

KY-102
Welcomes

Arrowhead Stadium
May 7, 1983
New West Presents



SUPERCROSS

HONDA

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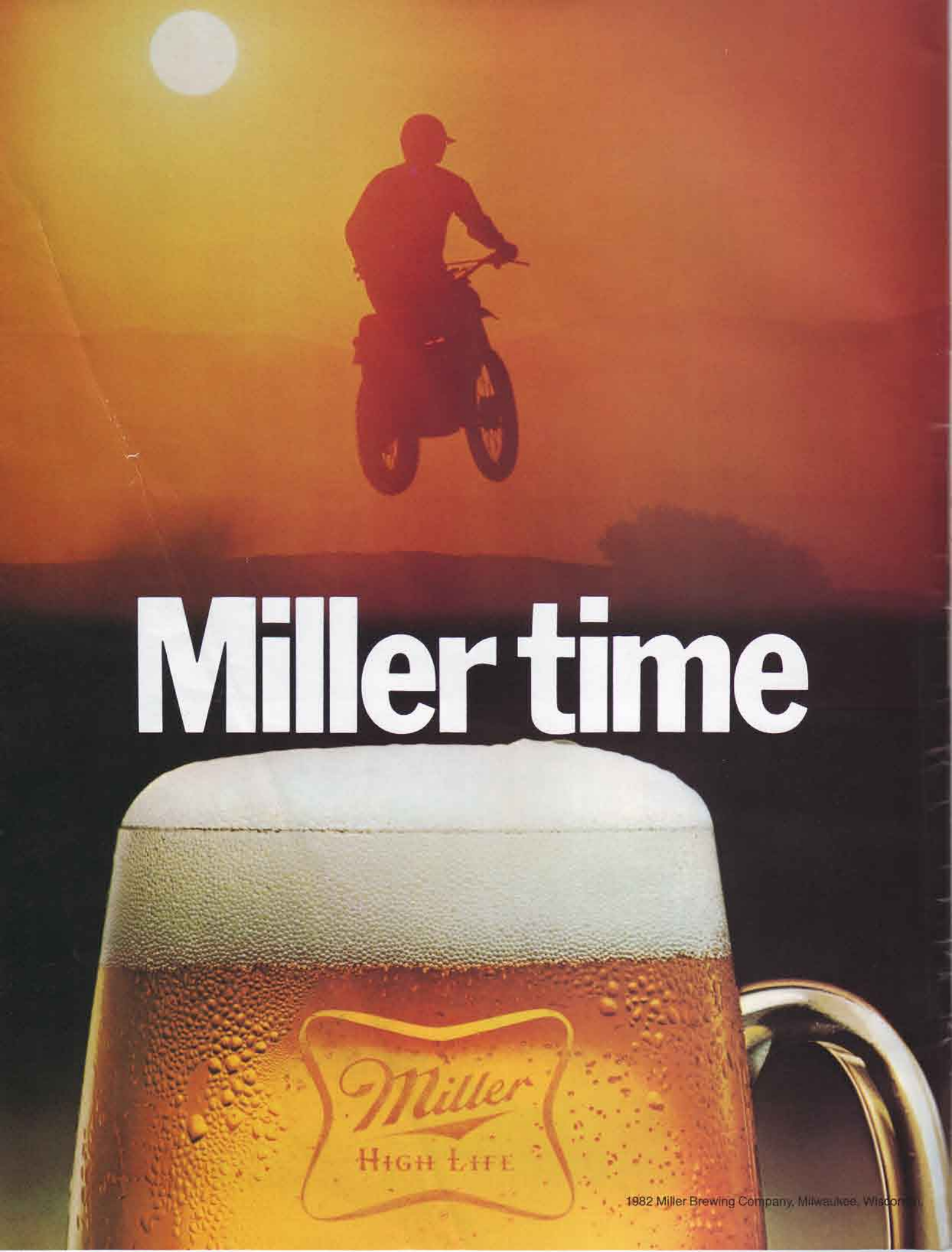
Sunkist
Good Vibrations!

Wrangler
SUPER SERIES

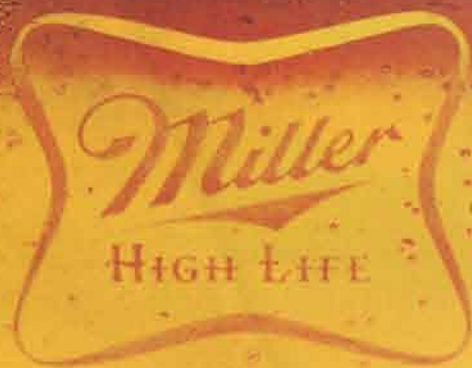
61
Country
WDAF-AM



MILLER HIGH LIFE, THE OFFICIAL BEER OF THE KANSAS CITY SUPERCROSS

A vintage advertisement for Miller High Life beer. The top half features a silhouette of a person riding a motorcycle against a warm, orange-hued sunset sky with a large, bright sun. The bottom half shows a close-up of a glass mug filled with beer, topped with a thick head of foam. The mug has a label that reads "Miller HIGH LIFE".

Miller time



© 1982 Miller Brewing Company, Milwaukee, Wisconsin



Sunkist[®] Orange Soda. Sendin' out good vibrations.

Sunkist[®] Orange Soda's takin' over the town
with a taste sensation that'll turn you around.
Bright, orange and bubbly.
Get in on the good vibrations!



**Welcomes The 1983
Miller High Life Supercross Championships
To Kansas City!**

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FREEDOM

**FREEDOM KAWASAKI HUSQVARNA MAICO KTM
KAWASAKI SPRING SALES SPECTACULAR
1982 KZ440's for \$1499
KAWASAKI TEAM GREEN CENTER**

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MILLER BREWING COMPANY

THOMAS B. SHROPSHIRE
Senior Vice President

April, 1983

Dear Race Fans:

Welcome to Miller Time!

The men and women at the Miller Brewing Company are both pleased and proud to sponsor the Miller High Life Supercross Championship here at Arrowhead Stadium. 1982 was a great year; there's a new champion, more events are planned for 1983, and best of all - Miller High Life has now become a major sponsor of the series! Miller High Life has recently agreed to be the major sponsor for the 1983 Supercross events.

With each year, stadium motocross racing continues to grow in reputation and esteem. This growth is a tribute to the outstanding support that you, the racing fans, have given this spectacular sport. The Kansas City area especially has always exhibited a true passion for this action-packed competition.

We hope you find this weekend's racing most enjoyable and exciting. The battle for the Series Championship is on! Team Honda is hot; Barnett and the Suzukis are full throttle, too. You can bet the competition will be tough here in Kansas City. The Miller High Life Supercross Championship is guaranteed to be a tremendous race. Sit back and cheer on your favorite riders and teams. And remember, when the checkered flag has dropped and the buzz of the engines has faded away - It's Miller Time!

Sincerely,

1983 SCHEDULE OF EVENTS

ARROWHEAD STADIUM
SATURDAY, MAY 7, 1983

6:30 PM	Alternate moto - 8 laps
7:15 PM	Opening Ceremonies
7:45 PM	1st Qualifier - 8 Laps
8:00 PM	2nd Qualifier - 8 laps
8:15 PM	3rd Qualifier - 8 laps
8:30 PM	4th Qualifier - 8 laps
8:50 PM	1st Quarter Final - 6 laps - 61 Country
9:05 PM	2nd Quarter Final - 6 laps - KY102
9:25 PM	1st Semi - 8 laps - Honda
9:40 PM	2nd Semi - 8 laps - Sunkist
9:50 PM	INTERMISSION
9:55 PM	Last Chance Qualifier - 8 laps
10:05 PM	INTERMISSION
10:10 PM	FINAL - 20 laps - Miller High Life
10:30 PM	RACE AWARDS

SUNDAY, MAY 8, 1983 AMATEUR RACES

6:30 AM	Parking gates open
9:00 AM	Rider practice sessions start

Admission \$7.00 at Arrowhead Stadium

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*
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1983 KTM 504	\$2294	1983 KTM 250mx	\$2495
1982 KTM 125 ENDURO	\$1495	1982 KTM 250mxc	\$1795
1983 MAIC 250mx	\$2295	1983 MAICO 490	\$2549

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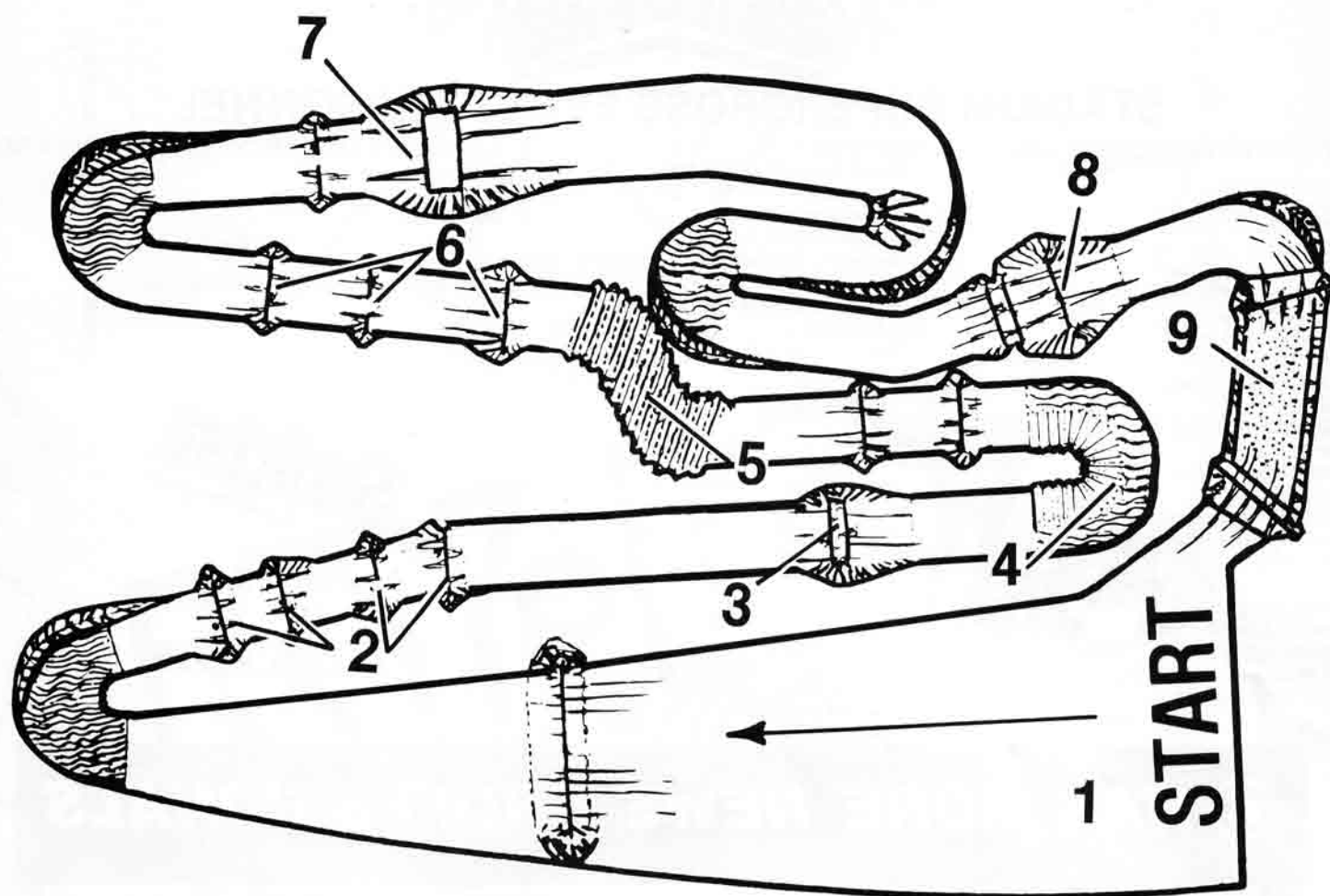
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KTM
*
MAICO



1983 Miller High Life Supercross Championship



TRACK DESCRIPTION

1. WRANGLER SCREAMER START LINE: 20 of the fastest riders in stadium supercross history line up behind a steel gate that will drop to start them off on the most dangerous and demanding 22 minutes in the world of motorcycle racing.

2. HONDA HIMALAYAS: Three 4' to 5' high peaked jumps, tossing the riders 30' from peak to peak at bone-jarring heights.

3. MILLER HIGH LIFE MOUNTAIN: With the riders fast approaching with speeds up to 50 mph, they will fly over a 7' high mountain with a 7' high plateau on top. Watch this one

for good styling and an exciting finish.

4. SUNKIST SUPERBERM: A very fast action three-line berm. Watch for good passing in this area.

5. THE HUMP-THUMPERS: A series of 2' to 3' high washboard whoopdees just far enough apart to break the riders' rhythm.

6. KY 102 ROCK CRUNCHERS: This tight portion of the track has 3 large whoopdees slightly ramped. This gives the rider who likes to pass in the air the advantage.

7. 61 COUNTRY CATAPULT: This specially designed jump catapults

the riders 40' through the midnight air at frame-breaking speeds.

8. TETONS: You know that if you set up just right for these two steeply angled peaks, you can clear them both, but in the first lap traffic, you will be lucky just to make it through this demanding section! Take the inside on the next left hander and then swing wide and ride the berm on the right hander that follows so you have plenty of speed as you approach...

9. THE PIT: This is where the riders jump off a 6' whoopdee into a 40' long sand pit that's about 3' deep.



HONDA

STADIUM SUPERCROSS EVENT PERSONNEL

OPERATIONS/PRODUCTION:

Russ Cline —
Event Director
Chris Fritz —
Producer
Millie Ortiguero —
Asst. Event Director
Mitch Wheeler —
Field Director
Keith Luecke —
Asst. Field Director
Joe Mazza —
Director of Ticket Sales
Norma Mazza —
Mail Order Coordinator
Paul Prue —
Event Accountant
Cindy Ashby —
Advertising
John Katz —
Marketing
Jane Kinkaid —
Accounting
Bill West —
Dir. Amateur Event

Herb Palmer —
Ticket Sales Coordinator
Gene Lewis —
Track Director
Kathy Wehner —
Secretary, Arrowhead Productions
Donna Scott —
Secretary, Chiefs Promotions
Jim Kitchens —
Track Construction
Larry Maiers —
Event Announcer
Bob Wachter —
Director of Arrowhead Operations
Carl King —
Asst. Dir. of Arrowhead Operations
Paul Johnson —
Stadium Electrical Engineer
Ron Bachtel —
Stadium Electronic Technician
George Toma —
Head Groundskeeper
Wayne Jenkins —
Maintenance Supervisor
Arch Welborn —
Director of Security

AMERICAN MOTORCYCLIST ASSOCIATION

Ed Youngblood —
Executive Director
Wayne Moulton —
Director of Professional Racing
Carroll Chandler —
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KY 102
We Rock Kansas City



SATURDAY SCORECARD

Miller High Life, the Official Beer of the Supercross Championships

Time _____

Finish

1st Qualifier

Finish

- | | | |
|----------|-----------|-----------|
| 1. _____ | 6. _____ | 11. _____ |
| 2. _____ | 7. _____ | 12. _____ |
| 3. _____ | 8. _____ | 13. _____ |
| 4. _____ | 9. _____ | 14. _____ |
| 5. _____ | 10. _____ | 15. _____ |

Event No. 1

8 Laps

1st-8th go to Semi-Final #1

9th-15th go to Quarter-Final

Heat #1

Time _____

Finish

2nd Qualifier

Finish

- | | | |
|----------|-----------|-----------|
| 1. _____ | 6. _____ | 11. _____ |
| 2. _____ | 7. _____ | 12. _____ |
| 3. _____ | 8. _____ | 13. _____ |
| 4. _____ | 9. _____ | 14. _____ |
| 5. _____ | 10. _____ | 15. _____ |

Event No. 2

8 Laps

1st-8th go to Semi-Final #1

9th-15th go to Quarter-Final

Heat #1

Time _____

Finish

3rd Qualifier

Finish

- | | | |
|----------|-----------|-----------|
| 1. _____ | 6. _____ | 11. _____ |
| 2. _____ | 7. _____ | 12. _____ |
| 3. _____ | 8. _____ | 13. _____ |
| 4. _____ | 9. _____ | 14. _____ |
| 5. _____ | 10. _____ | 15. _____ |

Event No. 3

8 Laps

1st-8th go to Semi-Final #2

9th-15th go to Quarter-Final

Heat #2

Time _____

Finish

4th Qualifier

Finish

- | | | |
|----------|-----------|-----------|
| 1. _____ | 6. _____ | 11. _____ |
| 2. _____ | 7. _____ | 12. _____ |
| 3. _____ | 8. _____ | 13. _____ |
| 4. _____ | 9. _____ | 14. _____ |
| 5. _____ | 10. _____ | 15. _____ |

Event No. 4

8 Laps

1st-8th go to Semi-Final #2

9th-15th go to Quarter-Final

Heat #2

Time _____

Finish

Quarter-Final #1

Finish

- | | | |
|----------|-----------|-----------|
| 1. _____ | 6. _____ | 11. _____ |
| 2. _____ | 7. _____ | 12. _____ |
| 3. _____ | 8. _____ | 13. _____ |
| 4. _____ | 9. _____ | 14. _____ |
| 5. _____ | 10. _____ | 15. _____ |

Event No. 5

8 Laps

1st and 2nd riders to

Semi-Final #1





SATURDAY SCORECARD

Miller High Life, the Official Beer of the Supercross Championships

Quarter-Final #2

KY-102

Time _____

Event No. 6
8 Laps
1st & 2nd riders to
Semi-Final #2

Finish

1. _____ 6. _____
2. _____ 7. _____
3. _____ 8. _____
4. _____ 9. _____
5. _____ 10. _____

Finish

11. _____
12. _____
13. _____
14. _____
15. _____

Semi-Final

HONDA

Time _____

Event No. 7
#1 Semi-Final Race
8 Laps
1st-8th transfer to Main
Event
9th-15th to Consolation

Finish

1. _____ 6. _____
2. _____ 7. _____
3. _____ 8. _____
4. _____ 9. _____
5. _____ 10. _____

Finish

11. _____
12. _____
13. _____
14. _____
15. _____

Semi-Final

Sunkist
Good Vibrations!

Time _____

Event No. 8
Semi-Final Heat Race
8 Laps
1st-8th transfer to Main
Event
9th-15th to Consolation

Finish

1. _____ 6. _____
2. _____ 7. _____
3. _____ 8. _____
4. _____ 9. _____
5. _____ 10. _____

Finish

11. _____
12. _____
13. _____
14. _____
15. _____

Consolation

Time _____

Event No. 9
Consolation 8 Laps
1st & 2nd transfer to main
event

Finish

1. _____ 6. _____
2. _____ 7. _____
3. _____ 8. _____
4. _____ 9. _____
5. _____ 10. _____

Finish

11. _____
12. _____
13. _____
14. _____
15. _____

Final Race



Time _____

Event No. 10
FINAL 20 Laps

Finish

1. _____ 7. _____
2. _____ 8. _____
3. _____ 9. _____
4. _____ 10. _____
5. _____ 11. _____
6. _____ 12. _____

Finish

13. _____
14. _____
15. _____
16. _____
17. _____
18. _____





Wrangler[®]

SUPER* *SERIES

Welcomes you to
KANSAS CITY



See you at the MILLER HIGH LIFE SUPERCROSS
RFK Stadium, Washington, D.C., May 14

1983 SUPERCROSS RACES



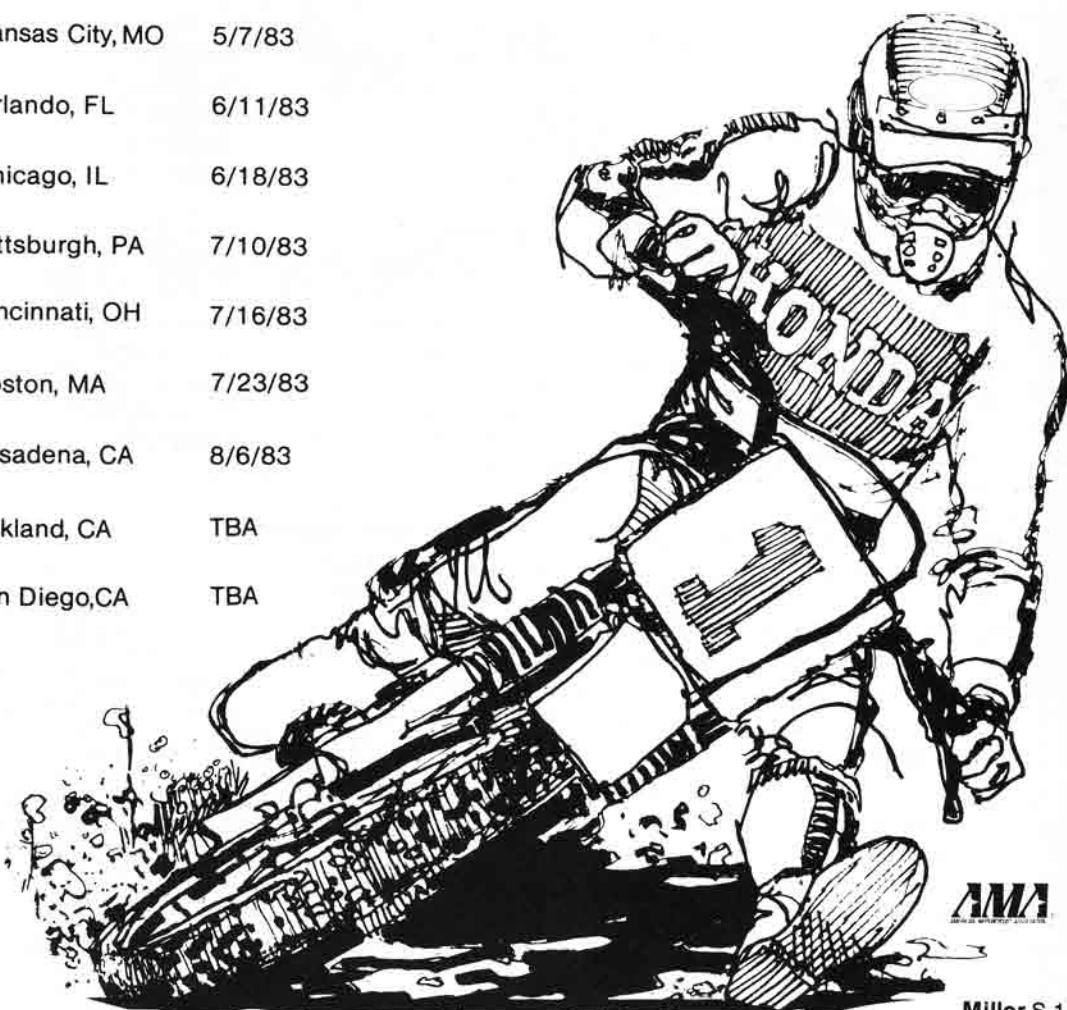
WRANGLER SUPER SERIES

SCHEDULE

EVENT	LOCATION	DATE
Miller High Life Supercross Kickoff	Anaheim, CA	1/29/83
Miller High Life Supercross	Seattle, WA	2/12 - 13/83
Miller High Life Superbowl of Motocross	Atlanta, GA	3/5/83
Miller High Life Supercross	Houston, TX	3/19 - 20/83
Miller High Life Supercross	Dallas, TX	4/16/83
Miller High Life Supercross	Pontiac, MI	4/30 - 5/1/83
Miller High Life Supercross	Kansas City, MO	5/7/83
Miller High Life Supercross	Orlando, FL	6/11/83
Miller High Life Supercross	Chicago, IL	6/18/83
Miller High Life Supercross	Pittsburgh, PA	7/10/83
Miller High Life Supercross	Cincinnati, OH	7/16/83
Miller High Life Supercross	Boston, MA	7/23/83
Miller High Life Superbowl of Motocross	Pasadena, CA	8/6/83
Miller High Life Supercross	Oakland, CA	TBA
Miller High Life Supercross	San Diego, CA	TBA

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AMA

Miller S-1

Stars of



SUPERCROSS

Who's Who of the Berm Battlers

By Brad Zimmerman

Even though you can recognize the faster riders because of their talents on the stadium track, we thought you might want to take a few minutes to familiarize yourself with what these guys look like minus the helmet and riding gear. Want to know where they come from and what's going on in the Supercross world? Although they all possess a lot of talent, guts and ability, these riders can't all be lumped into one pile called "supercross riders". They're individuals — some of the world's fastest individuals — who happen to race motorcycles for a living. Here's some of the background on these pros:

Team Honda

Team Honda is definitely on a racing streak right now — and it doesn't look like the winning habit is going to end in the near future. The company's 1982 efforts include a repeat victory in the European Motocross and Trophée des Nations events, this time with the team of Danny Chandler (who won all four motos for the first time in the event's history), Johnny O'Mara, Jim Gibson and David Bailey. Add to that Donnie Hansen's 250cc National Championship, his Supercross Series Championship, his 1-1 moto score to win the Swiss GP, Darryl Shultz's Championship series win in the 500 class, Chandler's victory in the Superbikers ... the list keeps going.

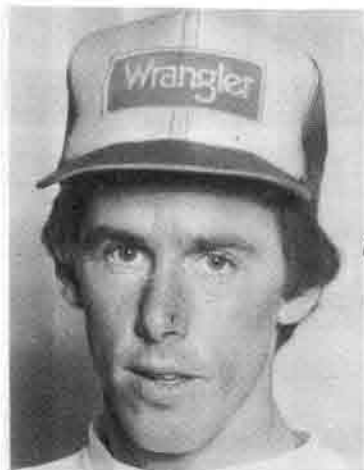
Now there's an old name on a new list — Bob Hannah. After a long association with Yamaha, Hannah has opted to move over to the Team Honda efforts for 1983. We'll start the Honda roster with "the new guy".

Bob Hannah

He's not called "Hurricane" for nothing. Bob Hannah has won more races than anybody else, claims he tries harder than anyone else (his winning secret), and has the credential to back it up.

S-2 Miller

Bob Hannah



Hannah has won National Championships, in the 125, 250, Supercross and Trans-AMA series. For a while he was totally unbeatable, racking up an amazing 22 moto winning streak. His winning ways were stopped for a while due to a 1979 water skiing accident that broke his leg. Last year Bob's results weren't typical Hurricane style. He rode the 125 cc National class, didn't win the title, and also competed in the Supercross series — finishing ninth for the year, not typical Hannah at all.

He parted with Yamaha at the end of 1982 to join the growing Team Honda efforts. "I've got some things to prove" says Hannah about the 1983 season. "I want to prove to everybody that I still have a lot of wins left in me. I know I can get back where I was before. Maybe by the end of this year everybody else will know too."

Donnie Hansen

Donnie "Holeshot Hansen" had an absolutely great year — and a terribly devastating year, both at the same time. The beginning of 1982, he had just gotten married to Lisa Petty. "I trained my brains out during the off-season with Johnny O' Mara" explains Hansen. "Lisa and I really didn't spend much time on a honeymoon, because it was so important to be ready for the season."

Hansen was definitely ready. He won the Supercross Series in 1982 without even having to ride the final



Donnie Hansen



Danny Chandler

event. Six weeks later he won the 250 cc National Championship series. Two shots at two series — two Championship crowns. Hansen was definitely hot.

Donnie left a couple of weeks early for the 1982 Motocross and Trophée des Nations event. He was part of the four man American effort, backed by Honda, and he wanted to go over early to ride the Swiss GP (which he won convincingly) and get ready for the two weekend events.

Just days before the first event while practicing, Hansen made a mistake on a triple jump section, was catapulted off his bike, and sustained very serious head injuries when he hit the ground.

In a coma for three weeks at a German hospital, Donnie's recovery was slow. He eventually returned to the U.S., was released later from hospitals over here and is now back home, concentrating on his 1983 season. His doctors were surprised that he even survived such a terrible blow to his head, and then they were amazed at his quick recovery.

As of this writing, it's uncertain whether or not Donnie Hansen will get in to the 1983 Supercross Series right off the start. His training and recovery are rapid, but according to Donnie "If I don't feel ready to come back, I won't race the first few events. I want to take it slow and easy and come back strong. I don't know yet whether or not I can win yet, but that's what I'm shooting for."

Danny "Magoo" Chandler

One of the reasons Honda is so hot this year is because Danny "Magoo" Chandler is hot. Formerly a rider who used only a total abandon as a guide and always attacked every obstacle with a "go for it and see what happens" attitude, Magoo has mellowed out. "I've calmed down" he says, "so I'm going faster."

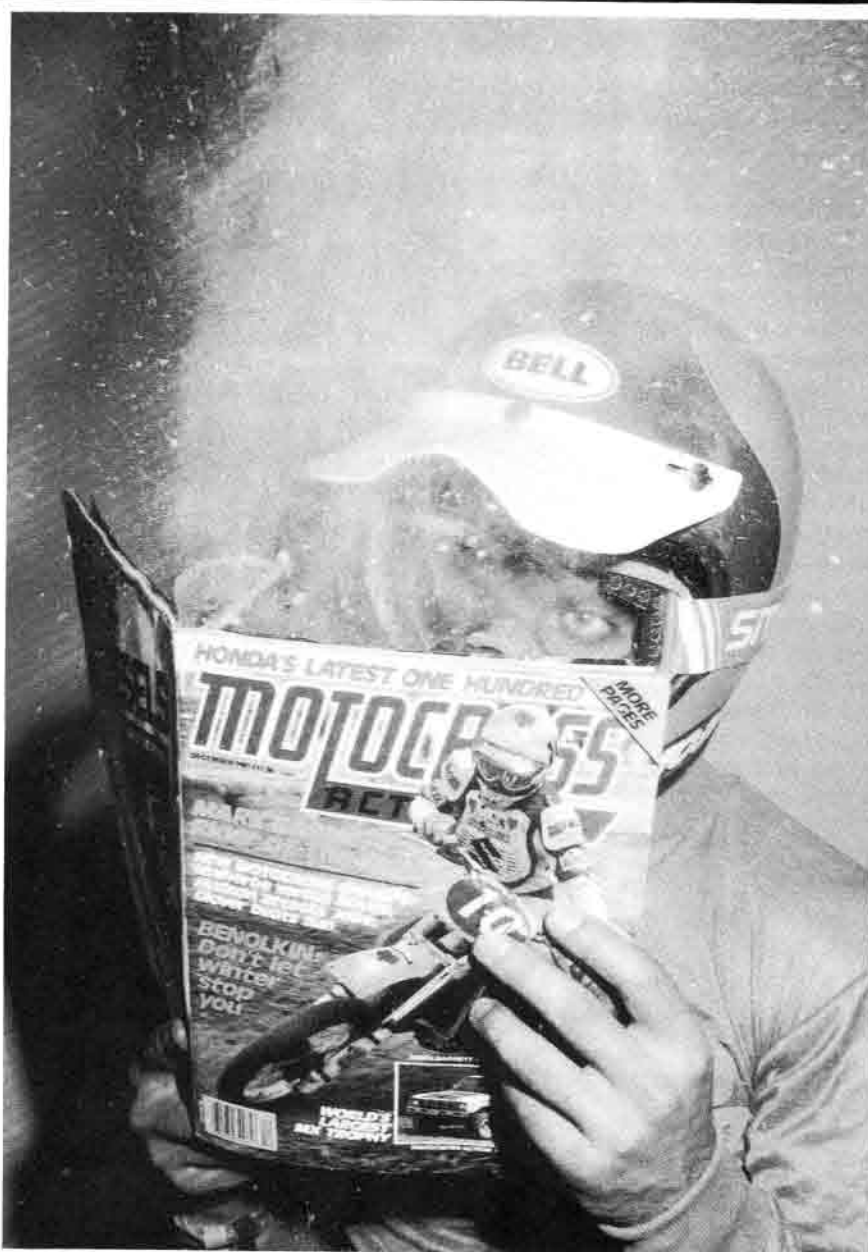
Continued on Page S-4

TONIGHT YOU'LL SEE DIRT FLY...

But where will you be tomorrow, next week or next month when dirt is flying in Dallas, San Diego, Atlanta, Seattle, New York, Kansas City and even Montreal, Brussels and Sydney? With a little luck, a touch of savvy and a subscription to *MOTOCROSS ACTION* Magazine, you can be there too, up close and personal!

Travel with the fabled *MXA* Test Crew out of your seat in the 42nd row to the starting line; chat with the Bomber, O'Show, and Hurricane before the gate drops; get down and get dirty underneath the double jump; and do it all without missing a single beat of the action. *MOTOCROSS ACTION* keeps you on the track, in fact, it puts you on the track with the stars. All this and authoritative bike tests, interviews, European GP events, and beaucoup tips and tricks to make you more than a Supercross seat jockey.

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the next best thing to being there!



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Stars of Supercross



Chandler had a great 1982 season. He did well in the Supercross events, and won the Superbikers competition. Magoo then drove home the point that Americans can ride with the Europeans at the Motocross and Trophee des Nations events. In these races which were held at two different tracks, Magoo won everything — all four motos — the first time any rider in history had been able to string together a quad of wins against the best the world has to offer.

Danny Chandler doesn't use his "win or crash" method anymore, and he's proven both to himself and the competition that he's learned what it takes to be a consistent winner. Since Magoo isn't falling off anymore, he's getting all the way to the finish flag. It looks like he'll keep up that habit for some time to come.

Darrell Shultz



Nobody has ever argued the fact that when Darrell Shultz is healthy, he can be unbeatable. It's just that he hasn't been healthy long enough to win a series — up until the last season when he took the well deserved title of 500 cc National Champion. The struggle to the top for "Shu" has been long — and more than reasonably painful. Darrell has knees that mystify doctors. His "bad knee" has been operated on four times. His "good knee" has seen the blade twice.

He attacked the 500cc class back in '79 and finished seventh. That helped him achieve a ride with Suzuki in 1980 for the 500cc class again. He looked to be a real threat until he was injured and couldn't finish the series. The following year he attacked the 500cc class again, S-4 Miller

once more was one of the contenders for the title, and once more got hurt and dropped out.

Last season was a lot better for Darrell. He won the Daytona Supercross event and was leading the Supercross standings at the Houston event when — you guessed it — Darrell got hurt. Out again, and once more looking towards the 500cc class for salvation. He won his first overall in the second round, got a nice comfortable points lead by the two-thirds mark and tiptoed his way to a title win. It was the first time that Darrell got the title he's been waiting for. It was also the first time he wasn't injured and was able to finish a series.

This year? Who knows, Shultz claims that this year he's going to keep up the healthy riding, train hard to strengthen those knees, and add another series trophy to the shelf — the Supercross trophy.

Johnny O'Mara



"Johnny O'" is one of those riders that everybody from fans to the other riders can watch on a track and see the talent. O'Mara is fast — so fast that the biggest surprise in the 1982 season was that he didn't devastate everyone.

Johnny is ripe for a win. He deserves a series, and his third place finish in the '82 Wrangler series makes it obvious that he's getting closer all the time. He's been up against the likes of Barnett, Howerton, teammate Magoo and came out of the berm battles with some very credible finishes. He trains with Donnie Hansen, not exactly slow riding company.

O'Mara has had his moments of victory, but if you ask anybody who travels the circuit, he hasn't gotten his share of wins considering his abilities. The other riders really have their work cut out if O'Mara gets a good Supercross start. If he gets a mid-pack start, it

can be even worse. Word in the pits is that there's nothing harder to shake than "Johnny O'" knocking on your rear fender. Lately the only way that's gotten him off the back of other fast guys is by passing them — something O'Mara doesn't hesitate to do. A series win this year? He's ready for one, and it wouldn't come as a big surprise to anyone if he took a crown home in '83.

One of the most surprising things about Johnny O'Mara is his personality. It's hard to understand how someone can be so aggressive on a race track, yet so quiet and unobtrusive in the pits. You could walk right past him in the pits. He may be quiet when he takes off his helmet, but when the Johnny O'Show fires up on a track there's no mistaking that he's out there.

David Bailey



He's called "The Little Professor" because his dad, Gary, is a motocross racer and school instructor. David Bailey has grown up around motorcycles and racing — to the extent that he has lived with his family in a traveling motor home, taking school courses by mail so he could follow the circuit.

Although he's barely 20 years old, David Bailey shows the maturity and experience of a veteran. Of course his dad hasn't hurt his racing, but as many observers of David's riding will tell you "only one guy can hold the handlebars at a time."

David had a good 1982 season. He competed in the 250cc Nationals, finishing out the year in sixth position. He also raced in the Supercross series, taking tenth overall for the year. Probably his biggest accomplishment of the year was the Motocross and Trophee des Nations races. Flown to Europe at the last minute to replace the injured Donnie Hansen, Bailey dazzled everyone in Europe as he helped the American team win the Champion-

Continued on S-8

WHO CARES?



Kent Howerton, factory rider. *"No motocross fan will ever complain about how much noise I make or how fast I go. But let me pull that kind of stuff out on the trail some weekend and, bam!...another black eye for motorcyclists. So when I ride for fun, I make sure my muffler's working right. And I ride at a speed that lets us all have a good time."*



RIDE AWARE. SHOW YOU CARE.

MOTORCYCLE INDUSTRY COUNCIL, INC. 

MILLER HIGH LIFE SUPERCROSS RACE FORMAT NEW FOR '83

The MILLER HIGH LIFE SUPERCROSS KICKOFF at Anaheim unleashed all the new factory teams and your favorite superstars to compete in a brand new racing format. See **two** more heat races and all the hot shoes at least **three** times!

The new and improved Supercross racing format will provide more passing, tighter racing, and make it easier to follow the leader. It solves these problems associated with the old format:

Problem #1: Only 7 heat races and the Main Event; only 8 starts and finishes; only 88 laps of racing. **Solution:** New 9 heat races plus the Main Event! The addition of two Quarter-Final Heats totals 10 exciting starts & finishes; now 92 laps of action-packed competition!

Problem #2: Excessive field of 80 riders — 20 riders per heat. Too many riders caused over-crowding and made passing difficult. When a fast rider was knocked out, he became trapped behind with the slower riders, and unable to storm through the congested pack. **Solution:** The field is limited to the top 60 riders—average 15 riders per heat. The fewer riders on the track makes passing through the pack easier; thus creating more dicing and tighter competitive racing.

Problem #3: The best riders raced in their first heat; and then not again until the Main Event. **Solution:** Superstars vs. Superstars! Top riders must race in a minimum of three heats (36 laps), against different riders each time.

Problem #4: Consolation race paid nothing to riders. Only the winner transferred to the Main. **Solution:** Last Chance Consolation is a purse-paying race for more incentive to all riders! Both 1st and 2nd places transfer to the Main, which adds to the competition.

All 15 riders in each of the four **Qualifying Heats** must race again in one of two new **Quarter-Final Heats** OR one of two **Semi-Final Heats**; AND then possibly again in the **Last Chance Consolation** BEFORE earning a slot in the Final. All **nine** heat races will be 8 laps of racing. The MILLER HIGH LIFE Main Event will consist of 18 riders for a 20-lap final showdown!

This new format allows spectators to watch their favorite Supercrossers battle it out at least three times on race night! And, for the first time, there is more competition and incentive for the riders. This new format benefits fans & racers alike!

Even the most perfect riders scoring highest in the heats, will have to race 36 laps minimum at MILLER HIGH LIFE SUPERCROSS RACES. Others, not placing as well, will find they must race as many as four or five times during the 3-hour schedule.

1983 SUPERCROSS RACE FORMAT

HEATS #1 & #2: 15 Riders, 8 Laps.

Riders 1-8 to Semi-Final #1

Riders 9-15 to Quarter-Final #1

HEATS #3 & #4: 15 Riders, 8 Laps.

Riders 1-8 to Semi-Final #2

Riders 9-15 to Quarter-Final #2

QUARTER-FINAL #1: 14 Riders, 8 Laps.

Riders 1 and 2 to Semi-Final #1

QUARTER-FINAL #2: 14 Riders, 8 Laps.

Riders 1 and 2 to Semi-Final #2

SEMI-FINALS #1 & #2: 18 Riders, 8 Laps.

Riders 1-8 to Main Event

Riders 9-16 to Consolation

CONSOLATION: 16 Riders, 8 Laps.

Riders 1 and 2 to Main Event

(Purse paid to all riders)

MAIN EVENT:

18 Riders, 20 Laps.

POINTS SYSTEM

1st = 25 pts.

2nd = 22 pts.

3rd = 20 pts.

4th = 18 pts.

5th = 16 pts.

6th = 15 pts.

7th = 14 pts.

8th = 13 pts.

9th = 12 pts.

10th = 11 pts.

11th = 10 pts.

12th = 9 pts.

13th = 8 pts.

14th = 7 pts.

15th = 6 pts.

16th = 5 pts.

17th = 4 pts.

18th = 3 pts.

HEATS 1,2,3,4

1st = 3 pts.

2nd = 2 pts.

3rd = 1 pt.

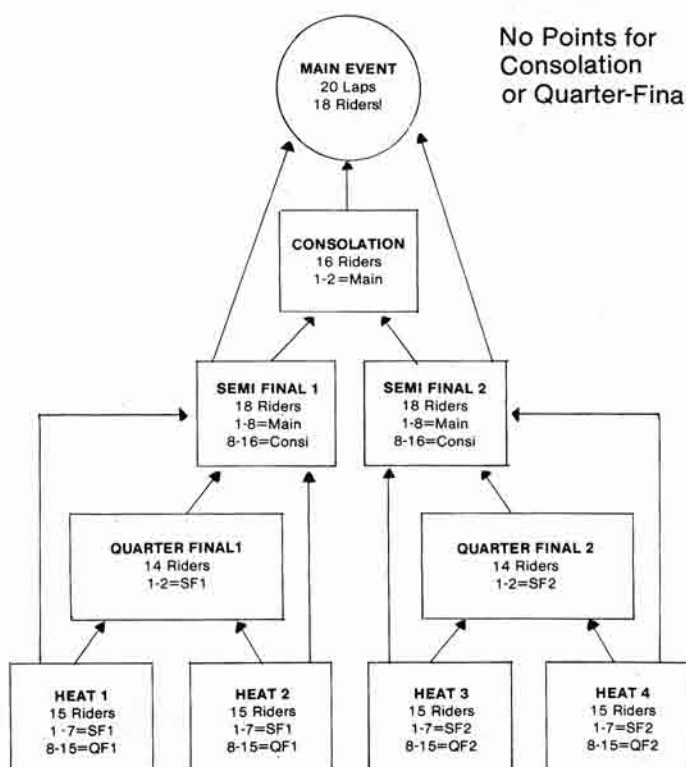
SEMIS 1 & 2

1st = 3 pts.

2nd = 2 pts.

3rd = 1 pt.

No Points for
Consolation
or Quarter-Finals





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Stars of Supercross



ship for the second year in a row. During one moto Bailey was quite a way behind former World Champion Andre Vromans and was told on his pit message board to pass the Champ. No problem for Bailey — two laps later he went from behind Vromans to 4 bike lengths ahead of him. David has the potential and speed, and it looks like 1983 will be his biggest year so far.

Team Yamaha

The big Yellow and Black, the winningest team in motocross and Supercross, Team Yamaha has fielded a strong four-man team. Combine Broc Glover, Mike Bell, Ricky Johnson and newcomer Ron Lechien and you've got quite a threat. Yamaha has been winning races a long time, and it doesn't look like they have any strategy plans that differ from that goal. When you look at their line-up, it's easy to see why.

Mike Bell



Mike Bell defies most of the so-called rules of motocross. He isn't short and stocky like most of the other guys. He doesn't seem to have a preference between the 250 and 500cc bikes. He can win on both of them — indoor at stadium tracks or in the outdoor nationals. He's got proof of that — he's a former Supercross Champion (riding the 250) and also is a former 500cc National Champion.

Bad starts and some knee problems kept Mike Bell from doing very well in the 1982 Supercross series. He competed in the outdoor 500cc Nationals also, finishing out the year in ninth position.

The last time "Too Tall" Bell went through a fairly slow year like this, he bounced back with a lot of aggressive-ness, speed and race wins. It looks like he may do the same in 1983. We heard

in the off-season that he was training very hard, getting his knee back into good shape.

Broc Glover



A year ago at this time Broc Glover's credentials included three 125cc National Championships, a 500cc National Championship and a Trans-Am, along with assorted "big race" wins. He started last season with the goal to be the only rider to win all three outdoor National Championship titles, so he dove into the 250cc class to try and break the record books.

He came across two problems: Donnie Hansen and his own Yamaha teammate, Rick Johnson. Although Broc won motos in the 250cc Nationals, and won Supercross events last year, he had to settle for a third overall in the 250cc class and a fifth overall in the Supercross Series.

Even though it's impressive, it's about the lowest finishes Broc has had in years. Last year was the first season that he didn't win a title.

With all his racing success comes the benefits, most of which Broc has invested in real estate and the beginning of a new business called 3B, which tailors to the 3-wheeler performance crowd.

Judging from his past track record, it isn't likely that Broc will have another dry year. He's one of the most consistent winners in AMA history, and that consistency will net him a few more wins and, most likely, another series title in '83.

Ricky Johnson

Last year Ricky Johnson's name didn't even appear in the race programs, even though he was one of the Team Yamaha riders. Most people didn't consider Johnson to be a big threat at the beginning of 1982. They were wrong. Going into the last race of the 250cc Series last year Ricky had the points lead and it looked like he

would go back to his motel room with the 250cc National Championship crown at day's end.

Unfortunately it didn't work out that way. A broken wheel in the first moto allowed Donnie Hansen to take the title away — by a mere three points. To give you an idea of the heated competition, Broc Glover finished third, and Warren Reid was fourth.

Rick Johnson made a big impact in Supercross events too. He had a variety of high finishes, knows what it's like to lead a stadium event, and topped off his Supercross year with an 11th position finish.

One thing is for sure about Johnson. Nobody will ever underestimate his abilities again. At the start of last year most people figured him for a rookie who would go through the learning process before becoming a threat to the fast guys. At the beginning of this year he's eyed by the competition as one of the guys to try and beat.

Ron Lechien

If your first reaction was "who?", then consider yourself normal, and one of the people who will be hearing a lot about Ron Lechien in the future. He's a Southern California product of the minicycle wars and was destined for minicycle stardom until he broke a leg and sat out most of a season. After the leg healed Ron jumped on a production 125 Yamaha through Yamaha's Competition Support program and put in some impressive rides.

Lechien's credentials include a third overall in the '82 Golden State series, a 125 Pro win at Mammoth, a year with Suzuki, two years with Yamaha on the mini and 125 program, and finally, a move up to a factory bike. His nickname, because of his size 12½ feet, is "Mr. Bigfoot".

Quite truthfully, other than his racing credentials, we don't know a whole lot about Lechien either, except from what we see at the race track. He's been up against the big name riders, and handles the pressures well, especially for a 16 year old. He doesn't choke, he doesn't get too excited when the pressure hits. The one thing he does very well is display his talents. You can easily pick out the smoothness of Ron Lechien on a track. The first reaction most people have is: "Hey, I'm not sure I know who that one fast guy is out there ...". That's Ron Lechien. By year's end, you'll know this new rider well.



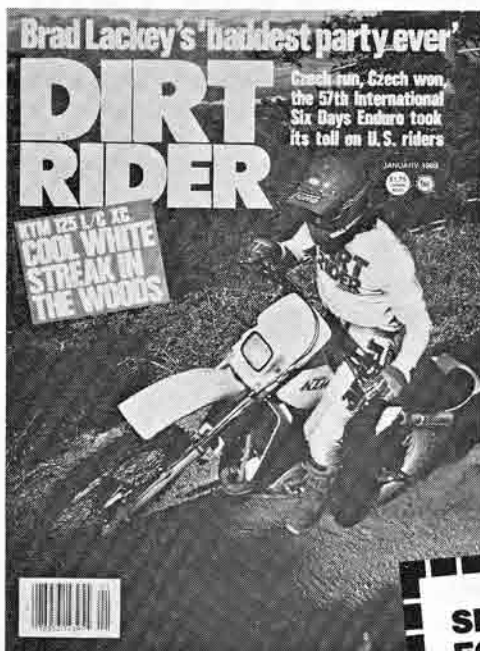
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Stars of Supercross



TEAM SUZUKI

If you consider the size of the company (the third largest in the motocross world), the Team Suzuki effort gets the most National and World Championships for the effort (and money) that they put out. They've dominated the 125 classes both here and in Europe, along with numerous World Championship wins. The company is very proud of it's accomplishments — and rightfully so. Part of their success comes from careful selection of team riders, and this year is no exception. Their line-up is strong, well-rounded and will most likely once more prove to be just the right blend for yet another Championship — or two, or three...

Mark Barnett

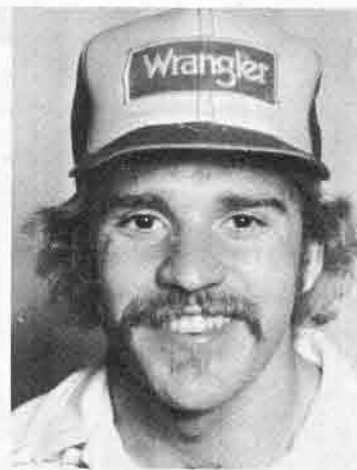
He lost the Supercross crown to Donnie Hansen in 1982, (finishing second), but won the 125cc National class for the third time in a row, beating the hard charging Johnny O'Mara. "Barney" had a good year in 1982 and looks to be the odds-on favorite in

1983 for at least one series championship.

It's not a matter of "if" Barnett will win, but more a situation of picking which series he'll win — and how many. He can win in the 125 and 250 class in the outdoor events. He's never been heavily involved in the 500cc bikes, but he likes them.

He's also a proven trophy taker in the Supercross Series. You don't get to be the Supercross Champion without learning how to master these man-made tracks. Another plus in his favor is the long association with his major sponsor, Suzuki. In Barnett's case, staying with Suzuki has made for a very efficient, tight relationship with the company. The weight of a few National Championships doesn't hurt either, but the familiarity with the company gives him quite an edge on some of the more "bouncy" riders that change colors every season.

When he isn't out winning races Barnett is back home in Alabama, staying away from the fast pace of professional racing. He prefers pitching hay to playing pinball and has used portions of his winnings to build a mobile home on his farm, buy tractors and increase his cattle herd. He prefers the isolation of his farm (complete with a



Mark Barnett

home-built stadium track). "I like staying home, working on the farm. I like eating eggs from my own chickens, and bacon from a pig I raised. I can train harder and better when I'm away from the crowd."

Alan King

Alan King is the exception to most of the rules. The majority of riders in professional racing have riding careers that go back — way back. Most of them swung a leg over a two wheeler before they were 10 years old, and had collected about a room worth of trophies before they even got their driver's licenses.

Continued on Page S-13

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THE MOTOCROSS DICTIONARY



Endo: Crashing forward or backward 180 degrees or more; sometimes several flips.

Flagmen: Workers stationed at various points on the job who warn oncoming riders of danger on the track.

Berm: A naturally formed curb-like dirt bank which riders use to corner more easily.

Crossed Up: Tilting the bike to one side while turning the handlebars to the same side, all while in mid-flight. This is a showy move which does little other than demonstrate that the rider has complete control of his machine, even of the ground.

Expansion Chamber: Specially built exhaust pipes for two-stroke engines to produce extra power.

Pit Crew: A rider's mechanics and assistants. During a race, they signal the rider where he stands, encouraging him on.

Ragged Edge: The very edge of control. This is where a rider is going the fastest and having the most fun.

Roostertail: The stream of loose dirt that the rear wheel spits out when under power.

Leathers: The rider's protective leather pants. For flexibility and lightness, the modern versions are made of nylon with leather padding.

Pipey: When the power only comes on at top RPM, this is an explosive powerband.

Powerband: The power characteristics of the engine.

Prototype: A factory hand-built bike that the racer is testing in competition.

Seize: The engine stops rotating due to excessive internal engine heat.

Swing Arm: The rear suspension arm which moves up and down with the wheel to absorb the bumps.

Scrutineer: The technician who inspects all the riders' motorcycles and equipment making sure they are safe and conform to AMA rules.

Shut the door: To cut someone off into a corner.

Slide: Sliding a machine is done through turns and under hard acceleration. A motorcycle is said to be sliding when both wheels are tracking and rear wheel follows a different arc than the front wheel.

Squaring Off a Turn: Rather than go through a turn in a smooth arc, the rider enters it straight, pivots violently, and then accelerates away. Normally, this is served as a passing move to gain a better line.

Squid: Any slower rider.

Start Gate: A mechanical metal gate that drops to signal the start of the race.

Starter: The official who positions the riders on the starting line, gives the signal to begin the race, and is in charge of flagging the riders.

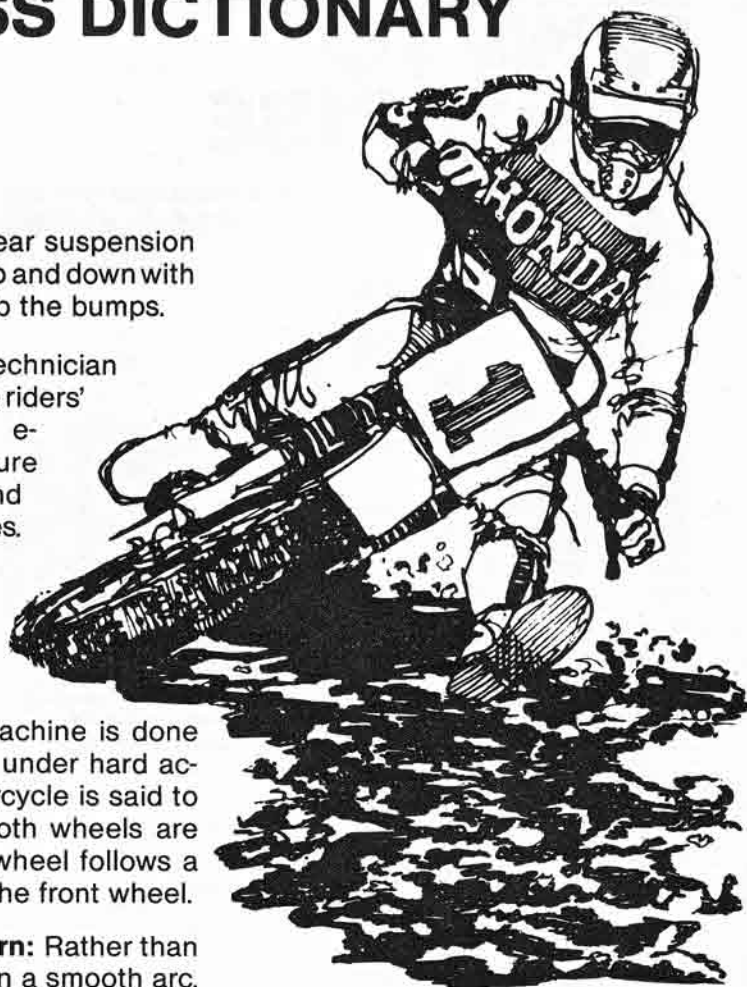
Wheelie: Riding on the rear wheel, almost always under hard acceleration.

Bale Off: When all else fails, as the term implies, the rider parts company with his machine.

Flying "W": A rider who loses control of his bike causing his feet to fly off the foot pegs into the air.

Getoff: A crash.

Get Sideways: Anytime a rider momentarily loses control of his machine; sometimes intended.



High Side: Crashing in a corner when a rider's inertia carries him off his machine to the outside of a turn.

Hole Shot: Timing the drop of the starting gate perfectly and beating everyone to the first turn.

Moto: Term for a heat in a motocross race (there will be seven tonight, eliminating to a 20-lap final).

MX: Motocross.

On the Pipe: Running the engine at peak power.

One Minute Signal: The starter holds a one minute sign over his head to indicate one minute is left before the riders start the moto. When the starter turns the sign sideways, it indicates the riders will be released within 10 seconds — as the start gate drops.

Pit: Area for riders and mechanics only, to tune and maintain racing bikes.

Stars of Supercross



Not Alan King. He didn't even ride a motorcycle until the ripe old age of 16. "My best friend Dave took me along to watch him compete at a local track when I was 16," King recalls. "As soon as the race was over, I asked him to teach me to ride, and it wasn't long before I was hooked!"

Just a year after that first ride, King worked his way up to battling with his home state of Michigan's best 125cc Expert riders. When the smoke cleared King had finished fifth overall in the 1978 Amateur State Championships. In 1979 he won both the 250cc and 500cc Amateur classes, chalking up an amazing 42 consecutive moto victories. In 1980 he won the 500 cc class of the Florida Winter series and also received the AMA "Rookie of the Year" award.

Last year Alan finished 3rd in the 500cc class, moving from eighth the previous year. He finished out the season in style by winning the final event at Carlsbad. When he's not racing, King likes to work with carpentry. "After I'm through racing, I plan to open a house contracting company with my dad. Last year I helped a friend build a tri-level home in Michigan and it was very satisfying."

George Holland

Only eighteen years old and starting his second full season with Team Suzuki, George Holland is starting to become a seasoned veteran of the pro motocross wars. It wasn't always that way. Two years ago, sitting on the starting line at his first 125cc National in New York Holland recalls, "Boy was I nervous and excited. I looked down the starting line and wondered how I was ever going to beat those guys!" he didn't beat all of them, but he did put in a pair of top ten finishes. At season's end he had placed fourth overall.

In 1982 George again went after the 125cc class and rode the Supercross series. He finished a credible fifth in the 125cc class. This year's plan includes a return to the 125cc wars, along with more concentration on the Supercross battles. "Supercross is totally different from the outdoors," says George. "This year I hope to learn as much about the stadium tracks as I have about the outdoors."

Scott Burnworth

Like his teammate George Holland, Scott Burnworth has more minicycle trophies than you could load into the average truck. His minicycle credentials were strong enough to get him support from Team Suzuki as a mini rider hitting the big national events. Scott made his first move to the 125cc class aboard a Suzuki, but in 1982 moved over to the Yamaha camp, also on a 125cc bike.



Scott Burnworth

In 1981, with Suzuki, Burnworth had a great season grabbing the AMA's "Rookie of the Year" honors for his performance in the 125cc National class. Last season wasn't quite as good for Scott. He didn't make much of an impact on the 125cc class because of injuries and bike problems. His best finish for the season was a 13th overall for the 1982 Supercross standings.

Going into 1983 Scott is back in the Suzuki camp where he started. He's once more going after the Supercross title. "This year will be different", he says. "I'll be up there in the top of the standings. You watch!"

TEAM KAWASAKI

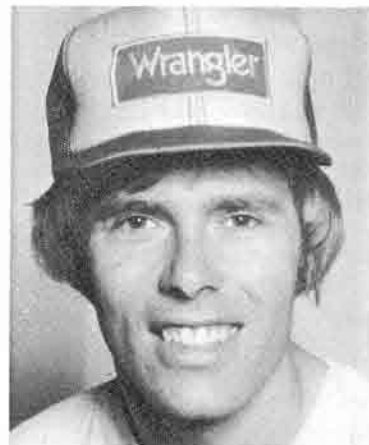
Even though Team Green is the smallest of the four Japanese manufacturers, they still make a big impact on race tracks across the country — in both pro and amateur ranks. Their Kawasaki Grass Roots Amateur Racing Program proved to be highly successful and will be expanded. Team Green has concentrated on the professional racing scene also this year, and once more came up with a small, but extremely effective group of talent.

Kent Howerton

The Rhinestone Cowboy's "dis-mounted" a couple of times in the past two years. The former National Cham-

pion has run into a two year string of bad luck that, finally, appears to be over. A little over a year ago Kent was out riding at a motorcycle park, came over a jump and found an injured rider

Kent Howerton



laying on the blind side. Kent stopped his bike and was helping the rider when another racer, unaware of the problem, came over the jump and hit Kent. Howerton's wrist was badly broken, and he spent months recuperating at home in Texas.

He came back though, and was riding just as fast as he had before the injury. Kent rode in the 250cc National Series in the 1982 season, and was leading all his competitors going into the Road Atlanta outdoor event. In his first moto Kent finished third, still holding onto his points lead. In the second moto he was involved in a crash and broke his leg.

That didn't do a whole lot of good for his 250cc National chances. He dropped out of the series. His Supercross efforts were equally damaged. Kent finished a low 14th position, not a normal spot to find Howerton's name listed.

Once more he's picking it back up and going after race wins. Besides getting the leg in shape, Kent has been adapting to a new ride. Having left Suzuki at the end of last year, Kent is now officially on Team Kawasaki. With the leg all healed, a lot of riding under his belt and some fairly secret training over the past few months, Howerton is healthy, fast again, and a real threat. Nobody but Kent, and possible his wife Jill, know how much of a threat the Rhinestone Cowboy will be in 1983, but he's already got the competition worried.

Jeff Ward

Jeff has been racing longer than most people have known motorcy-

PROTECTIVE EQUIPMENT

Helmet (required)
Visor (optional)
Goggles (required)
Mouth guard (optional)

Shoulder pads-
Chest protector
(optional)

Long-sleeve
jersey
(required)

Gloves
(optional)

Leather
or nylon pants
(with shin
guards)

Boots
(required)

As you have already noted, Supercross racing is a tough sport, not without its hazards. None of the professional riders using the track tonight would consider traveling at such high speeds without seriously considering their choice of protective riding gear. As much time is spent in selecting riding gear as is devoted to the bike itself. None of the riders treat their gear lightly — a mistake or omission could be costly. With risks high as they are, only a fool wouldn't take all the available precautions.

It starts with the helmet, an item that is required by the race sanctioning body. The helmet must meet industry safety standards. Along with a rider's own confidence it can do the job. Visors, although optional, can be found on all riders. Designed to cut glare and reduce the amount of dirt flung in a rider's face, visors come in a large variety of sizes, lengths, designs and colors.

Goggles also fall under the "required" category. Protecting eyesight is important, especially when the rider is almost constantly bombarded with dirt from competitors ahead. Although mouth guards are optional most riders feel that they are important enough to include each time they ride. Smiling on the victory stand is difficult without the precious pearly whites.

Shoulder pads, chest protectors and kidney belts are all optional, but again riders use them for their safety values. Designed to lessen impact to the shoulders, rib cage, upper arms and center torso areas, these three items are a "must-have" for those competing on a professional level.

Leather or nylon pants are a required item and one that no right-thinking racer would compete without. Designed for protection of the lower body, leathers are a highly specialized field, with a variety of designs employed by various manufacturers in an effort to achieve mobility, comfort, protection and good looks.

The bike is also required to be specially equipped before it's allowed on the track. Besides requiring basic sound craftsmanship, riders are required to incorporate engine kill switches, readable numberplates, mufflers and overall safe design.

So take a close look at the pro athletes competing in today's Supercross event. They have the best equipped bikes, mixing speed and safety. They also go to great lengths to protect their bodies. They know the value of protective equipment.

Stars of Supercross



Jeff Ward



cles exist — yet he's only 22 years old. That's what happens when you start your berm busting career at the ripe old age of five (and win your first National title at seven). Ward is also the veteran of Team Kawasaki, and one of the most experienced racers on the circuit.

Because of his age, Jeff started his career during the very beginning days of minicycle racing. As his size grew, so did his motorcycles, until he worked himself comfortably into the 125cc National class. His first year of 125 was a little hard to take. He was pushed around, muscled by other riders and was having a time of it coping with the strange tracks and all the travel. He's adjusted over the years and is not only one of the fastest riders out there, but knows all the shortcuts from track to motel to airport (a true sign of a veteran).

Although he's small, he's incredibly strong. Ward is considered one of the best conditioned athletes in the sport. In a stress test conducted by the National Athletic Health Institute, Jeff Ward's scores were the second highest marks ever recorded — and this place sees a steady stream of football, soccer, basketball and marathon runners stroll through its doors.

In his 1982 season Jeff Ward attacked the Supercross and the 125 National series again. He's had some very impressive rides in Supercross events, and this year finished out that season in a credible eighth position. In the 125cc Nationals Ward finished fourth overall.

Billy Liles

250cc Nationals, Supercross

Billy Liles was understandably a little nervous prior to the opening round of the Wrangler/AMA Supercross Series at Anaheim Stadium last year. The 17-year-old from Fairburn, GA was making his debut as a pro

member of Kawasaki's Team Green before more than 70,000 screaming fans. And not only would he be going against the Barnetts, Hannahs, and Wards of professional motocross, he'd be doing it on a box-stock Kawasaki KX250, while the experienced pros would be riding factory-tuned works bike.

To the surprise of everyone except Liles, he not only netted a first place victory in the alternate qualifying moto, but also held off last year's series Champion Mark Barnett in his heat race.

"Sure I was nervous," said Liles, "but I'd been in tight racing situations in the past and I always managed to overcome my nervousness."

The soft-spoken racer was aboard the only stock motorcycle to qualify for the evening's main event, and had he not gotten stuck in heavy trider traffic he might have improved on his 15th place finish.

Improvement has been a recent habit of Liles, culminating with his promotion to the pro ranks of Team Green, the company's national amateur support program. Since 1975, he has been among the most consistent winners at the amateur level.

He held several championships in minicycle racing from 1975 to 1977, and in 1979 he dominated the NMA Nationals in Ponca City, Oklahoma capturing titles in 125cc stock, 250cc modified and placing second in 125cc modified.

He repeated his 250cc modified victories in both 1980 and 1981. In 1982 Liles joined the 250cc National class, and finished his first year with a very credible eleventh position.

The "Other Factories"

Even though the European companies are smaller than the Japanese efforts, they still manage to make a big dent in the sport of Supercross. The Europeans invented motocross in the first place, and feel it's their sport. Even though they aren't as financially large as the Japanese companies, they still field strong riders who consistently come home with good finishes. Team Husqvarna's effort this year includes **David Gehrig** as a main support rider, along with some other semi-support riders (similar to the Kawasaki Team Green effort). Maico, who operates on an "A" rider and "B" rider systems lists **Chuck Sun** as their main rider, along with about a dozen "B" classification competitors. KTM's team is large — yet due to be slimmed down as the season progresses. They work on a race-to-race basis. Their current line-up includes **John Finkel-**

day, Ron Turner, Jeff Hicks, Dave Holland and Mark Barr. the final support team is probably a new name to most of you — it's call Team Tamm. Using production Hondas, Team Tamm started their program in 1982 and will be expanding it greatly in the 1983 season. Their roster includes **Chris Howard, Jim Brodie, Mike Shoemaker, Dean Cates and Mike Tripes.**

THE SUPPORT RIDERS

Although every big factory team has three or four main riders who get the best equipment, mechanics and the most attention, there is a second level of riders involved with each racing team that many people don't hear about. They're called Support Riders, and they're given production motorcycles, mechanical help and some expense money to hit the tracks across the country. Support Riders are just one step from a full factory sponsorship. Some will go on to become National Champions in the coming years. Others may disappear after a couple of years. Keep your eye on these guys. They're trying the hardest, have the least to lose, and the most to gain.

Team Honda's support crew consists of **Kenny Keylon, Steve Martin and Bill Larsen.** All three will be riding production motorcycles, sharing mechanics in some cases, and receiving the benefits of Honda's experience in knowledge. All three riders are familiar with the Honda way of doing things and have been Support riders for two years with the Big Red Effort.

Yamaha has a very large contingent of support riders, called Yamaha Competition Support. Out of that group, there are two riders, **Tim Locey** and **David Bentley** who will most likely get the most attention and help. Yamaha is proud of their support program — and rightfully so. After all, that's where Ricky Johnson and Ron Lechien came from. Both Locey and Bentley have the talent to move from support to full factory. 1983 might be their year to take that big step.

Team Suzuki's riders are classified under "Test Support". They get bikes, factory help and some travel money. The "on deck" crew at Suzuki includes **Gary Bowman, Clint Hardick, and Ricky Raines.**

Team Kawasaki handles their support system a little differently than the other three Japanese factories. Rather than concentrate on a handful of good riders, Kawasaki spreads the wealth across the country. Between their Grass Roots Amateur program, and support at pro events, there are approximately 200 riders receiving help from Team Green.

Miller S-15



FACTORY MECHANICS WRENCH SPINNERS TO THE STARS



By Brad Zimmerman

They're not just mechanics, they're a combination of tuner, on-the-spot engineer, occasional miracle worker, part time mother, and full time friend. Being a mechanic on the factory level isn't an easy job. Keeping a hyperactive race bike running week after week is hard enough. Keeping the rider mentally "pumped", prepared and relaxed is at least half a mechanic's job these days. Tightening up the motor mounts won't do you any good if the rider's head is stripped out. Mechanics tune not only the bikes they work with, but the riders too.

Mechanics don't just pull magic wrenches out of fleece-lined tool boxes and wave them in front of a bike to make it reliable and fast. Constant fiddling, improvements and innovations are put into a factory bike. Just because it's expensive, doesn't necessarily mean it works. As one mechanic put it: "I think the name 'works bike' was invented by a mechanic. We spend more time working on it than the rider does riding it. We work with the bike for at least thirty hours a week. The rider does two 45 minute motos."

In a year's time the average factory mechanic will drive 50,000 miles, stay in a hundred motels, eat thousands of greasy meals, and if he's lucky, will make about \$30,000--none of which he can really spend, because he's never home long enough to buy something.

Most factory mechanics are paired with a single rider for the year. This matching is more intricate than one would think, and a lot of thought goes into it from the factory level. Which rider will be able to communicate best with which mechanic? It can be tricky if you try to force two different personalities together. A church going mechanic isn't going to build up the kind of relationship needed to win if his rider is the "party hardy" type.

A mechanic is usually in the "between rock and hard spot" position. He gets an appreciative slap on the back from the Team Manager when his bike wins, and mumbles from his rider if it gets second place.

Whether his bike wins or not, the factory mechanic dives in every Mon-S-16 Miller

day with a fistful of tools, tearing the bike down to bare nothing. Every part is examined, cleaned, replaced if necessary and then the whole bike is reassembled--usually in the comfort and convenience of an empty parking lot.

Once that's done, the mechanic loads everything back up in the van and drives like a madman to get to the next weekend's race site, so he can start the process all over again.

Why do they do it? Because they're good at it. Anybody who can tame a hyperactive race bike has a special talent. Keeping their machines running perfectly is a personal challenge. The rider can't win without a good mechanic, yet these guys rarely get credit when their bike wins--and often most of the blame when something goes wrong.

Here's a collection of some of the factory mechanics, so you'll know who's keeping all that exotic machinery purring along. After their rider sprays the champagne, shakes hands and accepts his money, these are the guys who are left after the crowd disperses to clean champagne off the bike and roll it back to the pits for another teardown.

"Jon R." as he's known, is one of the trailblazers in the factory tuning world. His first National Championship came in 1974 with Marty Smith on a 125 Honda. Jon R. is a quiet person--he lets his bikes do the talking on the track. Besides the time consuming chore of tuning to National Championships, Jon R. was raising a family, including step-son Warren Reid, who was starting a career of his own.

Jon R. has a lot of Golden Wrench Awards, a special tribute from the AMA for outstanding work. Just like last season, he is again tuning for Yamaha rider Broc Glover, known as a picky rider. Everything has to be just right--or you'll hear about it. "I know when I get on my bike that it's going to be the best it can" says Brock. "Jon R. is thorough, he knows what he's doing, and he can make changes, little changes, that make a big difference."

Jon R. is also known as the "Mad Professor" on the circuit. He prefers to work alone, out of the back of his truck, quietly building rocketship motorcycles. Not one for fame or glory, Jon R. prefers to work on his bikes, win races, and spend what little off season time he has at home with his wife, Carol.

★ ★ ★ ★ ★ ★ ★ ★ ★ ★

JON ROSENTIEL



★ ★ ★ ★ ★ ★ ★ ★ ★ ★

KEITH McCARTY



Continued on Page S-18

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WRENCH SPINNERS FOR THE STARS



Keith McCarty wanted to be a factory wrench back in 1973, but nobody else saw it that way. Assigned to work pulling parts in a Suzuki warehouse, he worked his way up to being a mechanic for Mike Runyard and the following year Tony Distefano. Keith tuned Tony to a few National Championships, then moved over to Yamaha to take on newcomer Bob Hannah, who also took off on a winning streak.

Keith is well known for his ability to work on a very personal basis with his rider. He'll fight for parts, argue with officials or put pressure on his employers to make sure his rider gets every break possible. He works as much with his rider's mental outlook as he does with their motorcycle.

"Cheese" as he's called by his Japanese employers (who can't say "Keith"), is one of the overseers of the Team Yamaha effort. This year he is helping guide the career of Yamaha's brightest new star Ron Lichien, who will be contesting the 125cc National and selected Supercross events.

★ ★ ★ ★ ★ ★ ★ ★ ★ ★

JEFF CLARK



Clark is in one of the best, yet most pressure filled positions of all factory mechanics. His rider, Mark Barnett, is racking up wins left and right. You'd think this would make his job easier. Just the opposite. With his rider putting 100% effort into the sport, the mechanic has to put in 110%. He's responsible for keeping Barnett's machine in perfect shape, because Mark is. Barney S-18 Miller

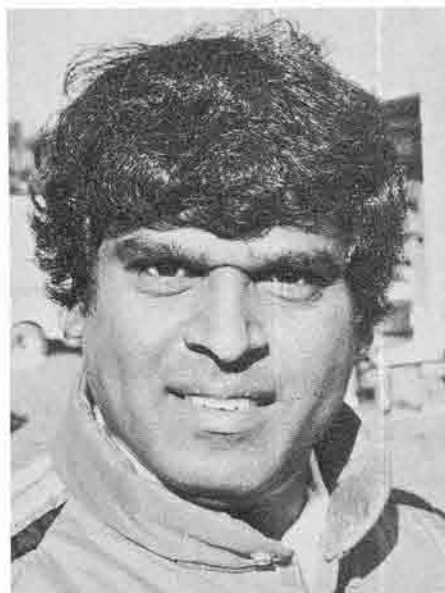
only loses when he has problems. His problems can't be mechanical. Because of Jeff Clark, they rarely are.

Clark is proud of his position, but very realistic about it. He knows that the rider is extremely important, and he's aware that there are other mechanics who would do almost anything to have his job. He's had a couple of very good years, with three Championships during his association with Barnett. That helps, but it also adds pressure.

He's expected to do well. His rider does well. Of all the mechanics lately, Clark has been the one to go home a winner most often. Although he gives almost all the credit to Barnett, we know otherwise. It's not just Barney—it's Barney & Jeff who are winning these days. Their credits as a tuning team include 125 National class titles, and this year they are going after the Nationals and the Supercross events.

★ ★ ★ ★ ★ ★ ★ ★ ★ ★

SELVARAJ NARAYANA



Don't even try to pronounce his name. Call him Sel. He's originally from India, and first came to the United States during the Trans-AMA series, while he was tuning Maicos for the GP trail. Sel enjoyed his three years of Trans-AMA visits. He learned English (on top of his native Indian, German, some French and Italian). He first came to the US as Maico's national Service and Technical Manager, working out of the New Jersey facilities.

Sel is busier than the average mechanic. Working with the small Maico team, he has to closely watch budget,

try to support as many riders as money will allow, and still put in a well concentrated effort.

Besides tuning bikes on a week to week basis, Sel is responsible for helping develop the next year's production bikes, picking riders, organizing the parts supply, and overseeing the rest of Maico's mechanics. Sel is one of the few mechanics who was really in on the technological advancements of today's motocross machines. While working with Maico, he was one of the instrumental people who helped develop the forward mounted shock system that advanced motocross by a giant leap.

This year Sel is overseeing quite a racing team. Its roster includes the 500cc World Champion Brad Lackey, the former 500cc National Champion Chuck Sun, along with successful veterans Bill Grossi and Gary Semics.

★ ★ ★ ★ ★ ★ ★ ★ ★ ★

CHRIS HAINES



Chris Haines at 31 years old, is one of the most experienced mechanics, who also has a good feel for racing. Haines still races on his CR480 Honda, and recently won the Veterans portion of the Miller High Life Trans-Cal series last season. His mechanic for the series--Darryl Shultz. The two reversed roles (Chris tunes for Darryl) while "Shu" was recuperating from knee surgery.

The Miller High Life Trans-Cal isn't the only racing Haines has done. He has raced cars in Baja and used to be a First Division speedway racer, before tuning for Bruce Penhall.

Continued on Page S-19

WRENCH SPINNERS FOR THE STARS



His involvement in motocross started with Tony DiStefano and US Suzuki. From there Chris moved to Brian Myerscough's machines when Tony left Suzuki. After Brian, he worked with the now-World Champion Danny LaPorte the year he was the top rider at the Trophee and Motocross des Nations.

This year Chris is working with Darryl Shultz, who last year won the 500cc National Championship title. The 1983 season will see the combo of Chris and Darryl defending their 500cc title, and also going after the Supercross crown.

★ ★ ★ ★ ★ ★ ★ ★ ★ ★

JON SLENZAK

Working with Suzuki rider Alan King this year, Jon Slenzak is no newcomer to preparing winning machinery. He prepared the bike that Darryl Schultz rode when he won the Daytona Supercross in 1981 while riding for Suzuki.

Going into his third year with Suzuki, Slenzak is one of the quiet, concentrated tuners. He doesn't make a lot of noise, but his bikes perform flawlessly on the race track.

When he isn't holding a pit board or spinning a wrench, he's home with his wife Karen, just a few blocks from one race site--the Anaheim Stadium.

One of the probable reasons that Slenzak was paired with Alan King was the track records of both--the pair has proven to be a good working team, and have been around the circuit about the same amount of time. Slenzak is one of the fastest learners in professional tuning, improving almost weekly. King is in about the same position.

★ ★ ★ ★ ★ ★ ★ ★ ★ ★

STEVE PAULOS

Steve started his association with US Suzuki in 1980, when he was paired with Marty Smith. The team finished 3rd in the 500cc Nationals.

With the departure of Smith in 1981, and the mechanical talents of Paulos still shining, Steve found himself working with Kent Howerton, and tuned his way to his first National Championship with Kent. His Suzukis also finished out of the Supercross series in third position, and Steve received the

AMA's award for the most outstanding 250cc mechanic.

Last season Steve was again working with the Rhinestone Cowboy, but when Howerton was injured in June, Steve pitched in and helped the entire Team Suzuki effort in all the National events.

This year Paulos is paired with Scott Burnworth, who will ride the 250cc Nationals and the Supercross series. Burnworth is no newcomer to Suzuki or pro racing, but he hasn't won a National Championship to date. Paulos has, and you can bet that Suzuki is depending on his knowledge and help to get Burnworth that crown.

★ ★ ★ ★ ★ ★ ★ ★ ★ ★

TOM HALVERSON

Tom and his girlfriend Terry have a rather interesting "side job" these days. They're staying at the Malibu home of Robert Blake (Baretta) when Tom isn't off traveling.

This is Tom's second year working with Suzuki rider George Holland, touted by many as one of the next National Champions. Last year the duo attacked the 125 Nationals and the Supercross events, but George was sidelined before the halfway mark of the year due to a shoulder injury.

When Tom and George returned to the motocross battles (sooner than anyone expected), they proved that they were both back at full operational speed. George put in a very impressive finish at the final 125cc National at Carlsbad and has raised more than a few eyebrows with his last season Supercross finishes.

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RON HEBEN



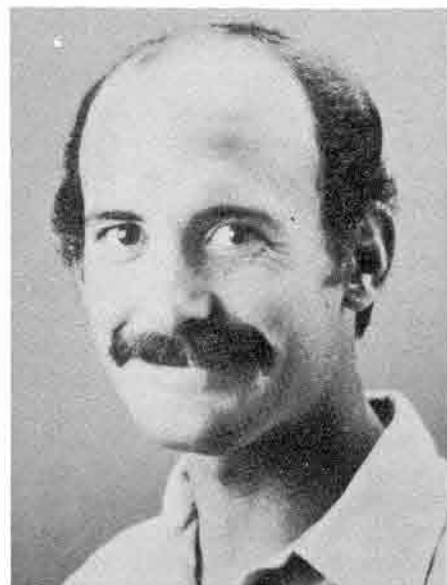
Ron is starting his fourth year with Yamaha. When he originally came to the company he was paired with Larry the company he was paired with Larry Roeseler the off-road racer. Maintaining a fast race bike, that will go a long distance (well over 100 miles) is no easy feat, but Heben proved his expertise by helping Larry score victories in national Enduros, the International Six Day Trials, and a variety of Baja and Score events.

After working together for two years Ron moved over to the motocross field and was matched with the former 500cc and Supercross Champion Mike Bell. At the beginning of the 1982 season Bell and Heben won the 500cc class of the Trans-Cal series, the Superbowl of Motocross, an international race in Amsterdam and finished out the year with a third overall in the 500 Nationals. Their low rating in the Supercross series was only due to the fact that Mike had injured his knee and only completed two of the series events.

Some of Heben's good results come from the fact that he was a motocross racer for six years. As a matter of fact his knowledge of racing and physical training allowed him to work with Marty Trips previous to joining Yamaha. This year Heben and Bell are once more attacking the Nationals. Between the experience and knowledge that the two have, it's a very potent, and successful race winning package.

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BOB OLIVER



Continued on Page S-20

Miller S-19

WRENCH SPINNERS FOR THE STARS



1982 was a very good year for Oliver. It was his third year working with Yamaha, and the first time that one of his motorcycles won a National event. Ridden by Ricky Johnson, Oliver's 250 Ramaha that he lives with throughout the year won two Nationals during the 250cc Series (the first national wins for both Oliver and Johnson) and then went out again and took another victory in the Tokyo Supercross.

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BRIAN LUNNIS



"Mr. Brian" as he's called has been around the professional racing field for over seven years. He had a long association with Suzuki, tuning for riders including Danny LaPorte and Bill Grossi. Ironically, while he was in his beginning days at Suzuki, he met one of the support riders who would one day join him racing--Bob Hannah.

Last year Brian was working with Honda, and was paired up with Donnie Hansen. Besides taking Hansen to both a 250cc National Championship and the Supercross Crown, Brian can be credited with a lot of "education" for Donnie. Like many pro riders, Donnie could go very fast, but sometimes couldn't communicate the picky finite details that a mechanic needs to hear.

"When we started it was tough figuring out what to do for Donnie when his bike didn't feel right. It was a big education process for both of us. Donnie had to learn, I had to learn. We enjoyed it a lot and it turned out to be a very successful year--up until he fell."

S-20 Miller

Hansen was injured while practicing for the 1982 Swiss GP, and Brian finished out the season working with a variety of riders in the Honda effort. This year he is working with Bob Hannah, and pending the comeback of Hansen, will either complete the season with Hannah, or go back to Donnie when Donnie makes his racing return. "I've worked with Hansen and Hannah during the past few months", says Brian, "It's sure nice to be able to tune for some of the best riders in the world--and I feel that I've gotten that opportunity with both of these guys."

★ ★ ★ ★ ★ ★ ★ ★ ★ ★

STEVE CARTER



Last year Steve worked with Danny Chandler at Honda--and had his hands full packing trophies into the back of his race van after each Sunday's event. He and Chandler are on a record run of wins. It started in the Nationals, and progressed throughout the year. They won all four motos of the Motocross and Trophee Des Nations events last year, the first time it's ever been done in motocross racing history. They won the Superbikers event last year. They won the 1982 500cc USGP at Carlsbad. At the beginning of the 1983 season, they're already winning again in the warm-up series.

Carter is going into his second year working with Chandler, and the two have helped each other get to the victory circle. "Danny is learning very quickly. He's developing a feel for the bike. When we first started working together, he didn't really know why a bike would react the way it does, and

what to do to change it. As we go along, he's picking out the different things and learning to feel how it's working. If you think the last of '82 was good for us, wait until you see how well we're working together this year!"

★ ★ ★ ★ ★ ★ ★ ★ ★ ★

This is his first year tuning with the former National Champion Kent Howerton--and Kent's first year with the Team Kawasaki effort. For both, it's a totally new situation. "We've been working together in the pre-season, in the Golden State series, and got together in the San Diego Supercross for the first time. Kent is really intelligent about how a bike works and knows exactly how it should work and what needs to be done to make it right. It's really an advantage. We can change stuff and usually go in the right direction at the same time. Some riders, can't do that."

Previous to his association with Kent, Rick was with Goat Breker when he rode with Husqvarna, while building pipes on the side. When Goat got a ride with Kawasaki in 1980, Rick went with him and worked as his mechanic, getting Goat to second place in the 500cc Nationals. In 1981 they worked together again, finishing 5th overall in the 500cc series.

★ ★ ★ ★ ★ ★ ★ ★ ★ ★

MIKE McANDREWS

Started working with Jeff in the beginning of 1982. Finished fourth in the 125 Nationals, but was third up to the last race when Jeff wasn't able to ride Carlsbad because of an ankle injury, dropping a position to fourth. In the Supercross series the pair of Mike and Jeff finished ninth, primarily because of unfamiliarity with the new works bikes that Kawasaki had last year.

This year the problems with the bikes are completely sorted out. "I think last year was a growing year for both of us. We were getting used to the new bikes, Jeff knows he can win and we're going for it this year. We're going after the 125cc Nationals and the Supercross series."

Previous to his association with Ward, Mike worked with Tom Benolkin during his first year with the Kawasaki team effort.

Continued on Page S-22

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WRENCH SPINNERS FOR THE STARS



★ ★ ★ ★ ★ ★ ★ ★ ★ ★

TOM MORGAN

Morgan is a novice to the traveling circus known as motocross, but is one of the most knowledgeable mechanics at Kawasaki. He's been with the firm for three years working in the R&D department as the senior technician. His primary work was with street bikes, police bikes and also KX and KDX machinery. This year he is paired with Billy Liles and will make his first venture out on the road, going for the 250 Nationals and the Supercross events.

"Stepping in with cold feet is going to be interesting. I'm not sure what to expect but I'm looking forward to it. I've spent some time with Billy Liles, I've known him for three years and we've done testing with him when I was with the R&D division of Kawasaki. I also worked with him at the NMA Minicycle National races in past years.

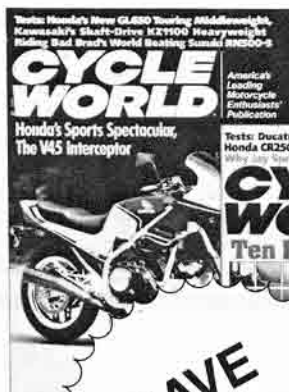
This isn't the first time he's ventured out onto the racing circuit. "I've been involved in some privateer Superbike racing in the past, but not motocross,

and it's going to be a big difference. I'm getting a lot of information from the other mechanics here, and I think I'll be ready." When he's not out on the circuit, Tom spends time at home with his wife Patricia and daughter Tiffany.

★ ★ ★ ★ ★ ★ ★ ★ ★ ★



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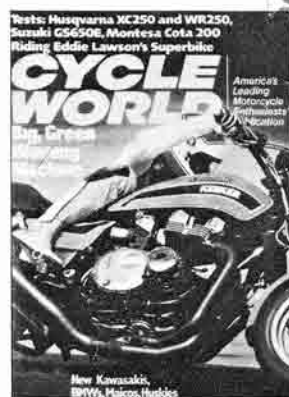
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| 4. Johnny O'Mara | 53. Andy Stacy |
| 5. Jim Gibson | 54. Donnie Cantaloupi |
| 6. Broc Glover | 55. Mike Beier |
| 7. Darrell Shultz | 56. Rick Ryan |
| 8. Rick Johnson | 57. Tom Carson |
| 9. Jeff Ward | 58. Juan Benavidez |
| 10. Warren Reid | 59. Michael Preston |
| 11. David Bailey | 60. Eric McKenna |
| 12. Bob Hannah | 61. Tim Locey |
| 14. Goat Breker | 62. Jeff Surwall |
| 13. Chuck Sun | 63. Karl Jordan |
| 16. Scott Burnworth | 64. Gary Dircks |
| 17. Alan King | 65. Bob Buffalo |
| 18. Mike Bell | 66. Steve Rhyan |
| 19. Kenny Keylon | 67. Dean Cates |
| 20. George Holland | 68. Rusty Wageman |
| 21. Steve Martin | 69. Rodney Smith |
| 22. Danny Chandler | 70. Roger Hensley |
| 23. Jo Jo Keller | 71. Daniel Conway |
| 24. Jim Tarantino | 72. Robert Reisinger |
| 25. Phil Larson | 73. Dan Wallace |
| 26. Kent Howerton | 74. Steven Burdette |
| 27. Jim Ellis | 75. Kyle Landrum |
| 28. Gary Denton | 76. Robert Handy |
| 29. Clint Hardick | 77. Gary Pustelak |
| 30. Ron Turner | 78. Rick Maki |
| 31. John Finkeldey | 79. Gary Bowman |
| 32. Erik Kehoe | 80. David McClain |
| 33. Bill Liles | 81. Tom Rice |
| 34. Chris Heisser | 82. Michael Brown |
| 35. Larry Wosick | 83. Ted Brady |
| 36. Mickey Kessler | 84. Mark Butler |
| 37. Jeff Hicks | 85. Jeff Schumacher |
| 38. Bill Grossi | 86. Joey Schlag |
| 39. Tom Benolkin | 87. Frank Lamp, Jr. |
| 40. Jerome Heiberger | 88. David Gerig |
| 41. Mark Murphy | 89. Greg Mayo |
| 42. Brian Myerscough | 90. Mike Knupp |
| 43. Denny Bentley | 91. Daniel Turner |
| 44. Kris Bigelow | 92. Eric Eaton |
| 45. Dave Hollis | 93. Alan Pizzino |
| 46. Troy Blake | 94. Jeff Jennings |
| 47. Ross Pederson | 95. Fred Vertucci |
| 48. Doug Jackson | 96. Jim Mitchell |
| 49. Jim Holley | 97. Jeffrey Spreeman |
| 50. Kevin Davis | 98. Ron Sun |
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1983 WRANGLER SUPERCROSS SERIES ARROWHEAD STADIUM KANSAS CITY, MO MAY 7, 1983



Wrangler
SUPERCROSS SERIES

NO.	NAME	HOMETOWN	SPONSOR	MACHINE
2	Mark Barnett	Bridgeview, IL	U.S. Suzuki Motor Corp	SUZ
4	Johnny O'Mara	Simi Valley, CA	American Honda Motor Co	HON
6	Broc Glover	El Cajon, CA	Yamaha Motor Corp./USA	YAM
7	Darrell Shultz	Trinidad, CA	American Honda Motor Co.	HON
8	Rick Johnson	El Cajon, CA	Yamaha Motor Corp./USA	YAM
9	Jeff Ward	Mission Viejo, CA	Kawasaki Motors Corp.	KAW
10	Warren Reid	Midway City, CA	Yamaha Support	YAM
11	David Bailey	Axton, VA	American Honda Motor Co.	HON
12	Bob Hannah	Carson City, NV	American Honda Motor Co.	HON
14	Goat Breker	Riverside, CA	American Honda Motor Co.	HON
16	Scott Burnworth	Jamul, CA	U.S. Suzuki Motor Corp.	SUZ
17	Alan King	Troy, MI	U.S. Suzuki Motor Corp.	SUZ
18	Mike Bell	Lakewood, CA	Yamaha Motor Corp./USA	YAM
19	Kenny Keylon	Brooksville, FL	American Honda Motor Co	HON
20	George Holland	Kerman, CA	U.S. Suzuki Motor Corp	SUZ
21	Steve Martin	St. Petersburg, FL	American Honda Motor Co	HON
22	Danny Chandler	Forest Hill, CA	American Honda Motor Co	HON
23	Jo Jo Keller	Plymouth, MA	Maico USA	MAI
25	Phil Larson, Jr.	Saugus, CA	American Honda Motor Co	HON
26	Kent Howerton	San Antonio, TX	Kawasaki Motors Corp.	KAW
29	Clint Hardick	Spring Valley, CA	Suzuki Pro Support	SUZ
32	Erik Kehoe	Granada Hills, CA	Honda Support/O'Neal	HON
33	Billy Liles	Fairburn, GA	Kawasaki Motors Corp.	KAW
36	Mickey Kessler	Farmingdale, NJ	Maico USA	MAI
37	Jeff Hicks	Atwater, OH	Self/	
42	Brian Myerscough	Calimesa, CA	Honda Support/B. Chapin	HON
43	Denny Bentley	Webberville, MI	Yamaha Motor Corp./USA	YAM
44	Kris Bigelow	Rochester, MI	Honda Support	HON
45	Dave Hollis	Oxford, MI	Team KTM Austria, Inc.	KTM
47	Ross Pederson	Alberta, CAN	Suzuki Canada, Inc.	SUZ
48	Doug Jackson	Louisville, KY	Yamaha Support/Griffs	YAM
49	Jim Holley	Northridge, CA	Yamaha Support	YAM
50	Kevin Davis	Rowland Heights, CA	Wheelsmith/Hallman/Shoei	KTM
52	David Weak	Omaha, NE	Ramer Motors/Griffs/KRW	HON
53	Andy Stacy	Depew, NY	Husqvarna Motorcycle Inc.	HUS
54	Donnie Cantaloupi	Stockton, CA	Yamaha Motor Support	YAM
56	Rick Ryan	San Jose, CA	Suzuki Support	SUZ
57	Tom Carson	Hopedale, OH	Honda Support/Bell/Griff	HON
60	Eric McKenna	Citrus Heights, CA	Petaluma Honda/Hi-Point	HON
61	Tim Locey	Ventura, CA	Yamaha Motor Corp./USA	YAM
64	Gary Dircks	Scottsdale, AZ	Honda Support	HON
67	Dean Cates	Anaheim Hills, CA	Tamm Racing Inc.	HON
69	Rodney Smith	Antioch, CA	Yamaha Support/Answer	YAM
71	Daniel Conway	Houston, TX	Conway Racing Co	HON
73	Dan Wallace	Fowlerville, MI	Moto-X Fox	HON
77	Gary Pustelak	Lake City, PA	Cycle City of Erie	HON
85	Jeff Schumacher	Independence, MO	Metropolitan Yamaha	YAM
96	Jim Mitchell	Colorado Spgs., CO	Alpine Suzuki	SUZ
97	Jeff Spreeman	Adrian, MI	Am. Competition & Winner	YAM
140	William Bowman	Decatur, IL	Brazil Yamaha	YAM
163	John Reinholt	Ocoee, FL	Honda Support	HON
231	David Taylor	Baldwin Park, CA	Self	HON
256	Jeffrey Wimmer	Owensboro, KY	Hi-Point/Maxima/Self	SUZ
282	Johnny Spaw	Cedar Rapids, IA	Cedar Rapids Honda	HON
308	Mark Garrison	Gibsonia, PA	Northgate Honda	HON
321	Clay Hoenshell	Oklahoma City, OK	Ray Fine/Yamaha Support	YAM
350	Jeff Stevenson	Clinton, IA	Schelgor Industries Inc	KAW
362	Steve Tomfeld	Letts, IA	Self/	
726	William Barr	DeSoto, IL	KTM Support/Atomic Rac	KTM
733	Joe Baker	Kentwood, MI	Honda Support	HON

TOTAL RIDERS — 60

HONDA

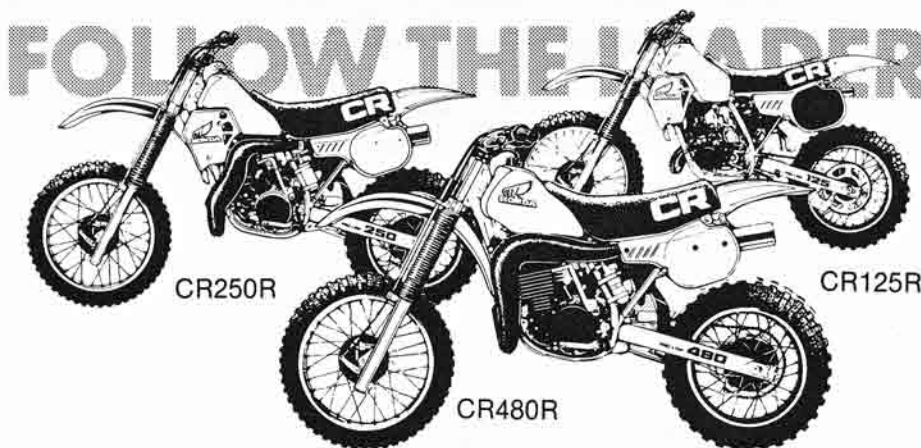


ALTERNATES FOR THE KANSAS CITY SUPERCROSS

NO.	NAME	HOMETOWN	SPONSOR	MACHINE
120	Mike Tripes	Santee, CA	Self/	SUZ
144	Craig Mueller	St. Louis, MO	Schelgor Ind./Self	HON
146	Aaron Pitts	Wabash, IN	Honda Support/Hi-Point	HON
150	Chris Howard	Las Vegas, NV	Tamm Racing Inc.	HON
159	Roger Burman	Ames, IA	Ames Cycles	HON
215	Tim Lewis	Gas, KS	Honda Support/Schelgor	HON
223	Mikel Larson	Bremerton, WA	Honda Support	HON
224	Ron Lechien	El Cajon, CA	Yamaha Motor Corp./USA	YAM
268	Jean Hendryx	Tulsa, OK	Westby's Hon/Stackable	HON
269	Darren Rhoten	The Colony, TX	Kawasaki Support/WRW	KAW
270	Ron Hendryx	Tulsa, OK	Westby's Hon/Stackable	HON
277	Brian Bradshaw	Shreveport, LA	Griffs	HON
292	Roger Brown	New Braunfels, TX	Big Tex Yamaha	YAM
297	Andrew Tudor	Grandview, WA	Tri-City Honda/MP Rac	HON
306	Pat O'Donnell	Rough & Ready, CA	Self/	HON
313	Jack Lambert	Grandview, MO	Metropolitan Yamaha	YAM
333	Michael Carey	Chicago, IL	O'Neal USA/	
351	John Lambert	Grandview, MO	Metropolitan Yamaha	YAM
452	Phil Pruett	St. Charles, MO	Bollmeier Yamaha/N.D.	YAM
581	Brad Lake	Terre Haute, IN	Hughes Honda Sale Ind	HON
619	Mike Shoemaker	Simi Valley, CA	Tamm Racing Inc.	HON
744	Matt Manfredi	Mercer, PA	Cycle City of Erie	HON
837	Bubba Birmingham	Shreveport, LA	Hi-Point	HON
844	William Sparks	Spring, TX	Galveston Honda	HON
851	Mike Christensen	Leslie, MI	M.C. Enterprise Inc	SUZ

TOTAL ALTERNATES — 25

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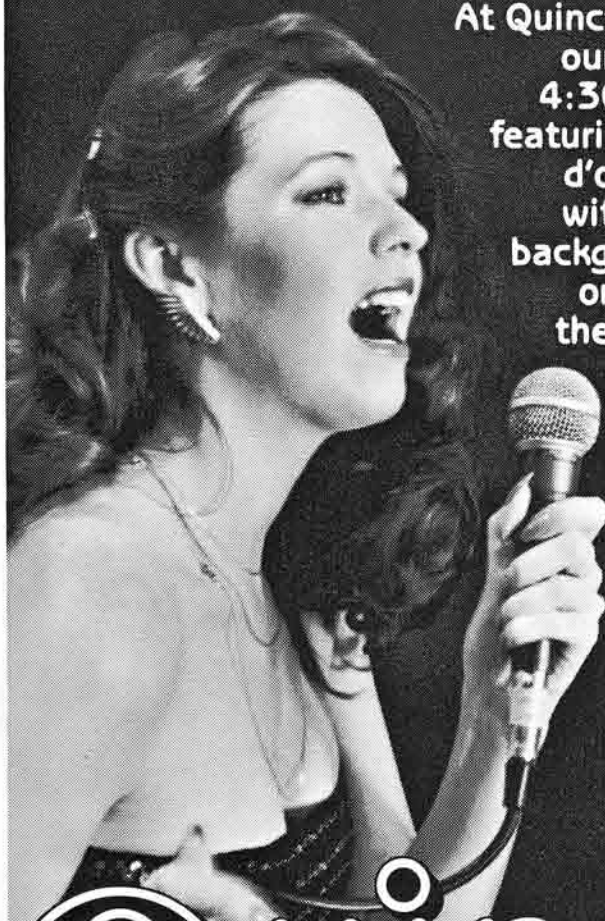
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BOB "HURRICANE" HANNAH 250cc Nationals, Supercross

The legendary Bob "Hurricane" Hannah has joined Team Honda's Big Red Machine for the 1983 season riding the 250cc National Championship and Supercross Series.

Hannah, 26, who is one of the most recognizable and talented riders in the history of motocross, says his goal for this season is to re-write the record books on Honda's lightning-fast RC 250 works machine. "It's the finest 250cc bike I've ever ridden," he claims.

"Hurricane" closed out the 1982 motocross season with a victory in the final moto of the last 125cc

National at Washougal, Washington. Earlier in 1982, he stormed to victory at the Atlanta Supercross — boosting his all-time career record to an amazing 55 major victories and seven national titles in the 125cc, 250cc, Supercross, and Trans USA Series.

According to Hannah, "I was particularly interested to form an association with Team Honda for some obvious reasons — their bikes are some of the finest I've ever ridden and I can win races on them. But more importantly, Dave Arnold and International Racing Consultant, Roger DeCoster, have

always been so supportive of the riders. They're a real team with a lot of team spirit. I respect that."

The 5'10", green-eyed, blond, motocross star started racing at age seven, turning professional by the time he was 18. Hannah plans on racing for at least four more years. "I'm not about to retire," he laughs. "I feel sorry for my competition this year. My new bike is incredibly powerful and handles so well that they are going to hate me."

A word of caution: "Hurricane" has given fair warning — the weather's about to change...



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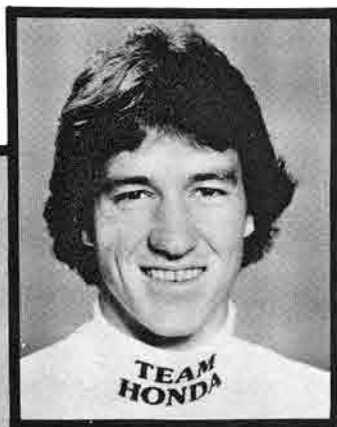
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DAVID BAILEY: "The Little Professor"

Graduates to 1983 Supercross Stardom



On Saturday, January 29th, before 70,000 cheering fans, David Bailey led Team Honda to its first victory in the opening event of the 1983 Wrangler Supercross Series.

In his wake, Bailey left behind the creme of Supercross racing talent including teammates: Johnny O'Mara, the 1982 Swiss Grand Prix Champion, who finished third in the Supercross standings; Bob "Hurricane" Hannah, the winningest rider in history with over 55 national titles; and Danny "Magoo" Chandler, the 500cc U.S.G.P. Champion.

However, Bailey began his rise to stardom late in the 1982 season. Last fall, he was a substitute on the victorious American Team which defended both the Trophée des Nations and Motocross des Nations World Team titles in Europe. Bailey replaced the injured Donnie Hansen and with Chandler, O'Mara, and Gibson, easily overcame the competition. The smooth stylist finished the 1982 season with a sixth place national ranking. He was ranked tenth in the Supercross

Series standings, after taking a third in the L.A. Superbowl of Motocross in his first year of Supercross competition. Last October, Bailey captured the second place overall finish behind Broc Glover in the 250cc Trans Cal CMC Series.

David Bailey was born into racing in San Diego, California in 1961. He is the son of Gary Bailey, a nationally renowned former racer known as "The Professor", who now conducts a very successful motocross racing school. David began criss-crossing the country learning the national circuit with his father at the age of 12.

"It was a great experience," says David. "We lived in our motorhome. I took correspondence courses along the way. I raced all over the country at a young age as we went from race track to race track."

The Bailey family racing-show-and-traveling-motocross-school finally found its roots in 1976, in Axton, Virginia, where David still lives. "Right near the track," says David. He began to make his own

mark in the sport soon after. In 1978, David won the 250cc Amateur National Championship in that class, as well. Already a well known racing figure, David made the expected jump to the pro ranks in 1979, racing primarily in regional events. He rode in three nationals and did well in all three.

In 1980, he competed in four 250cc nationals. It was enough to earn him 12th in the nation. He finished the season by winning the Trans USA Series 250cc Support Class title. In 1981, racing as a privateer, David was in fourth place in the 250cc Nations Series until the last race of the season. Mechanical problems forced him off the track. However, he finished the season with a respectable seventh overall in the nation.

It was enough to attract Team Honda to his door. "Everything about the Honda program seems right to me," asserts David.

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Suzuki's Mark Barnett last years Arrowhead Stadium Supercross winner.

Photo by Denise Whithorne

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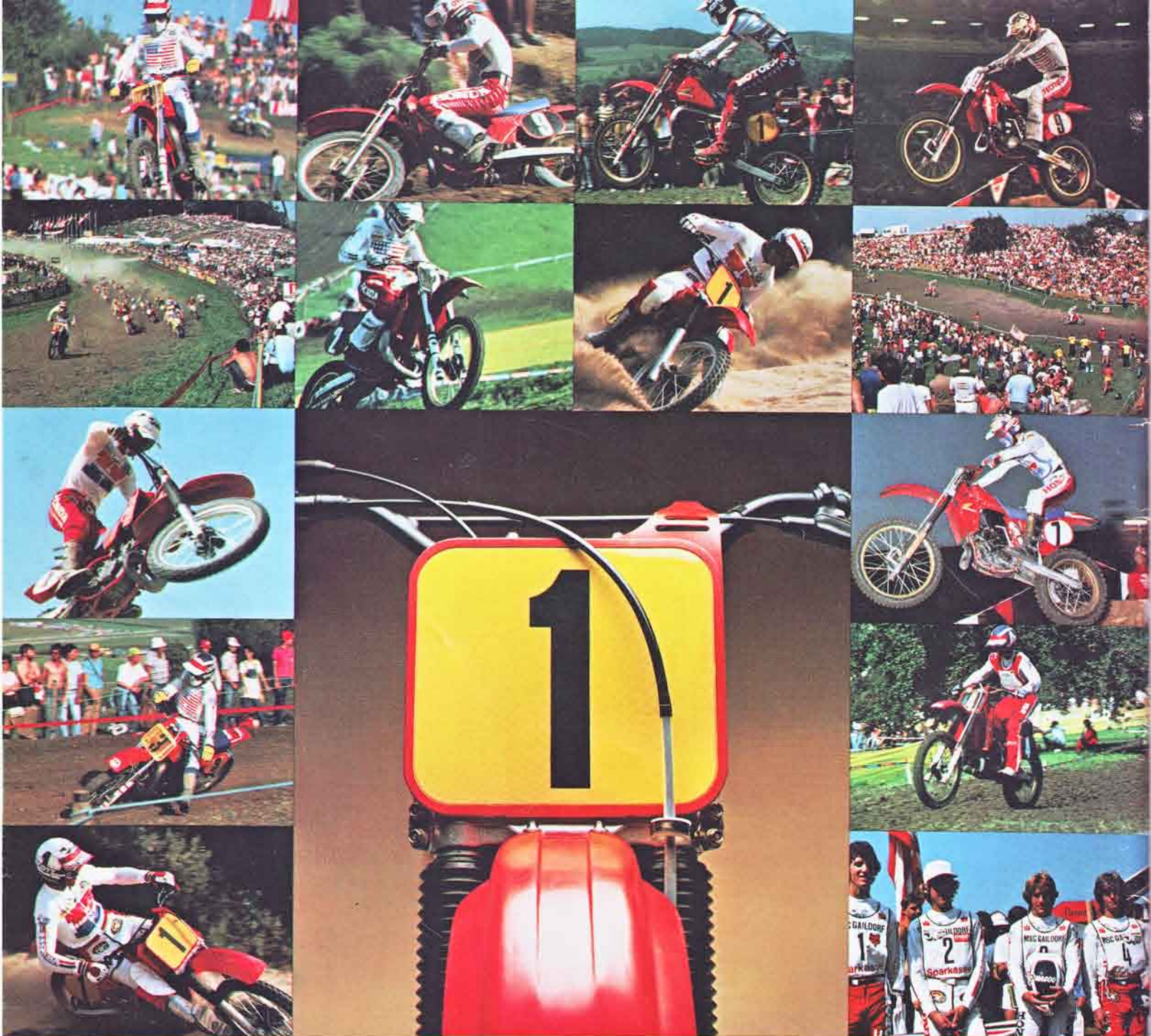
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