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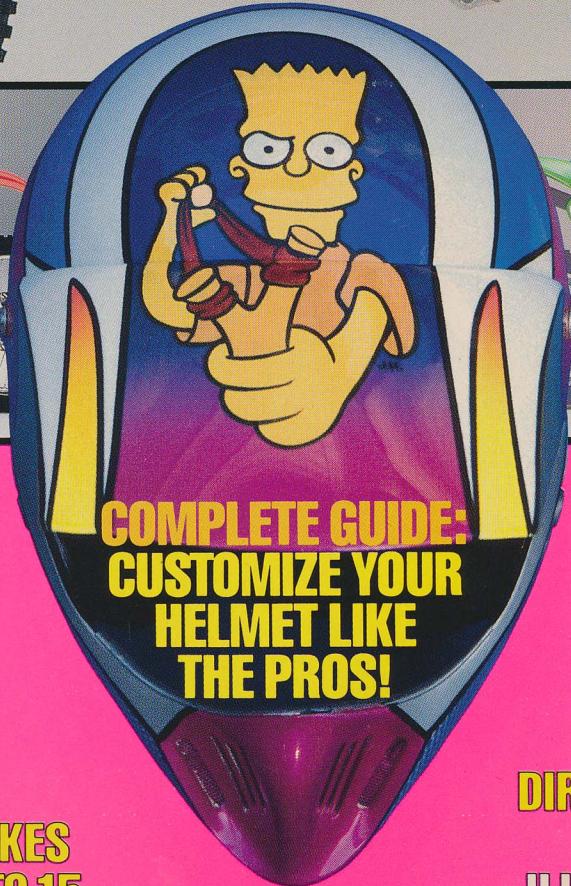
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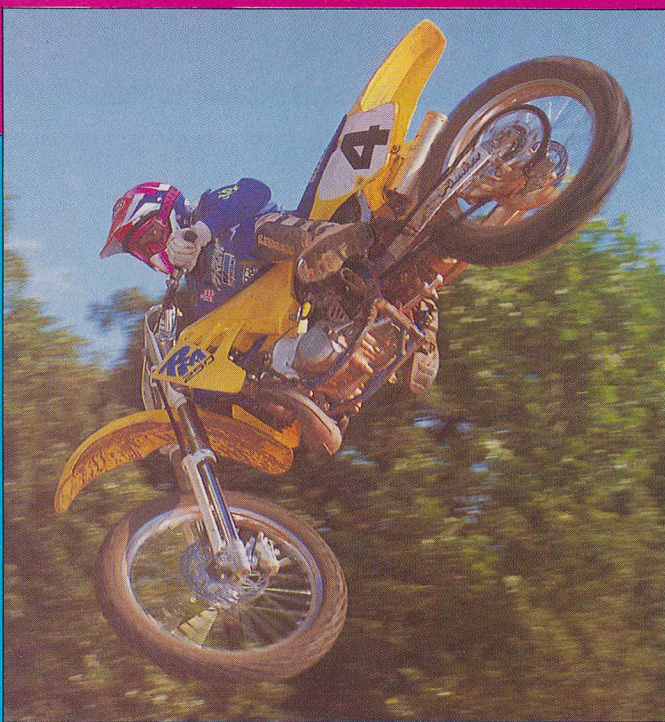
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ON THE COVER: 1991 motocrossers from Yamaha, Honda, Kawasaki and Suzuki vie for "rarest bike" honors without even moving. Kirby Concepts' custom-painted Arai MX-Pro helmet demonstrates how paint can identify you as a pro racer and say a bit about your role models at the same time. Photos by the press relations departments of the respective motorcycle manufacturers and by Kirby Concepts, except for Tim Tolleson's RM shot. Cover design by DeWest; color separations by Valley Film.



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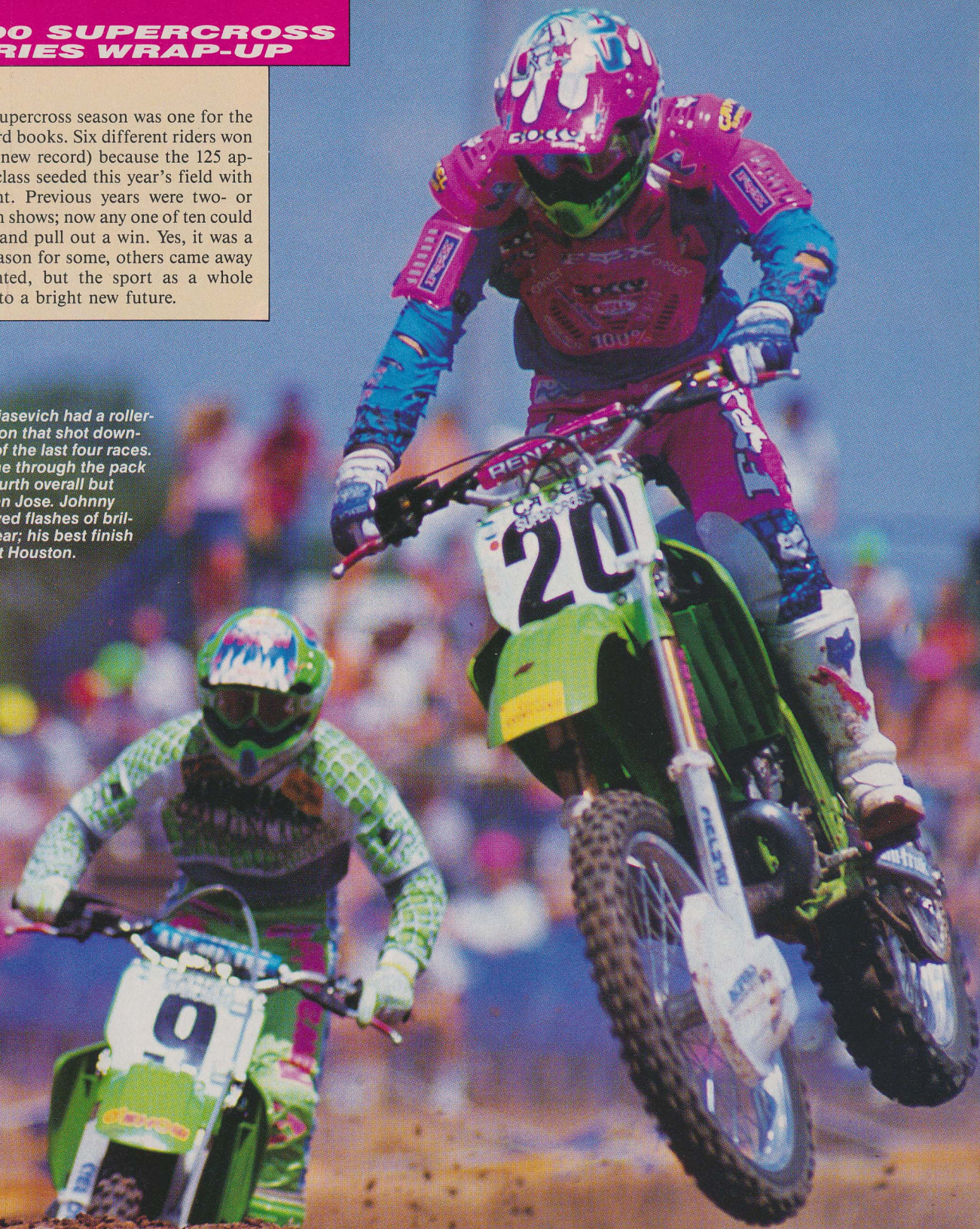
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DIRT BIKE Magazine (ISSN 0364-1546), September '90, is published monthly by Daisy/Hi-Torque Publishing Company, Inc., with editorial offices at 10600 Sepulveda Boulevard, Mission Hills, California 91345. Subscriptions \$15.98 for 12 issues (one year). 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, California 91340, and at additional mailing offices. POSTMASTER: Send address changes to *DIRT BIKE* Magazine, P.O. Box 9502, Mission Hills, California 91395-9502. Printed in USA.

1990 SUPERCROSS SERIES WRAP-UP

This supercross season was one for the record books. Six different riders won mains (a new record) because the 125 apprentice class seeded this year's field with new talent. Previous years were two- or three-man shows; now any one of ten could dig deep and pull out a win. Yes, it was a dream season for some, others came away disappointed, but the sport as a whole leaped into a bright new future.

Chicken Matisevich had a roller-coaster season that shot downhill in three of the last four races. Chicken came through the pack at OKC for fourth overall but choked in San Jose. Johnny O'Mara showed flashes of brilliance this year; his best finish was a third at Houston.



STANTON CATCHES FIRE

Team Honda comes on strong in the homestretch

By Tim Tolleason



SUPERCROSS

LICENSE TO STEAL

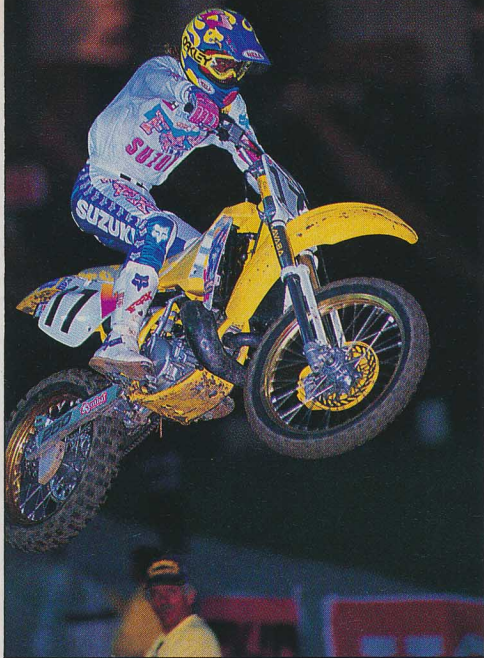
Pre-season hype had the young gun 125 graduates pitted against the seasoned veterans of 250cc supercross. At the season opener at Anaheim, the two '89 125 champs stole the show. Damon Bradshaw and Jeff "Chicken" Matiasovich traded stiffs for most of the main, until Chicken faded. French upstart Jean-Michel Bayle, the 20-year-old dual World Champion, stuffed Chicken for second spot on the victory podium, a podium with three unfamiliar faces. The veterans weren't ready for the *Rollerball* style of supercross, and they claimed the new sensations would crash themselves out of contention.

Sure enough, Bayle biffed out in Houston, and he would sit out the third round as well. Bradshaw backed up his Anaheim victory after a tense battle with Larry Ward at Houston, but then crashed out while leading the San Diego Supercross. Damon sat out Seattle, scored a painful ninth in Atlanta, then sat out Las Vegas. Two of the new lions were out, but the trouble was—there were more than two.

Defending champ Stanton survived the carnage at San Diego, whereas Ross Pederson, Bradshaw and Jeff Ward crashed out, to take the win and points lead. Seattle was a young gun benefit, with Matiasovich and Larry Ward pinning each other to the bales, World Wrestling Federation style. Larry won but Matiasovich took the points lead with a second. Stanton dropped to third in points with a sixth. Wardy and Stanton won Atlanta and Daytona, respectively, then Matiasovich came back to take Las Vegas, extending his points lead to 14 over Stanton, who displaced Larry Ward with a third in Vegas, despite his transmission going south.

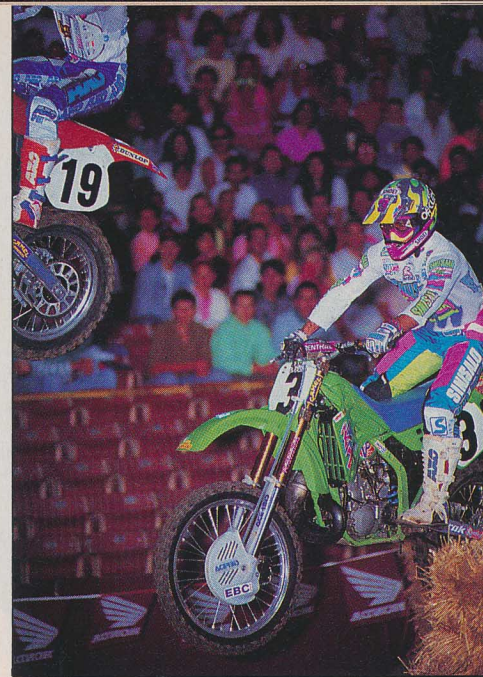
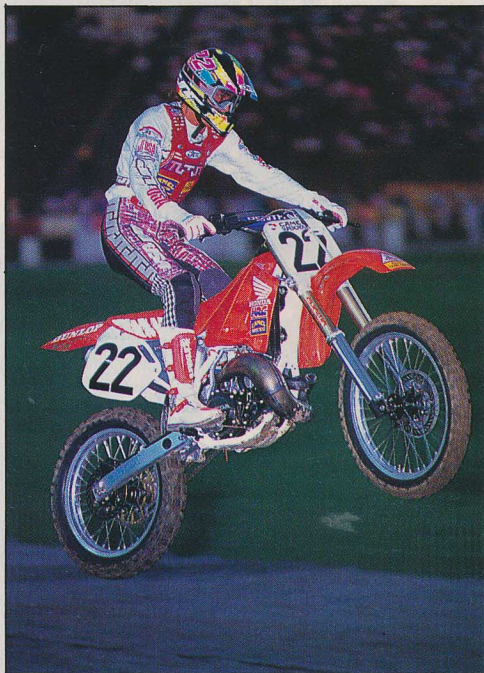
Wardy took the win in Pasadena but still was seventh in points, then the young guns ruled the rest of the series. Mike LaRocco and Bayle caught fire, and Bradshaw was healthy again. Bayle won at Dallas, Tampa, Pontiac, New Jersey and Foxboro, becoming the winningest 250 rider of the season. Bradshaw took Charlotte and Pontiac, upping his win total to four. Meanwhile, Matiasovich and Stanton scrapped for points,

◀ **Frenchman Jean-Michel Bayle was a threat for the title despite missing Houston and San Diego due to an elbow injury and crashing out at Charlotte. Had Bayle won the title, would we have seen a new Pierre Karsmakers-type residency rule for the '91 season?**



Larry Ward, at the Camel Awards banquet, thanked Chicken Matiasovich for making "the most memorable night of my life [Ward's Seattle win] more interesting." Seattle was a study in brake-checking and block-passing, and both riders claim the other started it.

◀ **Mike Kiedrowski had a lot of bad luck, usually in the first turn, during the first part of the season but vaulted from sixth to fourth in series points after visiting the winner's circle in the last three rounds.**



Jeff Ward dug deep for wins at Atlanta and Pasadena but crashed out of the top ten at Houston, San Diego, Las Vegas and Dallas. Wardy edged out Larry Ward by one point for fifth in the series.

with the champ gaining a point here, a point there.

THE HOMESTRETCH

Stanton had failed to get a top-seven finish just once, having crashed back to 16th at Atlanta. Chicken Matiasovich had been 14 points ahead but, after tangling with Doug Dubach at Dallas and Bayle at Pontiac, Chicken choked at Foxboro, finishing ninth to Stanton's fourth. This let Stanton close to within one point of Chicken, with three rounds to go. The first 15 rounds were now moot; this would be a three-race series to the title. Bayle's win streak had once again made him a contender.

Oklahoma City was hot, humid and without floods for the first time this year. Cooper wanted it hot, scorching hot. He was used to it and predicted he'd win—or crash. Stanton, Cooper and Bayle went at it in the summer heat, trading the lead several times. Chicken was midpack. Cooper had led but crashed out trying to reel in Stanton. Riders started dropping like flies and, while Bayle and Stanton duelled, Chicken Matiasovich quietly slipped into fourth. Stanton held off Bayle for the win and took the points lead from Matiasovich, by six points.

San Jose was another story of upstarts threatening to overshadow the points leaders. Wardy holeshot, but Stanton zapped him. LaRocco came from nowhere to chal-

RACE-BY-RACE RESULTS*

Anaheim	Houston	S. Diego	Seattle	Atlanta	Daytona	L. Vegas	Pasadena	Dallas	Pontiac 1	Pontiac 2	Tampa	Charlotte	Mdwinds.	Foxboro	OK. City	S. Jose	L.A.
Bradshw	Bradshw	Stanton	L. Ward	J. Ward	Stanton	Matiasov	J. Ward	Bayle	Bradshaw	Bayle	Bradshw	Bradshw	Bayle	Bayle	Stanton	Stanton	Bradshw
Bayle	L. Ward	Matiasov	Matiasov	Cooper	Bayle	Bayle	Matiasov	Bradshw	Stanton	LaRocco	Matiasov	LaRocco	J. Ward	J. Ward	Bayle	Bayle	Bayle
Matiasov	O'Mara	Kiedrow	R. Tchnr	R. Jhnsn	Kiedrow	Stanton	Bayle	L. Ward	LaRocco	J. Ward	Stanton	Stanton	Bradshw	LaRocco	Kiedrow	Kiedrow	Kiedrow
J. Ward	LaRocco	L. Ward	R. Jhnsn	Bayle	Matiasov	Dubach	Kiedrow	Stanton	Kiedrow	Kiedrow	Kiedrow	Matiasov	LaRocco	Stanton	Matiasov	J. Ward	O'Mara
Dubach	Stanton	LaRocco	Cooper	L. Ward	J. Ward	L. Ward	L. Ward	Cooper	J. Ward	Matiasov	L. Ward	L. Ward	Stanton	L. Ward	LaRocco	LaRocco	J. Ward
R. Jhnsn	Tichenor	O'Mara	Stanton	Matiasov	Tichenor	Kiedrow	Stanton	LaRocco	Tichenor	Stanton	LaRocco	Tichenor	Matiasov	Kiedrow	O'Mara	Bradshw	Stanton
Stanton	Kiedrow	G. Cooper	Bayle	O'Mara	Dubach	O'Mara	Tichenor	Kiedrow	L. Ward	L. Ward	J. Ward	J. Ward	L. Ward	Tichenor	Cooper	O'Mara	Matiasov
LaRocco	Dubach	R. Jhnsn	Kiedrow	Fisher	L. Ward	Fisher	LaRocco	Matiasov	Matiasov	Johnson	Tichenor	Cooper	Kiedrow	Bradshw	J. Ward	L. Ward	Cooper
Tichenor	Matiasov	M. Fisher	LaRocco	Bradshw	O'Mara	Tichenor	O'Mara	Tichenor	Bayle	Dubach	Bradshw	Kiedrow	Fisher	Matiasov	Tichenor	Cooper	L. Ward
O'Mara	M. Fisher	R. Tchnr	J. Ward	Kiedrow	Cooper	Cooper	Fisher	Fisher	Dubach	Tichenor	Fisher	O'Mara	O'Mara	Cooper	Bradshaw	Matiasov	Fisher

*Bold entries indicate points leader after that round.



**JEFF STANTON
INTERVIEW
TALKING WITH
THE CHAMP**

• Jeff Stanton is the quiet champion. He doesn't run his mouth about how he's going to go out, kick butt and take names. The Michigan farmboy turned three-time AMA National Champion doesn't snivel or bad-mouth. If doesn't have something good to say, he says little or nothing. After a win, he says little, thanking the sponsors, promoters and fans. Not much more. It's clear he's already thinking about the next race, the next championship. Stanton is a workman's hero, a businessman who's more at home on the track than in the spotlight, making him the opposite of a Bob Hannah or a Rick Johnson, as far as playing to the fans is concerned. Jeff is so determined to beat those guys' accomplishments that it consumes his public persona.

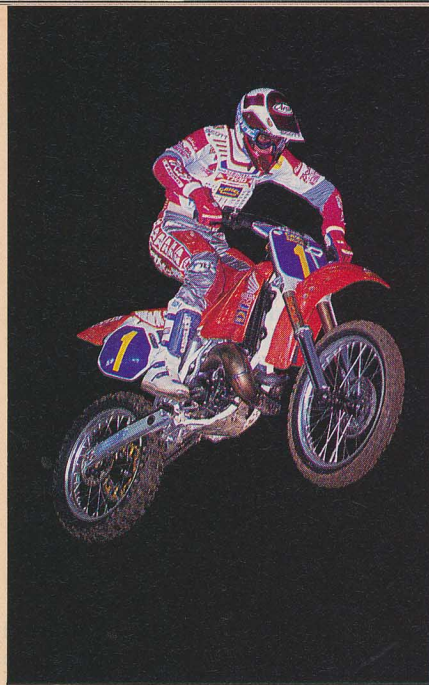
After Jeff defended his supercross title, we got him to open up a bit.

Dirt Bike: *When the season began, there was all this hype about the Young Guns, the New Lions, yet you were only 21 years old as the season began. Did this bother you?*

Jeff Stanton: Everyone was calling me a veteran, because I was the defending champion. I'm just a young gun, too. They started off fast, and I started off slow, is what it amounts to, basically. I had to work my way into it and knew I would come on strong later in the season.

DB: *You said at the beginning that the new guys would crash themselves out, and you'd hold back until things sorted themselves out. Then you announced that you were going to go for it.*

JS: Yeah, I started out calm and collected, which wasn't the right thing to do. Some guys got hurt, but not all of them. It all worked out in the end. At San Diego, I felt they were riding over their heads and it was only a matter of time before they were getting off. I just stayed in there and started plucking away. It's what the whole season



Jeff Stanton has become the first rider since Bob Hannah to win back-to-back supercross titles. Along the way he had to learn to handle pressure in the most intense supercross season ever. Here's how he did it.

amounted to—letting them make the mistakes, then going around them. Near the end of the season I knew what I had to do, so I went out and did it.

DB: *Last year you had the points lead by Daytona, but this year you were trailing in points at Daytona. Did this put more pressure on you, compared to last year, or was more pressure on Matiasevich?*

JS: There was more pressure on me all year because I had to defend the title, and I'm not comfortable being behind. I'm comfortable being out front, leading. Being out front, riding solo, was a piece of cake last year compared to this year. It's one thing to get the #1 plate, it's a whole different story keeping it. It was hard all the way through. I had someone pushing me all the way, and I was behind for most of the series.

DB: *Things were getting sorted out in the first third of the 18-race series. What was*

your game plan as the season got to the half-way point?

JS: I knew I had to do something, so I started whittling away, race by race. After Las Vegas, Chicken had a few bad races, and I had a few good ones. Things were turning around. I knew it was time to get serious, to turn things to my favor. I had to start winning races, being more aggressive.

DB: *Coming out of Foxboro and into Oklahoma, you were one point behind Chicken. Were you confident?*

JS: Yeah, the course was really tough and the weather was to my advantage. I went out, felt good and won. The same way with San Jose—the track was to my liking. I knew I had to go out and win to put some points on those guys.

DB: *Is your Oklahoma showing a preview of what's in store for the competition in the remainder of the outdoor Nationals?*

JS: Yeah, its going to be hot and tough, and I'm going to go out there and do it. Wardy is going to be tough. I'm kind of mad at how I rode at the L.A. Coliseum, so I'm going to come on strong and win the outdoor championships.

DB: *What about the Coliseum? You did what you had to do.*

JS: I felt good there all the way through—I went out and won my heat and I got a good start in the main but, around the fifth lap, I started making a few mistakes. O'Mara was riding well but started making a few mistakes—riding over his head a little bit. I felt that there was no reason to get taken out and lose the championship, so I just cooled my jets a little. I rode my race instead of going for the win. The championship was more important.

DB: *What would you like to change about this year, or what will you do differently next year?*

JS: I learned a lot about pressure this year. You have to deal with it and make it work to your advantage instead of your disadvantage. This year the pressure got to me. It won't get to me next year. •

◀ **Damon Bradshaw only scored two points at San Diego and sat out four rounds with a foot injury. He came back to tie Bayle for the most main-event wins (five) and take eighth in series points. Bayle tried to protest Damon's last win, claiming rough riding.**

allenge Stanton for the lead, only to crash. La-Rocco, the fastest man on the track, would later mount another charge, only to crash again. Bayle moved up to take second, behind Stanton. Matiasevich was in another time zone—he'd choked and taken tenth. Bayle dropped Chicken to third in points. Stanton now only had to get ninth at Los Angeles, if Bayle won, to clinch the title.

The pressure on Stanton was tremendous. He'd locked up the '89 title at Oklahoma and was free to let it all hang out at the L.A. Coliseum, which he did for the win. Team

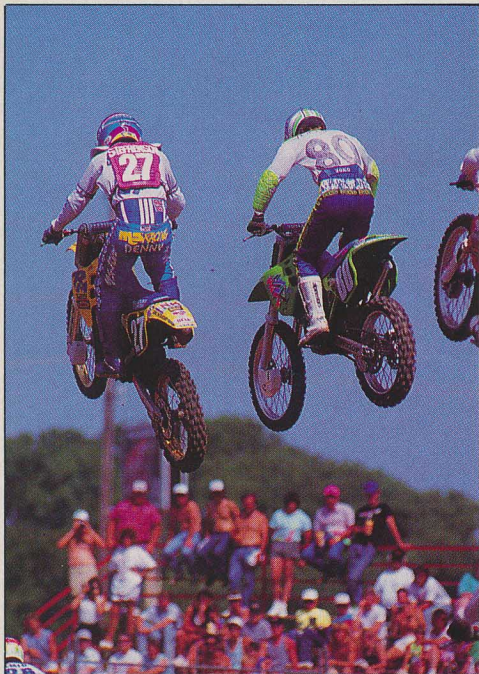
Honda was deathly afraid he'd try to race and throw away the Championship this year. Bradshaw wanted the win bad, to tie the Frenchman for total season wins. Bayle had to win for any kind of chance at the title. Johnny O'Mara, facing the end of his supercross career, wanted the win to keep his factory ride.

Stanton led early but was passed by Bradshaw, Tichenor (who then crashed), then Bayle, who had gated very poorly but moved up quickly. O'Show and Bradshaw battled, until Bayle zapped past the Kawasaki rider. Stanton was fourth. Bayle and Bradshaw went at it for ten laps, with Damon riding over the edge to stay ahead. Mike Kiedrowski was on the move and passed Stanton, then O'Mara. Bayle passed Damon up the peristyle on the last lap, but Bradshaw rammed him twice (yes, twice) in the next

SERIES FINAL POINTS

1. Jeff Stanton (Hon)	329
2. Jean-Michel Bayle (Hon)	322
3. Jeff Matiasevich (Kaw)	308
4. Mike Kiedrowski (Hon)	285
5. Jeff Ward (Kaw)	275
6. Larry Ward (Suz)	274
7. Mike LaRocco (Suz)	252
8. Damon Bradshaw (Yam)	250
9. Ron Tichenor (Suz)	227
10. Guy Cooper (Suz)	213
11. Johnny O'Mara (Kaw)	195
12. Mike Fisher (Kaw)	184
13. Doug Dubach (Yam)	163
14. Fred Andrews (Suz)	103
15. Rick Johnson (Hon)	95
16. Keith Bowen (Suz)	76
17. Dean Matson (Suz)	67
18. Erik Kehoe (Hon)	57
19. Ray Sommo (Suz)	36
20. Gene Naumec (Kaw)	34

turn. Damon gained the lead and almost threw it away 50 yards from the finish, where he lost control but kept the throttle pinned. Hanging off of the bike like the Hannah of old, Bradshaw held on to the bike to take the win over Bayle. Stanton was sixth and had defended his championship by a mere seven points!



Denny Stephenson made the switch from Kawasaki to Suzuki for 1990 and proceeded to dominate the 125 Eastern Region Supercross series. He topped eight of 11 rounds but broke his wrist at the last round and wasn't a factor at the 125 Camel shootout.

125 EAST/WEST WRAP NEXT YEAR'S HEROES?

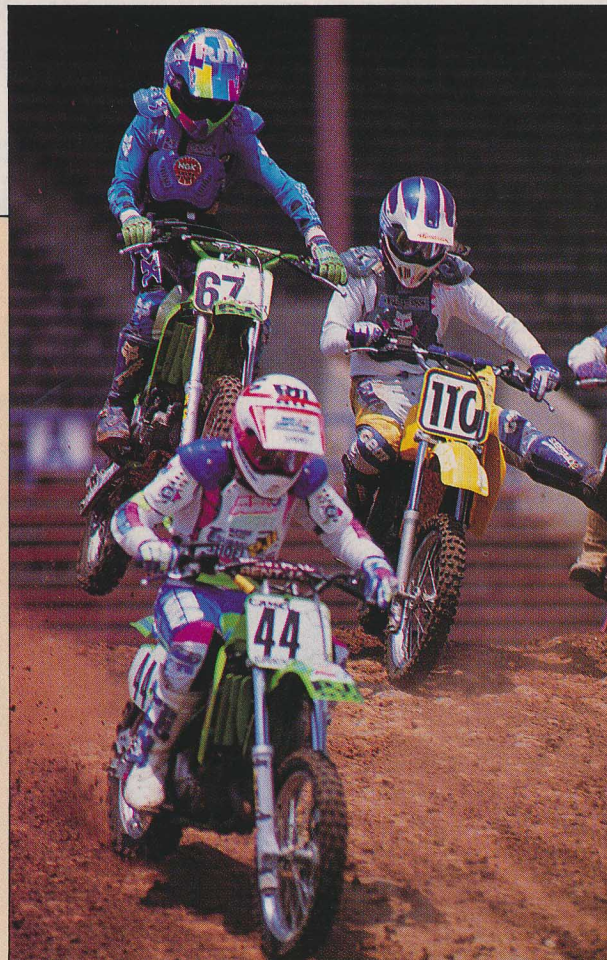
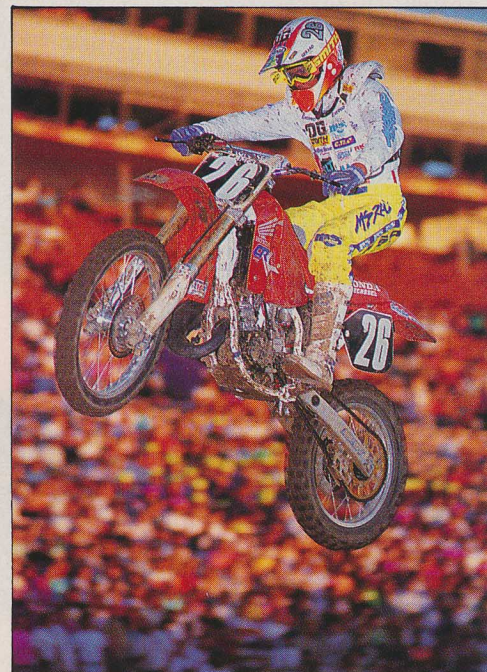
• It took a while for Missouri's Denny Stephenson to get going, but once he built momentum, Stephenson blew away the Eastern Region riders and took eight of 11 main events. Jeff Emig and Mike Jones took the first two Eastern rounds, then Suzuki's Stephenson was untouchable for eight straight. He locked up the Eastern Regional Championship at Foxboro, where he only needed an 11th. Denny led early but threw it away and had to work up through the pack into second with two laps to go. He worked lapped traffic to catch Jones then jumped/stuffed his way past the Honda rider to clinch the title with a win.

At the last round, which was a combined East/West event like Houston, Stephenson wanted to humiliate the Western riders in preparation for the \$25,000 Camel 125 Shootout. Stephenson gated behind Emig at Oklahoma but crashed heavily on the second lap while trying to set up Emig over a set of doubles. Denny downshifted in the air and saw that he was coming up short, so he wicked it. Somehow, he had found neutral. The bike cased hard and pitched him forward onto the next bump, where the RM squashed him like a bug. Amazingly, Stephenson got up and was unhurt, except for a tweaked wrist. The East Coast Champion

tried to ride at L.A., but he reinjured his wrist in practice and sat out the 125 shootout.

WINDING IT OUT WEST

Michael Ray Craig came out swinging at Anaheim, but he and teammate Jeremy Mc-



Ty Davis was one of several who lost their factory Suzuki rides at the end of 1989. Davis contested the Western Regional series aboard a privateer Pro Circuit-built CR125R, won two rounds and clinched the title.

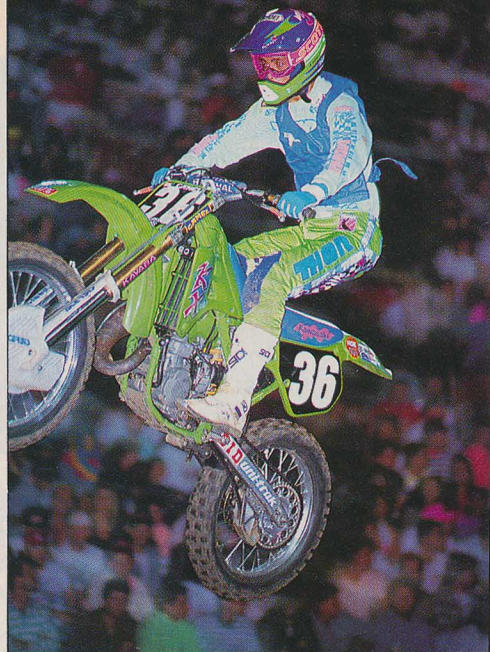
The hotly contested Pee Wee main gets underway at Oklahoma City. Johnny Marley (90) overcame a midpack start and late second-moto pressure from Randall Williams (114) for the championship. ▶

◀ Robbie Reynard (67) won the 85cc 12-13 qualifier but suffered another poor start in the main and had to work his way through the pack. Reynard came up short and Louisiana's Kevin Windham (not shown) took the title.

AMATEUR NATIONAL SX CHAMPIONS FUTURE STARS?

• Area qualifiers for the Oklahoma City Amateur Supercross Championships had drawn big rider turnouts, so Worldsports Promotions had expected a huge turnout. Bill and Jerry West had anticipated thousands of riders and scheduled the Nationals to take a full four days of practice, qualifiers, semis, last-chance qualifiers and mains for the 15 classes of supercrossers. Oklahoma City was chosen because of its location in the center of the country and because OKC's Mayor Norick supports motorcycle racing. John Savitski built the track for pros, because they fully expected the amateur program to last right up to the moment pro practice was scheduled to begin.

However, schools in the East hadn't let out yet, due to a hard winter, and the schools out West were also in the finals and graduation mode. Few riders who had qualified could take off from school to make the trek to OKC, so the turnout was much smaller than expected.



◀ **East met West three times throughout the 18-race series, and Jeff Emig won two of the three outings. He then won \$10,000 for winning the East/West 125 Camel shootout.**

ing into the final round, Davis enjoyed a 16-point lead over McGrath. At Los Angeles, Davis and Gaddis crashed in their heat and had to ride the last-chance qualifier.

Craig holeshot the 125 main but crashed in front of the pack and took Gaddis, Davis and Jimmy Button with him. Emig took over and pulled out a sizable lead, but Antunez had a fast line through a turning triple/double section and closed on Emig. The Suzuki star set up for the lead down the peristyle and made the pass down the back straight. Antunez won over Emig and McGrath, but Davis moved up to tenth, which gave him the West Coast Championship over McGrath, by a scant seven points.

EAST MEETS WEST

Emig was hot, Stephenson was out, Davis was having a horrible night, and Antunez was pumped from his main-event win. If there was any hope for the East, it was in Michael Jones. Emig ripped into a big lead over Lamson, Tallon Vohland, Jones, McGrath, Antunez and Button. Vohland put on a charge past Lamson only to be stuffed by Antunez in the triple/double turn. Antunez started closing on Emig, picking up a second a lap, but just as he got within striking range, he clipped the last jump in the triple/double turn and crashed hard. Lamson, Jeremy Buehl, Craig and Davis also crashed their way backwards, while Emig took the \$10,000 win over fellow Westerners McGrath and Button. •

Grath collided in midair at Houston. Suzuki's Buddy Antunez left Houston with the Western points lead over Ty Davis, but the Honda privateer came back strong at the rough San Diego round, winning and building a points lead he would never relinquish. Disaster struck Davis at Pasadena, where he came up short on the doubles and crashed heavily, but he remounted for ninth. Both Craig and McGrath beat Davis at the next round at Dallas, so they closed on points, but the series belonged to the Pro Circuit-backed Honda rider.

Davis had a heart-stopping moment when his bike started smoking early in the main at San Jose, but his CR held together for a fourth-place finish, two better than McGrath. Antunez's win vaulted the Suzuki rider past Emig into third-place points. Go-



Instead of four days, the inaugural Amateur Supercross Nationals took one day to complete, on the same track the pros would later ride. Although the turnout was small, the racing was intense as the summer weath-

er, and all 15 Amateur Champions had to fight for their titles and trophies. Next year, the Oklahoma Supercross Finals will be scheduled a little later to make sure everyone is out of school. Worldsports is negoti-

125 EAST/WEST STATISTICS

125 SUPERCROSS WINNERS

Anaheim (W)	Mike Craig (Kaw)
Houston (E/W)	Jeff Emig (Kaw)
San Diego (W)	Ty Davis (Hon)
Seattle (W)	Ty Davis (Hon)
Atlanta (E)	Denny Stephenson (Suz)
Daytona (E)	Denny Stephenson (Suz)
Las Vegas (W)	Jeremy McGrath (Kaw)
Pasadena (W)	Buddy Antunez (Suz)
Dallas (E/W)	Denny Stephenson (Suz)
Pontiac (E)	Denny Stephenson (Suz)
Pontiac (E)	Denny Stephenson (Suz)
Tampa (E)	Tallon Vohland (Kaw)
Charlotte (E)	Denny Stephenson (Suz)
Meadowlands (E)	D. Stephenson (Suz)
Foxboro (E)	Denny Stephenson (Suz)
Oklahoma City (E/W)	Jeff Emig (Kaw)
San Jose (W)	Buddy Antunez (Suz)
Los Angeles (W)	Buddy Antunez (Suz)

125 EAST FINAL POINTS

1. Denny Stephenson (Suz)	223
2. Mike Jones (Hon)	181
3. Jeremy Buehl (Suz)	175
4. Barry Carsten (Suz)	148
5. Tallon Vohland (Kaw)	135
6. Doug Henry (Yam)	135
7. Cliff Palmer (Suz)	112
8. Billy Whitley (Suz)	111
9. Grayson Goodman (Suz)	101
10. Steve Childress (Suz)	97

125 WEST FINAL POINTS

1. Ty Davis (Hon)	187
2. Jeremy McGrath (Kaw)	180
3. Buddy Antunez (Suz)	176
4. Jeff Emig (Kaw)	160
5. Michael Craig (Kaw)	145
6. Steve Lamson (Suz)	125
7. Jimmy Button (Hon)	110
8. Phil Lawrence (Yam)	108
9. Kyle Lewis (Kaw)	72
10. Chris Young (Suz)	65

L.A. COLISEUM

EAST/WEST 125 SHOOTOUT

1. Jeff Emig (Kaw)	West
2. Jeremy McGrath (Kaw)	West
3. Jimmy Button (Hon)	West
4. Mike Jones (Hon)	East
5. Phil Lawrence (Yam)	West
6. Billy Whitley (Suz)	East
7. Cliff Palmer (Suz)	East
8. Barry Carsten (Suz)	East
9. Buddy Antunez (Suz)	West
10. Jeremy Buehl (Suz)	East

ating to secure the Oklahoma State Fairground the week preceding Ponca City, so riders can sweep through OKC, Ponca and Loretta Lynn's in one fell swoop. □

AMATEUR SX CLASS CHAMPIONS

Class	Rider/Bike	State
PeeWee (4-8)	Johnny Marley (Yam)	OK
65cc (7-11)	Earl Kephart (Kaw)	OK
85cc (7-11)	Jacob Martin (Yam)	OK
85cc (12-13)	Kevin Windham (Kaw)	LA
85cc (14-15)	Jeff Dement (Suz)	TX
125cc C	Ty Harris (Hon)	OK
125cc B	Shawn Morga (Yam)	NM
125cc A	Steve Bayles (Suz)	OK
125cc (12-15)	Joshua Steel (Hon)	OH
Vet 25+	Steve Bayles (Suz)	OK
250cc C	Marc Baker (Kaw)	OK
250cc B	Shawn Morga (Yam)	NM
250cc A	Steve Bayles (Suz)	OK
Vet 30+	Truitt Rogers (Yam)	OK
Sr. 40+	Henry Gref (Yam)	OH