

WE RIDE VILLOPOTO'S WORKS KX450F

MOTOCROSS

SEPTEMBER 2012

ACTION

**KTM
250SX
THE BEST
SMOKER**

**RACE
ACTION**

**OUTDOOR NATIONALS
DUNGEY TAKES LEAD**

**WORST
BIKES
EVER!**

**AND WHAT
KILLED THEM...**



\$4.99

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ON THE MAINJET

THE TWO-STROKE CLASS OF 2013

New models come and go with regularity at MXA, but we always wait with bated breath to see if there will be any new two-strokes for 2013. So far, Yamaha, KTM and Husqvarna have released their new smokers. Here they are.

**YAMAHA
YZ125**



Yamaha hasn't forsaken the two-stroke, but apart from the white rear fender they haven't updated it.

**YAMAHA
YZ250**



The 2013 YZ250 and YZ125 got Bold New Graphics.

**KTM
125/150SX**



Available in 125 or 150 versions.

**KTM
250SX**



There is a kit to turn it into a 300.

**HUSQVARNA
CR125/144**



The CR125 comes with a free 144cc kit.

2012 SUPERCROSS HISTORY LESSON



Ryan.



Eli.



Justin.

AMA 450 SUPERCROSS FINAL STANDINGS

1. Ryan Villopoto	323
2. Davi Millsaps	266
3. Ryan Dungey	257
4. Justin Brayton	257
5. Jake Weimer	229
6. Mike Alessi	206
7. James Stewart	178
8. Brett Mescalfe	177
9. Broc Tickle	171
10. Kevin Windham	166

Other notables: 12. Chad Reed; 13. Andrew Short; 17. Josh Grant; 18. Josh Hansen; 21. Marvin Musquin; 31. Ken Roczen.

AMA 250 WEST FINAL STANDINGS

1. Eli Tomac	184
2. Dean Wilson	154
3. Marvin Musquin	142
4. Cole Seely	119
5. Jason Anderson	111

Other notables: 9. Martin Davalos; 13. Zach Osborne; 15. Tyla Rattray; 16. Max Anstie; 18. Michel Leib; 29. Nick Paluzzi; 43. Christian Craig.

AMA 250 EAST FINAL STANDINGS

1. Justin Barcia	210
2. Ken Roczen	185
3. Blake Wharton	158
4. Blake Baggett	148
5. Darryn Durham	143

Other notables: 8. Kyle Cunningham; 10. Malcolm Stewart; 11. Alex Martin; 16. Austin Politelli; 18. Tyler Bowers; 20. Kyle Peters.

BIKES OF THE NOT TOO DISTANT FUTURE

**IS THERE A 2013
HUSQVARNA TC250
IN YOUR FUTURE?**

2013 HUSQVARNA TC250:

Last year Husky hired a Formula 1 engineer to redesign the TC250 engine. Called the "Red Head," it features finger followers, new cams, bigger valves and a redesigned piston. For 2013 the Red Head engine will also be in the TE310 offroad model. The only other notable changes for 2013 are stronger WP radiators, black Domino grips, magnetic drain plug and in-mold graphics. The retail price of the 2013 Husqvarna TC250 is \$7599.



2011 Husqvarna TC449: Husky's engineers tried to fix BMW's engineers mistakes—which in itself was a mistake. They should have used a German shovel to dig an Italian hole and bury this bike.



TRULY ATROCIOUS BIKES ARE LIKE ROAD TRIPS GONE BAD—THEY GIVE YOU A LIFETIME OF FUNNY TALES TO TELL. BUT BIKES THAT AREN'T ATROCIOUS, JUST FLAWED, DON'T HAVE ANY LITERARY VALUE.

Truly atrocious bikes are like road trips gone bad—they give you a lifetime of funny tales to tell. But bikes that aren't atrocious, just flawed, don't have any literary value.

Take the 1997 Honda CR250. It was the first modern bike with a Delta-Box aluminum frame. It should have alerted us to the fact that aluminum frames may be cheaper for the manufacturers to make, but they don't have the resilience of chromoly steel. Now, 15 years later, the engineers are still trying to find a way to make a forgiving

aluminum frame; meanwhile, KTM just stuck with steel.

Do you remember when Yamaha built the WR500? The year was 1991 and Yamaha's engineers played "Supermarket Sweepstakes" in the parts department to build a Frankenstein bike that combined a YZ250 frame with an air-cooled YZ490 engine. The result was a bike that we called the "Maytag" because it vibrated like a runaway washing machine.

In 2006, Kawasaki dropped the KX125 two-stroke from the American market, but kept the KX250 for 2007.

We had to wonder why. It had an almost useless powerband that was highlighted by an explosive hit that shredded knobs. The best hop-up strategy for a 2007 Kawasaki KX250 was to hop it down. The handling wasn't any better. The 2007 KX250 was a turn-and-stomp chassis. What is that? When the KX250 turns, the front end steps out so fast that you have to stomp your boot on the ground to drag it back in.

Not to pick on Husqvarna, but the 2011 TC250 four-stroke was stone reliable. How so? Since we could never get it started, it just sat there