



www.sidisport.com

PERFORMANCEHIGHPERFORMANCEHIGHPERFORMAN



CROSSFIRE

Motocross

ENDURO RALLY TRIALS SUPERMOTO

NOVEMBER 2008

digital.com

STEWART sweeps the board **BUBBA** DEBUTS AND WINS IN BLUE

A MONTH OF TESTS
MX 250 Shootout
HONDA
KAWASAKI
KTM
SUZUKI
YAMAHA

exclusive
KTM ELECTRIC ENGINE

FACTORY
YAMAHA PHILIPPAERTS
KTM RATTRAY AND NAGL
HONDA SRS



PREVIEW
THE NEW BETA TRIALS

MARZOCCHI: THE 53 mm
FORK TESTED

INTERVIEW
JOHNNY AUBERT

AAA WORLD CHAMPIONS... HERE THEY ARE!
AHOLA • AUBERT • ARO

CONTENTS



BRIEF

Antonio Benedini **30**

RACING ZONE

MX 250F shootout: Honda, Kawasaki, KTM, Suzuki, Yamaha **36**
 World Champion: Yamaha Philippaerts **52**
 Factory bikes: KTM Rattray and Nagl **62**
 Exclusive: KTM Zero Emission **70**
 Tune-up: Honda CRF250 by SRS **72**
 Suspensions: Marzocchi 53 Ømm **76**
 Beta Evo 290 **80**

SPORT

US Open in Las Vegas: James Stewart debuts and wins with Yamaha **86**

WEC at the finish-line: Ahola (E1), Aubert (E2), Aro (E3) and Oldrati (E1) the champs. Interviews to Filippo Lamotte. Ten minutes with Johnny Aubert. **96**

The Supermoto World Championship ends in Greece. Bernd Hiemer (S1) and Adrien Chareyre (S2) the new kings of sliding. Speedway GP in Italy: Andersen up, Pedersen down. And Crump hopes in a miracle... **118**

REGULARS

7 editorial - 9 columnists - 16 special guest - 18 MOTOCROSS racing point - 20 US racing point - 22 ENDURO racing point - 24 RALLY racing point - 26 SUPERMOTO racing point - 28 market news - 29 medical corner - 136 once upon a time.

EDITOR

Edoardo Padini

EDITORIAL STAFF

Gabriele Gobbi, Massimiliano Montes, Monica Toffolo

EDITORIAL OFFICE

Teodolinda Bertini, Silvia Diomedei, Anna Venerucci

ART DIRECTOR

Antonia Masera Rodolfo

ASSISTANT DESIGNER

Daniela Bardoni

SENIOR CONTRIBUTORS

Andrea Bartolini, David Knight, Gio Sala, Tommy Searle

CONTRIBUTORS

Matteo Aperia, Andrea Bartolini, Piero Battini, Alain Gimon, Davide Degli Esposti, Jonty Edmunds, Steve Giberson, Alberto Gobbi, Zep Gori, Sarah Gutierrez, Davide Messora, Enrico Oddemino, Cristiano Morello, M.A. Queralt, Riccardo Vitoli, Jan Witteveen

PUBLISHER

Farad srl - Via Cusani, 10 - 20121 Milano - Italy

MOTOCROSSDIGITAL.COM

Head office, editorial office

Via Cusani, 10 - 20121 Milano

Phone +39 02 80.96.06-7 - Fax +39 02 80.96.09.

Info@moto-crossdigital.com

www.moto-crossdigital.com

ADVERTISING

B & B Promotion s.a.s.

Via Cusani, 10 - 20121 Milano - Italy

Phone +39 02 72.00.00-26-37

Fax +39 02 72.00.05-91



Johnny Aubert,
(photo Jonty Edmunds)



The new National

At the US Open the program for the American 2009 motocross championship was presented. These are the novelties: the races will be moved to Saturday, the classes will be called 250 and 450, the reigning champions will have to wear number 1, the side plates can be used for the sponsor logos instead of the numbers (as already used in the world championship for many years). So far, nothing so revolutionary, but take note of the matter of the television coverage for 450 that will have three races broadcasted live and the others will be recorded and broadcasted the same day; the move of the races to Saturday probably has something to do with this due to the lower broadcasting costs; the 250 will however be on air the Tuesday. What is lacking is the necessary redistribution of the races in a more efficient way as the usual dead-end locations were kept where the structures are outdated and the services, in most cases, at an amateur level.



LAWRENCE ALONE OR NOT?

It seems that the rumored problems with drugs and alcohol during the summer have not made Jason Lawrence change his mind with regard to returning to the scene in 2009 and, it seems, his agent is working on a private team (perhaps still with a blue kit and probably supported by Monster Energy) for the rider from New Jersey who would also change category and would like to compete on a 450. During the last few weeks rumours were circulating about Lawrence possibly being interested in GPs but, how can we put it, we don't know if it is really welcome. His fellow countryman Osborne has some better experience in this, he did really well with his experience in Europe reinventing a career that had looked pretty shaky when he was racing for the same team as his ex team mate, whom even he defined as "not a nice person". Meanwhile Lawrence took part in a local race in his state (winning both the heats) at the beginning of October and at end of the same month he was rumored to be again part of Yamaha of Troy in 2009.

METALLICROSS?

Since Pace/SFX/CCE/LN/Feld have had their hands on Supercross in America it seems basically impossible to organize an indoor event that is not under the guidance of the large and overpowering promoter from Aurora. Any attempt somehow seems to get blocked. Take for instance the US SX Open that was taken over and merged, take also the Supercross World Championship that in 99, when Action Group took it to Pasadena, got bogged down in a series of mishaps that cost the promoter half a million dollars, and so on. Only ESPN, with the XGames, succeeded in getting something going even if from a sporting point of view it is a bit wishy-washy. Things went less successfully at the Jeremy McGrath Invitational and the Supercross of some years ago. If the jealous promoter of the Supercross events had anything to do with that, we'll never know, likewise for the Metallicross, a race consisting in a mix of motocross/supercross/durocross/farenacross

defined as revolutionary and invented by Red Bull which was supposed to take place on November 1st in Atlanta (one of the traditional Supercross temples where Feld gets 70 thousand spectators a night) but which was cancelled without much explanation at all. The formula is interesting though. The Metallicross was to be held in the outskirts of Atlanta, at an abandoned industrial site where they were allowed to build race courses that included all the ingredients of the off road specialties with obstacles and banks in metal. The race was AMA branded and the entry fee was 50 dollars for 100 riders who were to race in the first ten heats to win places for the final race for the top 12 riders who would split the prize money of 25 thousand dollars. There was to be free entrance for spectators as it was organized by Red Bull. All is not lost, because the giant Austrian will shortly be announcing a new location and new dates.

LOYALTY

Do you remember the Bentley that Red Bull had given to James Stewart at the end of the 2006 US Open, just before his forced move to the Monster colours (for the agreement that the Californian energy drink had signed with the greens)? It is said to have been a last extreme attempt by the Red Bull company to hold onto a rider whom they were really fond of. On entering the Team San Manuel, Stewart was able to reopen the door to Red Bull after having had to unwillingly digest the obligation to associate his image with the Monster brand name for 24 months. It was not by chance that the ex Kawasaki rider never once climbed onto the podium with the black can. At the 2008 US Open Stewart celebrated his victory with a can of Red Bull in his hand. It seems Red Bull also earned the loyalty of Stewart thanks to an economic offer which was higher than Monster's (that seemed to have proposed a 1.4 million dollar contract to him) for 2009.



DRUG TEST

Finally after years of heads buried in the sand, something is changing in the USA with regards to doping. Thanks to the interest of FIM, that has fortunately been more consistent in following up the American scene in 2008, new rules come in-

to force in 2009 against the use of drugs in the most important Supercross tournament in the world that, thanks to this, will take a most positive leap forward credibility-wise and hit an environment where the use of illegal substances is more than simple chit-chat.

94dB FROM 2011

Yes, even for the amateur races and not just the Pro events as AMA had decided from 2009 following in the footsteps of the standards enforced by FIM. A big step forwards that in two years time will also see the huge mass of U.S. amateurs obliged to lower the volume on the hundreds of tracks scattered over the entire federal territory.



Blue velvet



What's Stewart like on the Yamaha? Fast and agile as cat. Light, nimble with a sleek, elegant riding position on this new bike, even if he is always very aggressive and determined on the saddle. James has earned a lot in terms of style with the move to Yamaha that is sleek in every situation. The design of the bike and the racing gear is maybe rather less convincing (in the USA these days there is total

noise style-wise within all apparel manufacturers in the sector) but this is a temporary situation as both the rider and bike will have new looks in 2009. James, as you know, will have Answer gear, Bell helmets, Oakley goggles and Alpinestars boots. The bike, as also the factory Team Yamaha, will debut with Factory Effex for the graphics. Appointment therefore in January 2009 to see the final new James Stewart look.

COOL



From January 2009 we will officially see, for Supercross races, the possibility of having 250F and 450F bikes on the track together. This procedure has already been experimented in Las Vegas where the tiny race tracks and the lack of triple jumps and speed sections did not reveal the actual differences in performance between the two machines. This situation is however worrying for the large race tracks in the championship that counts. In practice, the formula foresees that the riders of the Lites of one of the two coasts can participate in the 450 races on the opposite coast only on the same 250F they are using to race the Lites championship. This is a strategy used to be able to include the 250s in the main class and over time prove (to the Japanese industries with whom the Aurora men have not succeeded in achieving much with regard to a possible reduction in displacement or elimination of the "big bore") that in the indoor events, the 450s are not the most suitable bikes and that, with the smaller bikes there is a boost in entertainment levels and a drop in danger issues. What is worrying is the confrontation on the track between the 450s and the 250s due to their different speeds in certain sections where the smaller bikes could create dangerous obstructions on the track.