

NATIONAL ENDURO SETUP SECRETS ▶▶

STARTS  
ON P.50

# DIRT RIDER



**BIKE(S)  
OF THE  
YEAR**

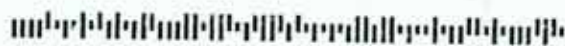
SO GOOD, WE  
COULDN'T  
PICK JUST  
ONE!



KTM 450 SX-F  
FACTORY EDITION

**3 MODDED  
CRF450Rs**  
HOW MUCH IS  
TOO MUCH?

**INSIDE THE**  
**KTM 450 SX-F**  
**FACTORY EDITION**  
**DO IT LIKE**  
**DUNGEY**





This Month's Question

If you could ride anywhere your imagination could take you where would it be?

"A secret place in Ohio. It's awesome. It's a place Chuck Woodford and I found that nobody knows about. It's pristine, with deer trails and a lot of virgin stuff."

—Fred Andrews, FAR Husqvarna



"I'd like to rip it up on a plush golf course."

—Josh "Lil' Hanny" Hansen, Hart & Huntington Kawasaki rider

"Some place that's illegal to ride, like through a downtown street in a major city."

—Random bystander at the Indy Trade Show

"Tecate after a good rain."

—Mike Williamson, Ryan Villopoto's Monster Energy Kawasaki mechanic



"I'd love to ride on one of those white, sandy beaches in the Bahamas."

—Malcolm Stewart, JDR KTM rider



"Riding an electric bike on the moon would be pretty cool. Imagine the air you would get with the limited gravity."

—Nick Fahringer, factory Husaberg rider

Quickies

- The **American Motorcyclist Association (AMA)** and **Husqvarna Motorcycles North America (HMNA)** have announced that the legendary motorcycle brand is the title sponsor of the 2012 AMA Husqvarna National Dual-Sport Trail Riding Series. The sponsorship reintroduces the iconic Husqvarna brand to hundreds of thousands of AMA members. Long respected for its storied history in American off-road racing, Husqvarna was a dominant force in AMA national-caliber competition from the 1960s through the 1980s.
- **Red Bull** will be the sponsor of the Lucas Oil National Motocross Championship this year and beyond after signing a multi-year agreement with MX Sports Pro Racing and Alli Sports. The partnership will be highlighted by Red Bull title sponsorship at three of the 12 Nationals—Budds Creek

- (June 16), RedBud (July 7) and Unadilla (August 18).
- **Troy Lee Designs and PixelMags** are offering a brand-new TLD mobile app available through Apple's iTunes store! This free mobile application provides Troy Lee Designs' fans and customers the opportunity to interact with TLD in a whole new way by delivering its catalog experience to your mobile device. By downloading the app, you can browse TLD's world-class selection of motocross and bicycle products including helmets, jerseys and gloves, premium protection, as well as a wide selection of high-end casual wear. You can go to the iTunes App Store on your iPad, iPhone or iPod Touch and download the free app.
- Get **live test-by-test updates** from the Rekluse AMA National Enduro Series via text and e-mail as each checkpoint closes by signing up for Motion Pro text and e-mail alerts at: <http://www.moto-tally.com/NEPG/ResultsNotification.aspx>.

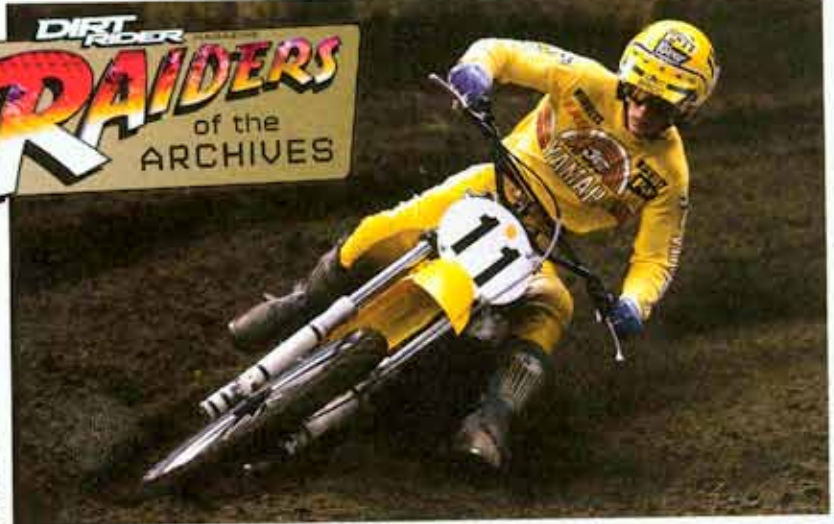
DIRT RIDER MAGAZINE

Goes Digital

Don't worry, we're still going to be producing the print version of the magazine that you know, love and keep on the back of your porcelain throne. But now, *Dirt Rider* is finally available in digital form for your iPad, iPhone and iPod on the Apple Newsstand. We're flowing a ton of bonus content to the digital version so that you can access unique videos, photo galleries and other rich media goodies straight from your digital reader. Check it out today, you can even download the first issue for free!



DIRT RIDER RAIDERS of the ARCHIVES



Broc Glover

Story By Pete Peterson

We're starting a new regular web feature at [www.dirtrider.com](http://www.dirtrider.com) every Friday where we will mine the photo archives for great racing moments and get the riders to tell us all about that place and time...and bike. This is looking back to when top racers were on full-factory bikes, and the riders they banged bars with are legends today. This was our first installment, and we chose Broc "Golden Boy" Glover to kick things off.

Looking at the photo, Broc thinks this is his 1980 Yamaha OW (factory bike designation) 250. He thinks the shot was taken at the Houston Supercross the weekend of his first SX win, partly because, "The dirt looks pretty good, complete with rodeo manure mixed in!" Broc was a 125 specialist at the time, and this supercross race was during the year of Broc's 125 title defense, trying for a fourth straight 125 motocross championship.

**The Bike:** "That was a straight monoshock bike, no linkage. It was the year before the linkage came out. That bike was actually pretty good. It was competitive with the other bikes out there... Mike Bell won the supercross championship that year on the same bike, so we were a competitive team."

**The Event:** "I don't think I even started off the year riding supercross... Houston was a doubleheader. Mike Bell won one night, I think we went 1-2, 2-1. I had good speed and Mike had good speed, and I think whoever got the better start probably was going to end up being the winner, and we split races... When I first rode for Yamaha I didn't ride any supercross. I talked them into letting me ride a couple here and there, but [it was] very

sporadic. It wasn't until Mark Barnett won the L.A. Coliseum—I had been racing with Mark and was very competitive, a lot of the time came out on top in the races and in the championships. When Mark won it was like, 'Hello? Here's a guy I'm racing with wheel to wheel every week and he's winning races, so I imagine I could probably do OK if I got a chance to ride SX.' Yamaha at that time, you have to understand, they were selling 10,000 to 15,000 125 YZs in a year... Yamaha was much more into making sure I kept the number one plate on a 125 because they sold so many bikes in that class. If I'm not mistaken, I think I won four times that year... Houston, Philadelphia and back to back at the L.A. Coliseum. They went forward and backward that year [at the Coliseum doubleheader], when everybody broke the wheels. Literally on the second day, when the track was so hard-packed, the jumps were really big and they were really peaked, and if you came up short, you really hit hard. In the main event there were 20 bikes, and I think, six or seven guys had broken wheels sitting on the sideline."

**Today:** "I manage Dunlop's racing effort in off-road. If it touches the dirt and it's a racing activity, it's my responsibility... The job goes into R&D and the technical side of development; it goes all the way into the marketing side trying to supply information and suggestions for marketing. It kinda touches everywhere [re: Dunlop supporting practically every factory SX and MX team]. We have access to all the top factory teams, we get a lot of nice feedback. It's really accurate and slightly different from each team, so it really helps with development of product."

Learn more about Broc's current main sponsor at [www.dunlopmotorcycle.com](http://www.dunlopmotorcycle.com).



Husky Baja

This purely prototype Husqvarna Baja concept bike is the only one in the country and runs off of a 650cc, single-cylinder, liquid-cooled four-stroke engine. It has a five-speed wide-ratio transmission, electronic fuel injection, Brembo disc brakes and a perimeter frame. The bodywork is styled like a 1970s scrambler with hints of classic Husky red and chrome on the tank, which is actually an airbox. Oh yeah, and to start the Baja you press a "push-start" button straight from a BMW 3 series. This prototype will definitely see some changes before production, but by golly, is she in a class of her own!

DIGITAL DIRT



Scan this QR code with your smartphone to see these links directly!

[www.dirtrider.com/features/341\\_1206\\_digital\\_dir/index.html](http://www.dirtrider.com/features/341_1206_digital_dir/index.html)

It's week!  
It's dirty  
You'll like it.  
[www.dirtrider.com/week](http://www.dirtrider.com/week)

This guy makes totally amazing car and motorcycle sounds with his mouth!

[www.youtube.com/watch?v=vKb572Yo2aM](http://www.youtube.com/watch?v=vKb572Yo2aM)

Chris Green's first video looks like it was a blast to make!

<http://www.youtube.com/watch?v=6tNYuWcGGzk>

Motor Trend + Dirt Rider = High-end videos on YouTube!

<http://www.youtube.com/watch?v=2mDmk0C2ueU>

We've said it again... and we'll say it again. Two-strokes rule.  
<http://www.youtube.com/watch?v=9j9v0u2V048>



# BIKES OF THE YEAR



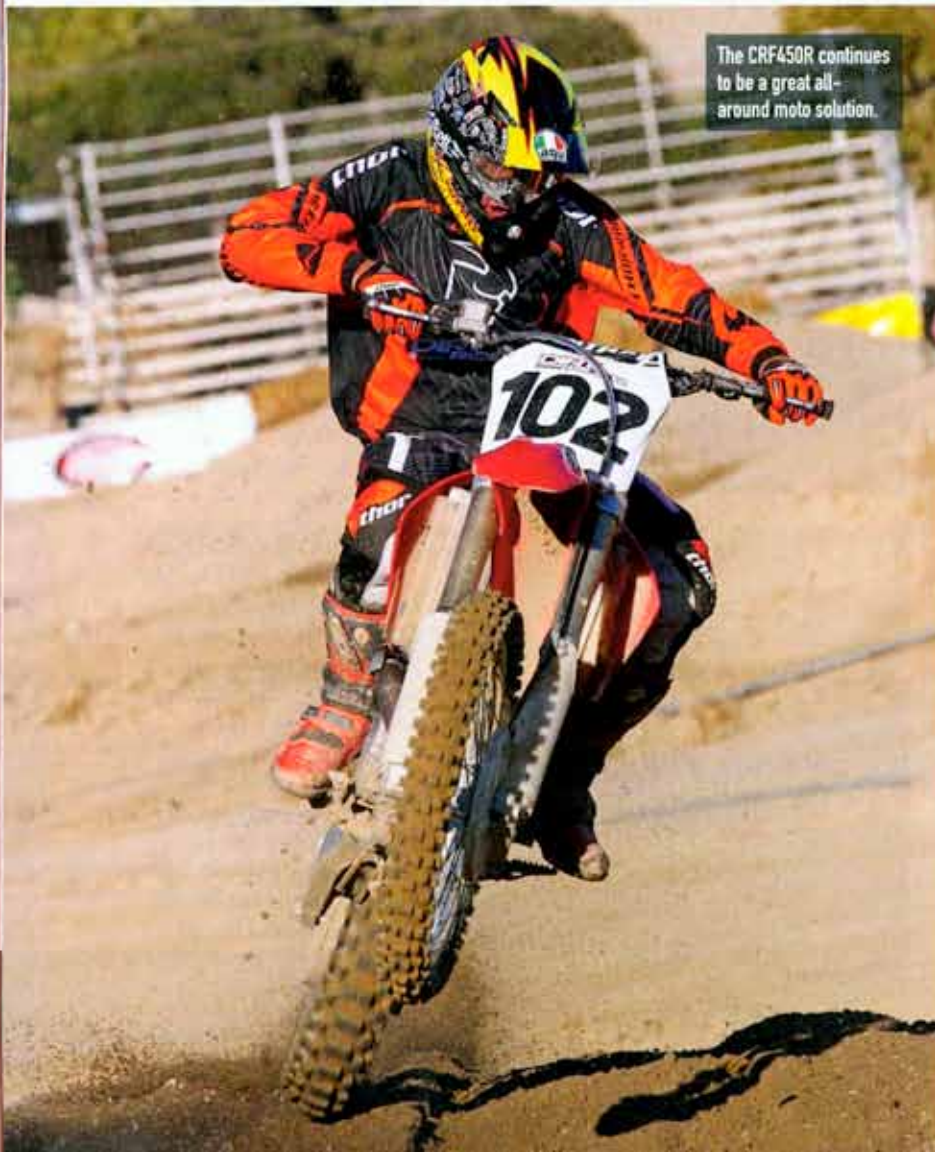
Husqvarna is on the right track...and trail.



## **BEST ONE-YEAR IMPROVEMENT: HUSQVARNA TXC 310**

Husky is listening to what U.S. riders want, and the TXC 310 is the first evidence of this. The TE 310 was underwhelming other than its license plate. The TXC 310 gives riders the racer off-roader they want. Everyone at Husky came from one of the other two major dirt bike makers in Europe (both represented on this list), so future model development is in good hands.

The CRF450R continues to be a great all-around moto solution.



## **BEST UNIVERSAL FIT: HONDA CRF450R**

The 2012 CRF450R was one of those bikes that kept us scratching our heads on what adjustments to make in order to thoroughly test it. Very few riders felt compelled to change anything. The bike is extremely easy to ride, yet competitive with everything in its class.



## **BEST INNOVATION: KAWASAKI KX450F LAUNCH CONTROL**

Motorcycles keep getting better, and this year Kawasaki gave a works-type component to the everyman with a "holeshot helper"—an alternate engine map that runs just long enough to get your KX450F moving down the start straight faster, then switches off after you hit third gear. So as it turns out, all that energy drooling over the factory bikes wasn't a waste of time.



# FACTORY RIDE



VISIT [WWW.FMFRACING.COM](http://WWW.FMFRACING.COM) TO SEE KYLE REDMOND ABUSING A \$30,000 ROLL OF FMF STEEL.



# LEARN-TO-RIDE DAY

## From Letting The Clutch Out For The First Time To Racing With The Pros

Story By Jimmy Lewis • Photos By Adam Booth



One of the easiest things to forget is how you were once a beginner. Yep, unskilled on the dirt bike and ready to ride down embarrassment lane for those first few fleeting moments or even hours—no matter the skill you have in other sports—motorized, balance intensive or even involving two wheels—riding a dirt bike is no easy feat. In fact, a lot of us do it by instinct now, hardly thinking about the technique involved. The clutch on the handlebar, the rear brake by foot, the front by hand. And that strange twisting of the throttle. So easy when practiced and ingrained in reflex, yet awkward and difficult to piece together on your first day.

Well, the staff of *Dirt Rider* wanted to share these experiences and bring the stoke of dirt

bike riding to our GrindMedia coworkers who wonder what we crazies are up to when we're never in the office or when we do show up limping or moving slowly. So with the help of Kawasaki, Husky, KTM, Honda and Yamaha and some of their easier-to-ride machines, we headed to Glen Helen Raceway to have a relaxed ride day. Beginner-focused with plans to teach nearly 20 newbies, we also opened the invite up to our industry friends. Of course, with an open track, plenty of pros showed too, and that led to an after-lunch team race on some of the smaller playbikes where just about everyone participated. Enjoy the photos, the recommendations on bikes and learn from our beginners because they taught us a lot about what it takes to get into the sport we all love.



SVP Norb Garrett leads the group not only in the office but also on a front brake skid exercise, aimed at teaching riders the front brake is a friend, not a foe. Husqvarna's TE250 provides a small yet stable learning platform.



### What To Learn On?

Here are *Dirt Rider's* quick-hit recommendations

**Kids, Small Riders**  
**Under 5' Or**  
**Very Intimidated**  
**Larger Adults**

**Honda CRF100F,**  
**Kawasaki KLX110,**  
**Yamaha TT-R110**

These bikes are low to the ground, and the Kawasaki and Yamaha are electric start and have automatic clutches, huge pluses for the first-time rider. The Kawasaki can be had with a manual clutch, and the Honda CRF100F, kickstart and manual clutch equipped, will teach all the bigger bike skills in a small and light package. All are a blast for adults to play on.

#### What's Hot

- These small bikes are light, easy to pick up and take out some of the fear factor for a first-timer.
- Electric starting means you won't have to kick it after stalls or falls. And learning to kickstart a motorcycle is a dexterity-intensive task for an already full plate of learning.
- From kids to adults, playing around on this size machine never gets old, no matter the skill.

#### What's Not

- The small size can make the bike feel squirrely or unstable.
- It is hard to stand up on the smaller bikes.
- Suspension is meant for kids. It's too soft for adults.