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250 MOTOCROSS • 250 ENDURO • 4-STROKES!

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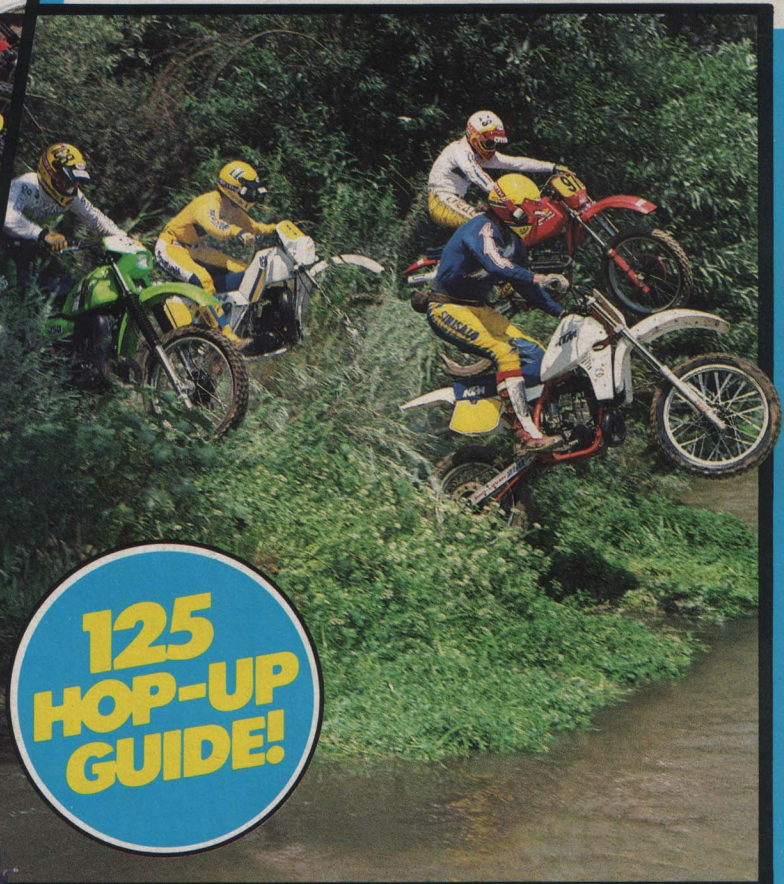
DIRT BIKE

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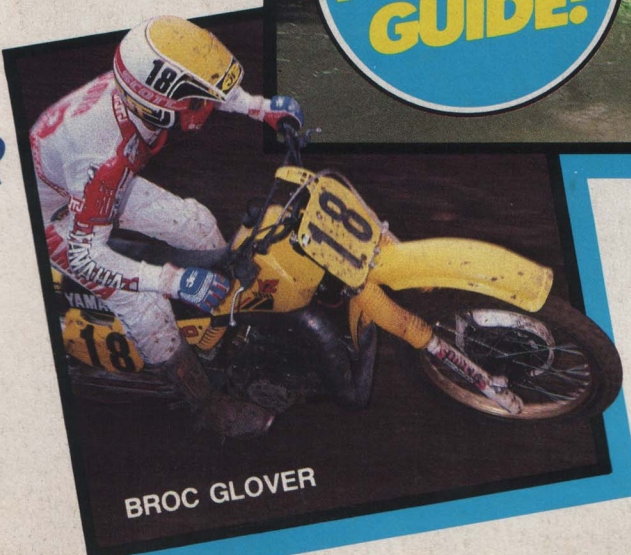
**SPY
PHOTOS:
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BAILEY REVEALS HIS
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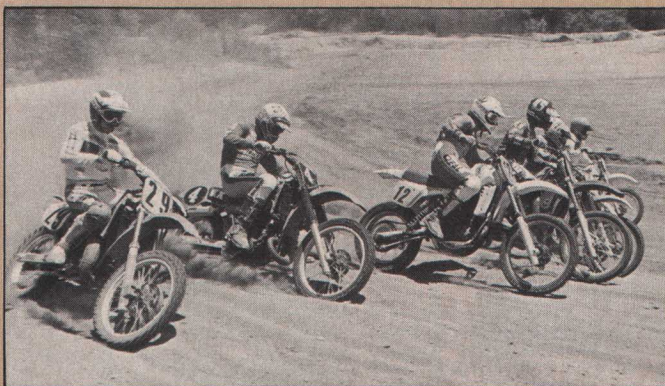
**FIRST USGP PHOTOS:
AMERICANS HUMILIATE
EUROPE'S TOP STARS!**



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DIRT BIKE

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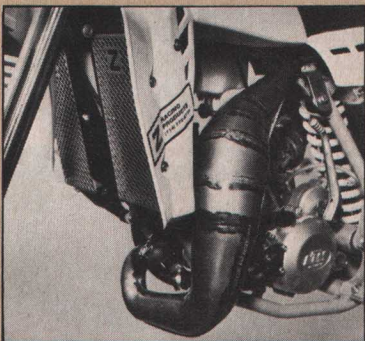
250 MX SHOOTOUT



ALL-NEW KTM



500 USGP



125 HOP-UP GUIDE



BLACKWATER 100



ISDE QUALIFIER



XR250 HOP-UP

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

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ON THE COVER: The test staff lines up for the 250 MX shootout; the top four enduro bikes take time out for a bath; and Broc Glover burns down Carlsbad. Photos by Webb, Clipper, and Webb, in that order; color separation by Valley Film.





Team Honda's Johnny O'Mara slid past Glover and Johnson as their Yamahas' suspensions started to fail. Johnny won quite easily.

David Bailey snared the first-moto holeshot, followed by Glover, Johnson and O'Mara. It seems that racing Supercross has helped the Americans with gate timing.



Although Ricky Johnson's Ohlins shock took a hike, he still held on to finish third in the first heat. R.J. styled for the cameras on the final lap.

It all started with David Bailey. He really didn't want to ride the USGP at Carlsbad. The track is well known for its unprepared, brutal surface, and as far as the riders are concerned, they'd rather race on the moon. David had never ridden a GP at Carlsbad; Honda demanded that he do so.

Johnny O'Mara was burning with desire. The only reason for him to race the 500 GP was to prove his worth aboard an Open class bike. The time is coming for the picking of the Trophee and MX des Nations teams; Johnny wants one of the four available slots. Carlsbad would be the proving grounds.

Carlsbad was more than another race for Ricky Johnson, too. Savvy race watchers knew that Johnson was a 250 rider, so why was he riding a 500 GP? Ricky had never seriously raced an Open bike, but Carlsbad just might quiet the choosing committee for the Trophee/MX teams, who said he couldn't hold on to an Open bike and was an unproven commodity. He too was looking for a position on the American team.

Team Yamaha's golden boy, Broc Glover, has been fighting off the slowest start of his professional career. In the outdoor Nationals, one Mr. Bailey has made him look like traffic all year. Broc was out to put a stop to the humiliation, get back on a winning track and quiet the rumors of his downfall. And deep down, Broc is also determined to hop on the American express at the Trophee/MX des Nations this year.

So, for the first time in many years, there was more on the line than a few ghostly European riders. Our top racers never gave them a second thought. Carlsbad was the final test to a possible slot on the American team.

KARMA AND DESIRE TAKE HOLD

The Little Professor confirmed two things during the Carlsbad weekend: First, he's probably the fastest, most versatile motocrosser in the world, and second, he's hu-

SLAMMING THE DOOR ON EUROPE'S BEST

Glover wins, Bailey dominates, O'Mara charges, Johnson hangs tough, & Malherbe survives

By Tom Webb

Photos by Webb, Clipper, Sieman, Learnihan & the Turbo Twins

stickers

MOTO-X
FOX



50¢
Each



for
competition
use only



CRASHING
SUCKS

OAKLEY

Four Strokes Truck
Two Strokes SUCK!

OURY

TEAM
HONDA



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VALUE MY BIKE
DON'T MESS WITH IT!

CAUTION
HAULIN' ASS

PJ1

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YOU FOOL

TURN THE
GAS ON
DUMMY



BEL-RAY

when in doubt
GAS IT!

EXPERT

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Three Wheeler Today?

I'M WEARING THIS HELMET
UNDER PROTEST



M-X FOX



Coors
POWERED

TEAM
SUZUKI



NO TOOLS
LOANED

THIS BIKE
PROTECTED BY
SMITH
WESSON



TEAM
YAMAHA
SHOWA

OAKLEY
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U.S. GRAND PRIX



Georges Jobe rode his first 500 USGP aboard a works Kawasaki. He DNF'd the first moto and tallied a decent seventh in the second.



The surprise of the first moto was Husky's Micky Dymond. He took his 430 water-cooled, dual-shocked Husky to a fifth place.

man. David took command of the first moto, stretching his lead over the best riders in the world with almost disturbing ease. His riding cool was awesome. He never made mistakes, yet charged the entire time. His lead was unstoppable, his win inevitable. Then, a bomb went off in his rear wheel. When he finally pulled into the pits, you could see the heartache.

In moto two David was riled. He put distance on Glover and Johnson at a frenzied rate. Nearing the end of the moto, a lapped rider swapped just as David was passing him on the freewaylike Carlsbad downhill. Flip city. This ended his day. Karma just wasn't on his side.

His teammate, the "O'Show," took command after David's wheel broke in the first moto. Johnny never bobbed; he simply berserked his fire-red Honda, revving it like a 125, manhandling the course as if it were a Supercross track. Little sharp-edged bumps were double jumped; every corner the clutch slipped in wild abandon. He won, convincingly.

As the pack rounded the first turn of the second moto, O'Mara was nowhere near the



O'Mara (16) was on a 500 for the first time this year. He wanted to prove his worth for the upcoming Trophee and MX des Nations.



Once David caught Broc, the Yamaha teamster held him at bay for quite a while before Bailey had enough of the YZ's roost. Then, with apparent ease, he motored by Glover.

front, but stuck, literally, at the back of the mass. His front wheel was rammed and glued into the fallen tail section of Ireland's Laurence Spence. He sat there patiently trying to extract the wheel from Spence's Kawasaki. By the time he got moving, the leaders were a full minute ahead, with over a half-a-lap lead.

From that point on, Johnny put on a charge that was not only awesome, but showed the Americans' commanding leadership in today's motocross. Most riders would have quit, or simply motored, losing all ambition after the first-turn crash. By the end of the race, Johnny had passed most of Europe's top riders, including Georges Jobe, David Thorpe and Andre Vromans. At the flag he was right on Andre Malherbe's tail. Andre had gated well and was in fourth position. So, Johnny ended up fifth—particularly gnarly considering he was in 27th at the end of the first lap, a full minute off the leaders' pace.

TEAM STOCKER TAKES ADVANTAGE

Both Broc Glover and Ricky Johnson had a bout with luck, and somehow conquered ill fate. Broc was running a strong second



Andre Malherbe and David Bailey had a good joust for about a lap. Bailey then said, "See ya," and motored off after Glover.



Early in the moto Bailey started to stretch his lead, while Broc and R.J. battled it out behind him.

in the first moto when his shock went out on a lunch date. Rather than pack it in, he held on to finish fourth, barely in control of his stock-looking YZ490. Johnson also had the shock gremlins. He crashed on lap one while in contention for the lead, and had to work his way back to the top. As he neared the leaders, his rear Ohlins took a hike. He swapped his way into third by the end of the moto.

By the time the second moto was winding down, Broc had taken the lead (after Bailey's untimely demise). Ricky Johnson had fought through both Eric Geboers and Andre Malherbe to firmly entrench himself in second place. They had capitalized on Honda's rotten luck, finishing the moto one-two.

SEE YA IN FINLAND

As the evening closed, the American strike force left the European riders numb. They played with the top forces of the GP world as if they were Tonka toys, their minds centered on winning, completely disregarding the overseas riders.

Through consistency and strength, Team Yamaha's Broc Glover won what just might be the last Carlsbad USGP. His young

teammate, Ricky Johnson, ended up second for the day, putting his fist in the mouths of those who doubted his ability to ride Open bikes.

Johnny O'Mara, hands blistered and near complete exhaustion, secured a third-place finish at the GP. His gut-wrenching desire took him through the pack of top World class riders to his final outcome. No one doubts his ability; everyone knows his desire.

David Bailey didn't win a thing. This wasn't his day, but he proved without a doubt that he's *the man* to contend with. But a killer attitude, killer tactics and a killer instinct couldn't overcome his bad luck.

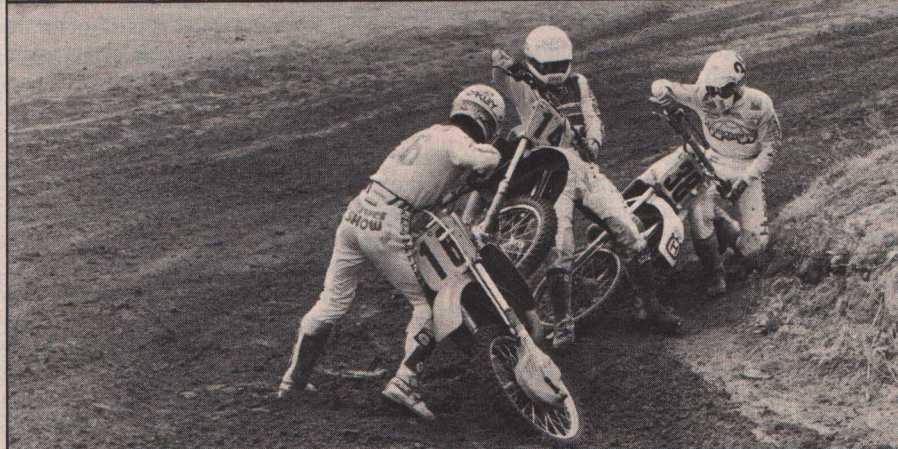
Just *which* riders will go overseas to the Trophee and MX races is still left unanswered. The choosing committee's job just got

tougher, as Glover, Johnson, O'Mara and Bailey proved their worth during the Carlsbad weekend. □

RESULTS: CARLSBAD USGP

1. Broc Glover (Yam)	4-1
2. Ricky Johnson (Yam)	3-2
3. Johnny O'Mara (Hon)	1-5
4. Andre Malherbe (Hon)	2-4
5. Eric Geboers (Hon)	6-3
6. David Thorpe (Hon)	10-8
7. Laurence Spence (Kaw)	12-8
8. Micky Dymond (Hus)	5-*
9. Andre Vromans (Hon)	*-6
10. Kurt Nicoll (KTM)	12-10
11. Georges Jobe (Kaw)	*-7
12. Andy Stacy (Hus)	13-11
13. John Whelchel (Hon)	7-*
14. Leif Persson (Hus)	9-*
15. Jukka Sintonen (Hon)	*-9
16. Jim Ellis (Yam)	11-22
17. David Bailey (Hon)	*-13
18. Peter Snorteland (Yam)	14-15
19. Scott Manning (Yam)	16-14
20. Eric Eaton (Hon)	15-*

*Denotes DNF



Anatomy of a disaster. Glover gated spot-on in the second moto. Malherbe, Johnson and Bailey are in close tow. O'Mara fumbled off the gate and then quite rudely ate the big one. The first-moto winner tried to quickly remount, only to have his bike glued to number 14, Spence's Kawasaki. Johnny was nearly a half lap down by the time he got restarted.