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ISSN 0364-1546



## DUAL-SPORT SHOW-DOWN:

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WR200



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*DIRT BIKE* Magazine (ISSN 0364-1546), November '90, is published monthly by Daisy/Hi-Torque Publishing Company, Inc., with editorial offices at 10600 Sepulveda Blvd., Mission Hills, CA 91345. Subscriptions \$15.98 for 12 issues (one year). Canada add \$5 per year, and all other foreign add \$6 per year for additional postage. Copyright © 1990 by Daisy/Hi-Torque Publishing Company, Inc. All rights reserved. Nothing in this magazine may be reprinted in whole or in part, by mimeograph or any other means, without the express permission of the publisher. Contributors: Photographic submissions must be 5x7 or 8x10 glossy black and white, or 35mm and larger color slides. Please mark each photo with owner's name and address. Manuscripts should be typewritten. Unsolicited contributions, manuscripts, photographs and illustrations must be accompanied by a stamped, self-addressed envelope. Unless special arrangements are made in advance, all published material becomes the sole property of Daisy/Hi-Torque Publishing Company, Inc. The publisher does not assume responsibility for unsolicited material. Second class postage paid at San Fernando, CA 91340, and at additional mailing offices. POSTMASTER: Send address changes to *DIRT BIKE* Magazine, P.O. Box 9502, Mission Hills, CA 91395-9502. Printed in USA.

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**ON THE COVER:** Why didn't Jeff Ward win the 250 championship? He tells all on page 56, while Yamaha's new enduro surprises are on page 30. Wardy photo by Chris Hultner. Cover design by DeWest, separations by Valley Film.



**J**ust seven races, the 250 National series goes by in a flash compared to the 17-event 250 supercross season. There's not much time for strategizing, building momentum or recovering. The fast pace narrows down to one or two key moments for each of the top five. For some, their moment made the difference that launched them into one of the enviable top-five spots. Here's what the top five motocrossers in the country had to say about their 1990 seasons.

**JEFF STANTON**

**NATIONAL 250 MOTOCROSS CHAMP**

"Southwick was the turning point in my season. I knew I had to get some points on

Wardy—he'd been catching me all season. I hadn't had a good race up to that point and time was running out so I knew I had to win. I made up my mind to do it and I did. With that behind me, I knew winning the championship wasn't going to be a problem."

**JEFF WARD, SECOND PLACE**

"There were a few points in the season that stand out, not all in a good way. My DNF at Gainesville hurt my season a lot. I didn't expect to start off having to close a big points gap. Then, when Ricky went

out with injuries, there were really only one or two guys who could take points from Stanton. When I fell at Hangtown and came from the back of the pack to win, it was a big confidence-builder. That was probably the big moment. I was on a roll from that point. I had the points lead after Red Bud, then right before Southwick I woke up with tendinitis. I couldn't believe it; I just woke up one morning with pain in my wrists so bad I could hardly move them. The season really didn't happen the way I'd planned."

# MINUTES THAT CHANGED HISTORY

*America's 5 fastest motocrossers describe their seasons*

By the Staff of DIRT BIKE



## MIKE LaROCCO, THIRD PLACE

"Southwick was really important in my season. This was my first 250 outdoor season but I really felt I could win it as long as I kept pushing. You've got to keep your motivation going from the supercross season. I didn't put my starts together like I wanted to for the first races but I was riding well otherwise, so I got a bunch of fourths early in the season. It bothered me, but I knew I had the speed. It was always Jeff [Stanton], Jeff [Ward], Damon [Bradshaw] and me up there. Anyway, I was looking to make

my mark at Southwick. It's a rough track that separates the good riders from the *really* good ones. I had some trouble with starts in both motos and still got a second, but I really wanted to win. From there, I could see I wasn't going to finish the series as well as I would have liked, but it felt pretty good to be solidly in the top five."

## DAMON BRADSHAW, FOURTH PLACE

"For me, getting injured in the 250 supercross season set me back. I wasn't as mentally prepared after that happened. I knew Wardy and Stanton were going to be tough and I needed to keep a strong mental edge

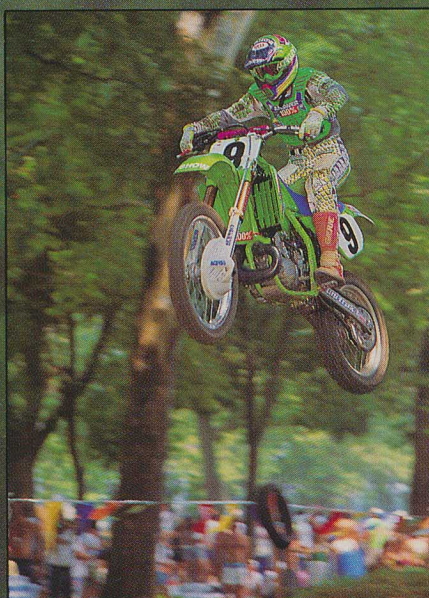
to beat them. There were a couple of cases where I didn't do as well as I could have because I was sizing up the race in the first motos. Once I knew how much I needed to turn it up, I'd win the second moto, like at Axton and Mt. Morris. I was all set to do the same thing at Troy and I wound up high-siding, and then I got hit in the head with a footpeg and a couple of guys ran over me. Next thing I know, I'm in a helicopter. My neck and back were pretty bruised but I'm fine now. Next year there should be less overlap in the supercross and motocross schedules and that's going to help me prepare bet-

Jeff Ward won four of the seven 250 Nationals in an effort to come back from a DNF at the season opener.



Karl Ockert

At times it seemed the only rider who could slow down Damon Bradshaw was Damon Bradshaw. Ray Sommo (34) was just one of the riders who shared Bradshaw's lines unexpectedly during the season.



Injuries put Johnny O'Mara's 250 season on hold until half the events had passed. O'Mara's strong finishes toward the season's end pulled him into the top five.



Getting the job done: Jeff Stanton had a winless season until Southwick, a race he needed to win. Despite winning the championship, Stanton was less than pleased with his overall performance and the consistency of his finishes.

ter mentally for both, and I've got a little more experience, so I know I'll be more satisfied with my season next year."

**JOHNNY O'MARA, FIFTH PLACE**

"Breaking my toes in the first moto at Hangtown changed my season more than I realized at the moment it happened. I finished the moto, but when I got off the bike I knew things were pretty serious. I'd hit a rock and the impact broke my toes and crushed the rock so bad it exploded. It took six weeks to recover from that. I like to think more about the last three Nationals. I got my speed back and got some respectable moto finishes, so I'm going to try to carry that momentum into the 500s." □

**Mike LaRocco put his Suzuki in the thick of what many thought would be a Honda-Kawasaki battle. He finished the season in third place. ▶**



Karl Ocker

**RACE-BY-RACE RESULTS\***

Gainesville, FL	Hangtown, CA	Axton, VA	High Point, PA	Buchanan, MI	Southwick, MA	Troy, OH	FINAL POINTS
1. Johnson (H)	J. Ward (K)	J. Ward (K)	Bradshaw (Y)	J. Ward (K)	Stanton (H)	J. Ward (K)	Stanton (H) 301
2. Stanton (H)	Stanton (H)	Bradshaw (Y)	J. Ward (K)	Bradshaw (Y)	LaRocco (S)	Stanton (H)	J. Ward (K) 294
3. Tichenor (S)	Dubach (Y)	Stanton (H)	Stanton (H)	Stanton (H)	J. Ward (K)	L. Ward (S)	LaRocco (S) 237
4. LaRocco (S)	LaRocco (S)	Tichenor (S)	LaRocco (S)	O'Mara (K)	O'Mara (K)	LaRocco (S)	Bradshaw (Y) 215
5. Dubach (Y)	Fisher (K)	LaRocco (S)	O'Mara (K)	L. Ward (S)	L. Ward (S)	O'Mara (K)	O'Mara (K) 196
6. Bradshaw (Y)	Matson (S)	Fisher (K)	L. Ward (S)	Dubach (Y)	Fisher (K)	Fisher (K)	L. Ward (S) 188
7. O'Mara (K)	Andrews (S)	Dowd (K)	Dubach (Y)	Fisher (K)	Dowd (K)	Johnson (H)	Fisher (K) 177
8. Andrews (S)	Waddington (K)	L. Ward (S)	Tichenor (S)	Bowen (S)	Sommo (S)	Matson (S)	Dubach (Y) 160
9. L. Ward (S)	Pestana (S)	Lawrence (Y)	Fisher (K)	Tichenor (S)	McCann (K)	Bowen (S)	Tichenor (S) 136
10. McElroy (S)	O'Mara (K)	Andrews (S)	Bowen (S)	Carson (S)	Dubach (Y)	Bradshaw (Y)	Johnson (H) 97

\*H=Honda, K=Kawasaki, S=Suzuki, Y=Yamaha.

# Riding safely is the best idea since riding safely.

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Remember, riding doesn't mix with drugs or alcohol. You should never ride on paved surfaces or public roads. And never carry passengers on your ATV either.

Only highly experienced operators 16 years and older should operate the FourTrax® 250X. You should never engage in stunt riding or ride at excessive speeds. And everyone should be particularly careful on difficult terrain.

Honda recommends that all riders take a training course. New ATV purchasers should take advantage of free ASI training and completion incentives. For safety or training information, see your Honda Dealer or call the ASI at 1-800-447-4700. When riding any vehicle designed for off-road use, please respect the environment, and follow the U.S. Forest Service's "TREAD LIGHTLY" guidelines.

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