I guess it is all just politics and money. I don't know why there isn't more freestyle events going on. Motorcycle TV in general is unheard of down here. Now I focus on my graphic design: logos, T-

shirts, brand identity, etc. I also write for Dirt Buzz so that is another source of storytelling for me and a good creative outlet. I never pass up the chance to bust balls with a good meme! **Has there been a resurgence in the creation of the FAHQ t-shirts and merchandise?** FAHQ Racing was spawned in 1986 and it's always been sort of a cult thing. I've never really found a way to profit from it and really, I've never tried. Four years ago I hooked up with Tom Leacu through social media and he was talking to me about printing some more FAHQ shirts. I said to him; "Put your money where your mouth is." We both put up two hundred and fifty bucks and printed a new shirt. Had Tommy reached out to me I'd probably still be cobwebbed and cruising. Now with the help of social media exposure via Facebook and Instagram Chip Wilcox, Tom Leacu and myself run FAHQ Racing. Chip is in sales, Tom's the team manager and I'm the Prez for Life. I steer the bus and they just sit behind me. They don't ask me where we're going, they don't ask me when we're going to get there...they have faith in the Prez. If you are curious as to how much I design I can tell you this: I have 72 FAHQ folders in my Mac. **You guys even had a thirty year anniversary party back in Massachusetts recently, is that right?**

That day definitely went down in history. It took a lot of preparation and planning because I did it all from my desk here in Australia. I enlisted quite a few people that helped me out--I couldn't have done it without them including Tommy Norton who was a huge help when I arrived. There's a list of ten people that did things for me in order for us to put that day together. We found a landowner who would let us use his property, He had existing trails already there so we rolled up and set out ribbons. We hired one of the team members to do a pig roast, rode some trail then had a hour long race. I got my buddy Steve Westfield's band "The Pajama Slave Dancers" to come out and play. It was an epic day.





# RONNIE

ANYONE WHO FOLLOWED THE GRAND NATIONAL CHAMPIONSHIP FROM THE LATE 1970'S TO THE PRESENT DAY IS UNDOUBTEDLY FAMILIAR WITH THE NAME RONNIE JONES. THE OKLAHOMA NATIVE EARNED A HALL OF FAME WORTHY REPUTATION THROUGHOUT HIS CAREER AS A PROFESSIONAL FLAT TRACK RACER, SCORING A TOTAL OF TEN AMA GRAND NATIONAL RACE VICTORIES AND AN ADDITIONAL THIRTY-TWO PODIUM FINISHES BETWEEN

1980 AND 1995. HIS UNWAVERING CONSISTENCY ON THE TRACK -- WHETHER IT BE SHORT TRACK, TT, HALF-MILE, OR MILE -- AWARDED HIM WITH TOP TEN POINTS FINISHES IN ELEVEN CONSECUTIVE SEASONS AS WELL AS TWENTY-ONE CONSECUTIVE YEARS WITH POINTS SCORED IN THE GRAND NATIONAL SERIES. ALTHOUGH HE RETIRED FROM FULL-TIME COMPETITION AT THE END OF THE 1999 SEASON, HE HAS KEPT BUSY AS A COMPETITOR





positivity effect

# JONES

BY RACING SELECT EVENTS AS RECENTLY AS 2017. JONES PROVED THAT AGE ISN'T A FACTOR AS HE SET A RECORD IN 2014 AS THE OLDEST RIDER TO SCORE POINTS IN GRAND NATIONAL COMPETITION, THIRTY-FIVE YEARS AFTER HIS ROOKIE EXPERT SEASON. ALTHOUGH HE HAS CONTINUED TO RACE, THE OKLAHOMA NATIVE HAS FOUND OTHER WAYS TO STAY INVOLVED WITH THE SPORT. HE COLLABORATED WITH THE FORMER AMA ROOKIE CLASS OF 1979 TO FORM A CHARITY TO HELP

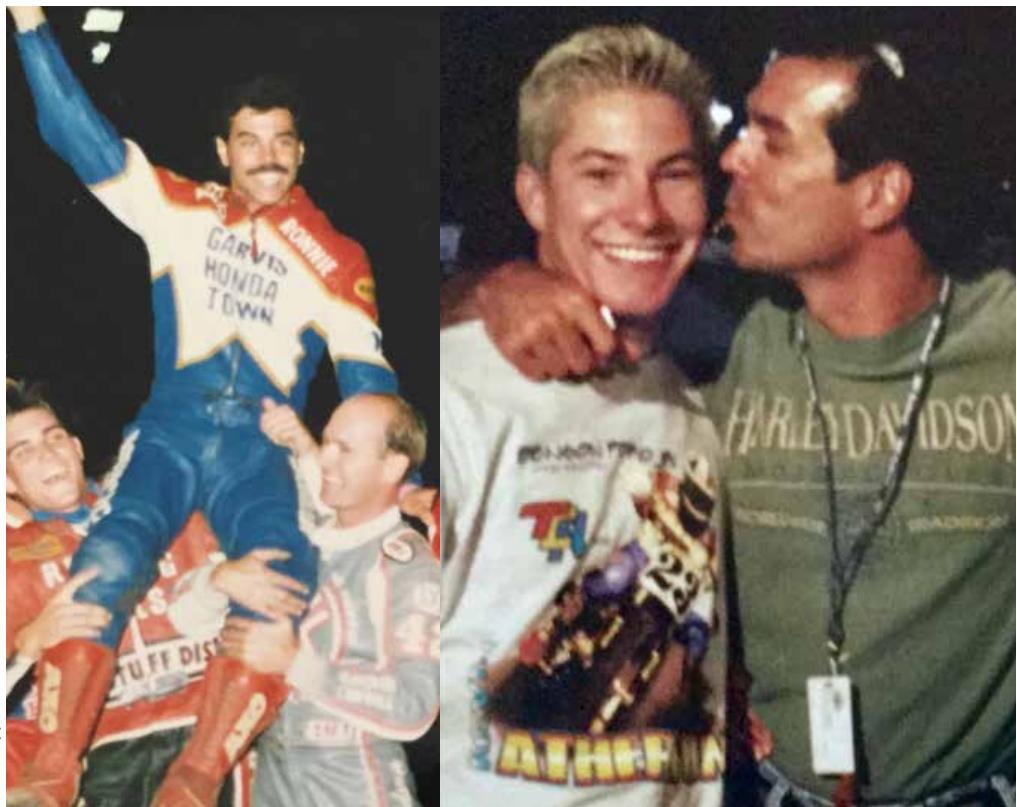
INJURED RIDERS, HE SERVED AS THE SENIOR DIRECTOR OF COMPETITION FOR THE AMA IN 2015, AND HE HAS PUT MONEY BACK INTO THE SPORT IN THE FORM OF RIDER SPONSORSHIPS AND TEAM BACKINGS. WE TOUCHED ON SOME OF THE MOST MEMORABLE MOMENTS OF HIS CAREER, BEING INDUCTED INTO THE AMA MOTORCYCLE HALL OF FAME, AND HOW THE SPORT HAS CHANGED THROUGHOUT HIS THIRTY PLUS YEAR CAREER AS A PROFESSIONAL MOTORCYCLE RACER.

positivity effect



**What sparked your interest in motorcycles and dirt track to begin with?**

Well, I guess back at the time when I was...I guess, impressionable -- I was eight, nine, ten years old -- there were fields and stuff all around my house and almost every kid in the neighborhood started out with little Briggs & Stratton three horsepower mini-bikes. Around 1969 to 1970 when I was about ten years old, Yamaha came out with the Mini Enduro. They had the Honda Mini Trails out and a lot of people had those, but they didn't really look like a motorcycle. Yamaha came out with the Mini Enduro and then Honda followed with the SL70, so every kid would come home from school and if we didn't have some sort of ball practice then we'd jump on our mini bikes and go ride in the fields. We were just doin' it for fun, I just liked to ride.







really had nowhere to go, so he ran over me and my bike. He really missed me and he got my motorcycle, I didn't really feel it, but when he realized there was nothing he could do, he kinda gassed it and wheeled as he went up over my bike. It made kind of a neat picture. So, Kenny won and it was a big deal back in the day -- there was one or two guys that won the short track and the TT. Steve Eklund may have been the only one, and Kenny Roberts really wanted to do that; he wanted to win those two. He had won the TT and he got out front in the short track on Saturday night, I got off the line in fifth or sixth, and it took me a couple laps to get up to second. I reeled him in and he and I just went back and forth the rest of the race. Finally, two or three laps from the end I got away from him enough where he couldn't get back by me.

**One of the most impressive things about your career is the consistency and longevity that you showed throughout. How has the sport changed since you were a rookie in the 1970's to now?**

Well, it has changed significantly over the years. When I got involved R.J.

Reynolds was involved in the sport and they had a great team -- I wouldn't go as far as to say that they pioneered sort of the sports marketing, but they had an arm that was called Sports Marketing

Me and my brother had bicycles and we'd race those around all the time if we weren't on our motorcycles. I didn't really know anything about racing really. I mean, I knew there was some local racing going on and that sort of thing, I could see the flyers at the motorcycle shop where I bought my bike. I didn't realize you could actually make a living racing motorcycles, so when I saw On Any Sunday I was like "You can ride motorcycles and make a living!?" That whole era was kind of like a perfect storm for us kids -- Yamaha coming out with the Mini Enduro, On Any Sunday comin' out, and it all kind of fed into that huge boom in interest of young kids wanting to become professional racers. It fueled a ten to fifteen year boom in racing. There were a whole bunch of good things that happened all at once. We need another convergence of events like that. It's so difficult to figure out how to make that happen; it happened almost by accident but something sparked the interest enough for Bruce Brown to make the movie in the first place, so there were a lot of things. But, it probably all started with just one thing happening, so if we could figure out how to find that one thing again, that'd be great!

**Let's start off by talking about your first national win, what do you remember about the Houston short track in 1980?**

Yeah, back then at the Astrodome they ran two nights -- Friday night they ran a TT national and Saturday night they'd run a short track national, it was a two night deal. Kenny Roberts won the TT national that year on Friday night and I made the main event, but I fell. When I crashed, Scotty Parker who was behind me on an Harley XR750

**On Any Sunday comin' out, and it all kind of fed into that huge boom in interest of young kids wanting to become professional racers.**



Enterprises (SME) and it was actually owned by R.J. Reynolds. Motorcycle racing had The Camel Pro Series or Winston Pro Series, they obviously sponsored the Winston Cup which was Nascar, but they did Vantage Cup Golf, Virginia Slims Tennis, and they were heavily involved in the promotion and sponsorship of all kinds of sporting events. Motorcycle racing and flat track racing in particular were kind of the beneficiary of that sponsorship and that marketing. They were great at it, they were just great. I can see why Nascar loved the R.J. Reynolds people and they were great to us. Their involvement really pushed the sport forward and they had great marketing. They helped us riders and made it profitable to be a racer. To be successful, you've gotta have a passion for it, but there also needs to be a pot of gold at the end of the rainbow. It doesn't mean everyone's gonna win the national championship or make a lot of money, but if there's at least money there (which is what I saw when I watched On Any Sunday) and as it grew and R.J. Reynolds was sponsoring the series, so that made it attractive for us. So, when the government got involved and sort of forced the tobacco industry out of sports marketing, motorcycle racing wasn't really able to find a replacement for that sponsorship and marketing that R.J. Reynolds did, so it kind of went into a lull. Recently, Polaris bought the rights to the Indian name and decided that their marketing plan was gonna be to slug it out with Harley Davidson. So, they said "Where does Harley Davidson live?" and they kind of analyzed it and decided that they've been winning dirt track races since the 40's and 50's when Indian went out of business, so let's go right after them where they live which was dirt track racing. So, we've got kind of a unique situation right now where Indian has come back into the sport and slugged Harley in the mouth. It'll be interesting and only time will tell, but if Harley chooses to slug back and this turns into heavyweight bout, it could really be great for the sport.

**So, we've got kind of a unique situation right now where Indian has come back into the sport and slugged Harley in the mouth.**

**It's no secret that the sport of motorcycle racing in general could use some sort of catalyst, people love drama anyway they can get it...**

Well, you see it everywhere. I'll go back to the political correctness, the cookie-cutter comments from the riders, and they're all supposed to say the right thing...but that's



not what made the sport so popular in the first place. Of course things change, culture changes, but it's kinda funny -- if you step outside the line, you still have to be careful about how you step outside the line. It is nice to see somebody with their own views, and not afraid to show that they're different than the other guy.

**There are four dirt-track disciplines: short track, TT, Half Mile, and Mile — is there one specific layout that sticks out to you as your favorite?**

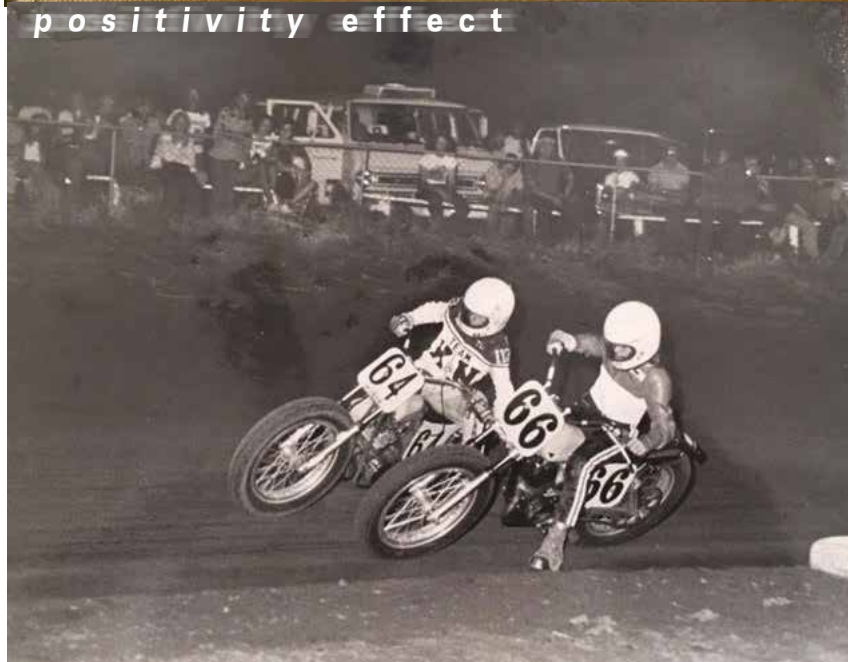
Well, if you look at my race history I won more half miles than anything else, but comin' into the sport what I raced the most of was short track; that's what I grew up on. That's probably why I won Houston, and I've won a lot of Daytona short track races -- I won the national there in 1980. I just enjoyed competition and I loved all the different disciplines, and I think that's what made the Grand National series so appealing. At least when I started, it actually combined road racing as well, so you had to be able to be diverse in your skills and things, and that's what made it so much fun for me. Because there was a mix of them all year long, I kinda looked forward to all of them equally. I felt like I won two mile races: one in Duquoin in '94 and the other in Indianapolis in 1986. But they didn't have a finish line camera or anything, it was just whoever was sitting at the finish line. No knock on them, but it was just the little old ladies that the AMA had sitting at a table on the inside of the start/finish line on the infield. At Duquoin, I went by Ricky Graham and the photo that came out the next week in Cycle News actually showed that I had won, but he was on the inside so they saw him and they gave him the win. Even Ricky thought that I had won. After the checkered flag, he was congratulating me goin' around the track and then we came around, they handed him the flag, and he looked at me like "What do I do?" Anyway, the point being that I won short tracks, I won TT's, I won half-miles, and I felt like I won a couple of miles -- but I just loved racing all the varying kind of tracks that we rode.

**Out of the ten victories that you have throughout your career, is there any single race that sticks out as the best?**

Well, there were some that just kind of blended in -- you know, the first one in Houston on the short track was pretty big, of course it was my first one, and it was in the Astrodome where I'd always gone every



positivity effect



year as a kid for about eight years prior to that to watch my heroes, including Kenny Roberts, and he was World Champion at the time. So, that was huge to beat him when I was nineteen years old. The next race that year that I won was the Santa Fe TT and that was the first race that I had ridden after my brother was killed at the national in Louisville, Kentucky about three to four weeks before that. I didn't really know if I was gonna race again and I went to that race looking for answers I guess, and so winning that race convinced me to continue racing, you know. That sounds like a happy ending kind of thing, but after that I went five years before I won another national, and that was a race in Los Angeles at a track called Ascot which was a famous racetrack. So, winning that race after five years was real special to me 'cause at that point I was thinkin' that maybe I made the wrong decision by continuing to race. Then the last race before Ascot closed in 1990; I won that race. So, that race at Ascot was kind of a big thing for me 'cause it was kind of a famous racetrack. Then the other one that comes to mind... they had ran nationals in Oklahoma City while I was growing up and then about the time I turned pro, the promoter that promoted the races here closed his dealership in Oklahoma and left the state. So, I had always just wanted to race in my hometown in Oklahoma City like they had done all those times while I was growing up, but nobody would promote it. So, me and another guy that I had grown up with decided to promote the races here in Oklahoma City and the first year that we did that was '91, and I actually won the national here. I guess I was so excited about getting to race here in my hometown that it carried over onto the racetrack and I ended up winning that race. Being able to race in front of all my family, all my friends, and everybody here in Oklahoma City was a pretty cool deal.

**Now that you're done racing, you've been involved with Flat Track in some other avenues of the sport. You were named Senior Director of AMA Pro Flat Track in 2015, can you talk a little bit about your involvement with that while it lasted?**

In 2015 I was Senior Director of competition and at that time the sport was really languishing. You know, I mentioned R.J. Reynolds leaving but there were a lot of other things: lack of vision, a lot of issues

tracking better, and some of the things that they've failed to implement still that they need to do would help, but it's good to see that they made the class structure change by going to a singles and a twins class at each race (which is what I told them needed to happen.) Those are all things that I was saying that needed to be changed in the sport, and that I was planning to change had I remained there. I was glad to have at least spent that year there and I feel pretty responsible for some of the changes, but some of it's just been circumstance (like Indian coming to the sport which has been great.)



**Talk a little bit about the charity you've formed to help out injured riders and how that whole thing came together.**

CycleNews would do an article each year about the rookie of the year candidates. They would kind of pick the top so many guys from the Junior class that were moving to the Expert division and tell a little bit about these candidates for their rookie of the year. The guys that I came up with into the sport -- Scottie Parker ended up being a nine-time dirt track champion, Wayne Rainey ended up being a three-time world champion, and Tommy Duma, Charlie Roberts, and Johnny Winecicz were the others that were in the article. In

with things that they had done that didn't make any sense. It was difficult to tolerate the frustrations of working in a corporate environment -- feeling like people are stabbing you in the back and so on. I know Michael Locke is getting credit for a lot of the things that they're doing, but if you go back there was a Cycle News article in 2015 -- that was before Michael Locke when he was just kind of hired on to look as a consultant -- and he was listening to everything I was saying, and now he's implementing a lot of things that I said the sport needed. So, now it seems to be going forward and he's getting all the pats on the back, but regardless my goal was to go there and try to make dirt

2009, Larry Lawrence (who did work for CycleNews) wanted to do a follow-up on the group of us, so we all met in Indianapolis at the MotoGP race, and that was where Kenny Roberts rode the TZ750 again. We all got together for Larry to interview us all again, kind of a thirty year later anniversary. So, we all got together and we played golf -- and we all decided as we played golf, we're all competitive so we were bettin' money, so at the end instead of paying the money to each other, we decided to do something good with it. We decided we wanted to use it to help riders somehow, so there was a charity called AIR (Aid to Injured Riders) so we donated the money to AIR and that got



us all to talking. We all felt blessed to have the sport of motorcycle racing -- thirty years later, we were all still close, still friends, and it kind of shaped all our lives. We thought that we wanted others to have the opportunity, so we thought how can we help? That sort of was where the idea for a charity to help injured riders came about, and we formed a corporation and applied for a 501C3 status to the IRS, and it became the AMA Rookie Class of '79 and Friends Charity. To date, we've collected and paid out over one million dollars to injured riders and their families, some unfortunately to the families of riders who were killed. We've helped if not totally covered the cost of funeral expenses, and flying riders bodies back to their home state, different things like that. So, I've been involved with that and I've done some consulting to help some other promoters. There's a promoter here in Oklahoma City that started promoting the mile national at Remington Park. Then they had the Ascot reunion race this past year, and they had Sammy Tanner (the first winner of Ascot when it opened) and then myself (the last winner of Ascot.) We were the Co-Grand Marshalls, that's how that came about. You know, I try to stay involved. I love the sport, so I do what I can and try to find ways to help the sport stay alive. I've also helped directly; I've sponsored some teams, sponsored Henry Wiles during his best years and he won about twenty nationals on our bike. I've sponsored some other riders and helped some different guys, just doin' what I can.

## In 2016, you were inducted into the AMA Motorcycle Hall of Fame. What was that experience like? I'm sure they'd have nominated you earlier had you stopped racing.

It was somewhat surprising honestly. The reality is...although the last national I made was in 2014, I still have my license, and I actually rode the national in Forth Worth this past year, but I just missed the main event by one spot. I'll probably get my license again in 2018, but you never know, I might do a national or two. The Hall of Fame induction thing was a big shock, I didn't expect it -- in fact when I got the call from Ken Ford at the AMA to inform me, I said "Oh, so I've been nominated?" and he said "Oh no, no, no! You were nominated and you were the first one that got enough ballots to get in!" and I was a little bit shocked. It's very humbling and a big honor for me. I just didn't know that winning ten nationals or whatever would be enough to qualify me to make it, but I can't really think of a bigger honor that I could've gotten, so it's a pretty cool deal.

## Yeah, I'd say you made the right decision to keep racing back in the day...

Yeah, I feel like it was God's way of telling me "Hey, this is what you're supposed to do," and like I said, there were a lot of times during the next five years where I was kinda like "God, what kind of signal is that!?" I broke my leg in '83 and nearly missed the whole season and I was fourth in the points. So, I spent the whole season injured and get all healed up and all ready to go in 1984. We were all set to go and I had come back at the end of '83 and was going well, and got back up to speed, and we're all set for '84. Honda had started their dirt track program and Gene Romero was heading up the team, and he calls up Dave Debinski (my mechanic) and hires him to go work for Honda. So, there we were....we had bikes at Warren Harley Davidson, I had my mechanic all ready to go, and the whole thing fell apart right as the season was starting. So, I struggled through '84 and thought "Well, this sucks," and just about the time I was ready to quit, a company out of Champaign, Illinois decided to sponsor me in 1985, and that was when Honda had come out with their engines. So, the owner came down to Peoria in 1984 and said "I'm thinkin' about buying some Hondas, and hirin' a mechanic, and all that," and that's what ended up happening, and I ended up winning Ascot that year.









## positivity effect

The first round of the 2018 Monster Energy AMA Supercross series will mark the beginning of a new era. It will be the first time in a historic eleven year period that Ryan Dungey will watch from the outside looking in on a sport that he dominated, legitimizing himself as one of the all-time greats in the process. There are a lot of storylines in play heading into the seventeen round series -- some of them speculation, opinion, and hype, but there is no doubt that the absence of the defending champion will leave a void that needs to be filled. It provides a dangling carrot in front of all the other competitors on the gate, bloating their heads with an air of confidence as they pound laps at the practice track in anticipation for Anaheim 1.



positivity effect

Dungey's first supercross race took place at the Georgia Dome in late February of 2007, marking his full-season debut for the top tier Makita Suzuki team. Their premier class rider at the time was none other than Ricky Carmichael, widely considered by many as the GOAT (Greatest of All-Time) of supercross and motocross racing. Carmichael already had one foot out the door as he committed part time to the 2007 season, and Suzuki's Team Manager Roger DeCoster was in search of a replacement. 162 career wins indoors and out, 16 AMA championships, and two perfect seasons in the Pro Motocross series; those are some big shoes to fill. After DeCoster faced much skepticism and criticism for plucking a rider with only one Loretta Lynn's title and a handful of amateur wins out of the B class, Dungey shut everyone up with a show-stopping performance at the opening round of the 2007 East Lites Championship with a dominant victory, proving himself to all the doubters that he's the real deal.

Although the Minnesota native found himself on the top step of the podium in his very first supercross race, no one could have predicted his meteoric rise to the top of the sport, except maybe DeCoster. From 2007 to 2017, he accumulated a total of 80 AMA wins between supercross and motocross (4th all-time), including 34 in AMA Supercross. He racked up a total of 9 AMA championships as well as 3 Motocross Des Nations titles, boasting one of the most impressive stat sheets in motorcycle racing history. It took him until 2009 to win his first championship, but he made up for lost time as he bagged two in one season, and topped it off with a Chamberlain Trophy at the MXDN for good measure. He shocked the world in 2010 as he won the 450 supercross title and the 450 outdoor title in the same year as a rookie in the premier class, setting the stage for what was to come in the following years of his career. After following DeCoster and Ian Harrison to KTM in





2012, there was definitely an adjustment period for the rider out of Minnesota. The Austrian manufacturer had never won an AMA Supercross title until Dungey broke that record in 2015, but he didn't stop there. His unwavering podium results and his metronomic consistency at the front of the field led him to three consecutive premier class championships, including 31 consecutive podium finishes between the 2015 and 2016 seasons. After the checkered flag waved to mark the end of the 2017 SX season at Sam Boyd Stadium in Las Vegas, he ended things on his own terms with the number one plate in hand, bowing out with the grace of a champion. From the very first supercross race of his career to his last, Dungey put himself in the spotlight, albeit under very different circumstances.

From the time that he was number 62 on a Makita Suzuki in the 2007 Lites East Supercross Championship to the time that he was number 1 on a Factory Red Bull KTM in the 2017 450 Supercross Championship, Dungey always laid it all out on the track. His first and his last race were surrounded by different circumstances, they held different expectations, and they unraveled in completely different manners -- but the way that he rose to the occasion when called upon stayed consistent. His supercross debut in 2007 was overshadowed by the supercross debut of Pro Circuit Kawasaki's Ben Townley after he spent the majority of the 2006 season nursing an injury. In addition to the New Zealander, Pro Circuit Kawasaki also had three-time AMA Arenacross

positivity effect







**“The twenty-eight year old gave it his all from his very first supercross race to his very last, proving that hard work can overcome natural talent and the dedication to be a champion pays off for those who never say die.”**

Champion Darcy Lange on their side. Both riders were proven on a professional level as championship winners and contenders, and they were the likely title favorites heading into the season. There were flashes of what was to come later that evening as Dungey went out and put himself on the top of the box in his heat race, solidifying a good gate pick for the main event. As the gate dropped to mark the commencement of the fifteen lap dash to the checkered flag, the fresh-faced rookie found himself just inside the top five. Amateur sensation Mike Alessi led the field with former MX2 World Champion Ben Townley closely in tow, but the Makita Suzuki of Dungey loomed closely behind. It didn't take long for him to battle his way into the lead, forcing his RM250 past both riders as they crossed the finish line jump for the very first time.



At that point, Dungey laid down a display of speed and consistency that would later earn him the reputation that he is known for today. It was vintage Dungey, but no one knew it yet. He went completely unchallenged for the remainder of the race and wore his emotions on his sleeve as he circled the last lap of the Georgia Dome, pounding his chest and signalling to the mechanics area as he approached the finish line jump for the final time. The pyrotechnics erupted as he crested the take-off and he pointed enthusiastically towards the managers tower while he floated through the air towards the landing, celebrating the first of many wins that himself and Roger DeCoster would share over the next ten years. The last of those race wins would come late in the 2017 supercross season at the penultimate round of action in New Jersey, but it was the fourth place that he earned in the last race of his career at Sam Boyd Stadium that would prove to be one of the moments that would define his legacy. Dungey had a five point cushion on his fiercest rival, Eli Tomac, heading into the series finale and the fight for the number one plate was up in the air. Dungey had never been in this position before, clinching his previous three premier class supercross championships before the last round of the season in Las Vegas. It was glaringly obvious that Tomac had a speed advantage heading into the final round of the season, boasting nine victories on the season

to Dungey's three, but the KTM rider only needed to finish fourth or better to clinch the title (something that he had done for fifty-one consecutive supercross races prior). As the final race of the 2017 season got underway, the Minnesota native put himself exactly where he needed to be by snagging the holeshot. It wasn't long until Tomac made a move for the lead, running Dungey to the top of a berm in an attempt to ruffle the feathers of the KTM rider, forcing him to lose a couple of positions. It appeared that Tomac was going to check out and hope for a mistake or a mechanical failure from the defending champion, but instead he employed a very different approach. In an attempt to force Dungey out of the top four for the first time in over fifty races, the Kawasaki rider purposefully rode slower; blocking the fast line, slowing through corners, taking Dungey off of the track, and so forth. The composure and determination that led him to his first win at the Georgia Dome in 2007 had matured and evolved, but it was vintage Ryan Dungey that stole the show yet again as he overcame Tomac's antics and claimed his most impressive championship to date. Only few people knew at the time, but it would be the last time that the superstar would cross the finish line in a Monster Energy AMA Supercross race. His finger extended towards Tomac as the two of them rolled the rhythm section after the finish, and although the intentions may never truly be known, the





Colorado native will not have another chance to respond on the track. Dungey went on to celebrate wildly with his mechanic, his wife, and ‘The Man’ himself (Roger DeCoster). The twenty-eight year old gave it his all from his very first supercross race to his very last, proving that hard work can overcome natural talent and the dedication to be a champion pays off for those who never say die.

Although there will be a full gate of twenty-two riders at Anaheim 1 on January 6th, it’s going to feel as if there’s an empty spot on the line without the #1 emblazoned KTM gunning for his tenth career title. There’s only one question to ask when the gate drops on the 2018 Monster Energy AMA Supercross season: who’s next?



**LS2**  
HELMETS

# SUBVERTER

MX470



THE GAME HAS CHANGED.

**NEW SHELL**



- >> ROTATIONAL FORCE MITIGATION
- >> 35 INTAKE AND EXHAUST PORTS
- >> THE GAME HAS CHANGED

>> LEARN MORE AND FIND AN LS2 HELMET DEALER NEAR YOU  
[WWW.LS2HELMETS.US](http://WWW.LS2HELMETS.US)