



#83 JULY 2020

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CONTENT

P. 16 RACING CATCH UP



COOL SHOT P. 8



P. 62 SPECIAL FEATURE
MXGP Moments



P. 76 HALL
Jaroslav Falta



MONSTER GIRLS P. 44



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INFRONT MOTO RACING MEDIA
World Trade Center II
Rte de Pré-Bois 29
1215 Geneva 15 Airport
Switzerland

MXGP Mag #83 July 2020

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HALL OF FAME



EDITORIAL P.7

COOL SHOTS P.8

RACING CATCH UP P.16

SOCIAL P.42

MONSTER GIRLS P.44

RIDER OF THE MONTH
Jasikonis P.48

SPECIAL FEATURE
MXGP Moments P.62

HALL OF FAME
Jaroslav Falta P.68

PADDOCK TALKS P.72

SPECIAL FEATURE
Alessandro Puzar's 1995 Honda CR125 P.74

QUESTIONS TO THE EDITOR P.80



WINNING STARTS HERE

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David Luongo
CEO of Infront Moto Racing

Dear MXGP Friends,

First of all, I hope all of you, your family and friends are in good health.

Racing, Racing, Finally Racing!

This was the title of our press release published on Friday 3rd of July about the latest calendar updates.

The last couples of weeks have been very challenging for all of us. The Covid-19 pandemic caused terrible damages in our civilizations, economy, way of life, and it directly hit all kinds of sports, entertainment, events; all the activities that were linked with big group gatherings.

For sure MXGP has suffered a lot during the last months, and all our team, at Infront Moto Racing, did its best to save and present a decent championship that would validate the 2020 MXGP season.

Here we are, engaged and ready to start our engines and get the MXGP underway again.

My first thoughts will go to all our organizers, that put in

THIS COLLABORATION IS THE BEST PROOF THAT ONCE AGAIN THE MXGP FAMILY IS UNITED.

a fantastic amount of energy to try to save, secure and organize their GP during a time where it would have been much easier to just let it go. Some of them didn't succeed for this year, not because of their fault, but simply because the local situation and all the governmental restrictions were impossible to support and to permit a race to take place.

I am thinking about Maggiora, France, Loket, Agueda, Teutschental, the two races in Indonesia, China, Finland, Sweden. All those organizers that were not able to run their GP this year already gave their guarantee that MXGP will be back for the 2021 season. This collaboration is the best proof that once again the MXGP family is united.

Another big news is the change of location regarding the Monster Energy Motocross of Nations from Ernee

(France) to Matterley Basin (UK). Sadly, despite all their efforts and motivation the MotoClub d'Ernee didn't manage to assure the organization of the event mainly due to the government restrictions regarding the public attendance and all the measures to take onsite regarding the event. Hopefully, Steve Dixon, managed to work on the authorization and the permit to plan the organization of the MXoN back in UK at the same date. The people that already ordered their tickets for Ernee will get the choice of a refund or voucher to assist to the event in UK. The event still needs to be confirmed but we are on the right tracks.

Here again, taking into consideration the very special year we are living, we will soon announce a change of regulations that would allow the MXoN to be part of the MXGP World Championship season which means that the riders will score points for the World Championship. On another hand, Ernee's organizer confirmed their intention to host the Monster Energy Motocross of Nations back in France in 2023.

FIM MXGP / MX2 MOTOCROSS WORLD CHAMPIONSHIP 2020 CALENDAR

DATE	GRAND PRIX	VENUE	ADDITIONAL RACES
1 March	 GREAT BRITAIN	Matterley Basin	EMX125, WMX
8 March	 THE NETHERLANDS	Valkenswaard	EMX250, WMX
9 August	 LATVIA	Kegums	EMX250, EMX OPEN
12 August	 RIGA (LAT)	Kegums	EMX250, EMX OPEN
16 August	 KEGUMS (LAT)	Kegums	EMX250, EMX OPEN
6 September	 TURKEY	Afyonkarahisar	EMX 125, WMX
16 September	 ITALY	Faenza	EMX125, EMX 2t
20 September	 EMILIA ROMAGNA (ITA)	Faenza	EMX125, EMX 2t
27 September	 WINCHESTER	Matterley Basin	
4 October	 LOMBARDIA (ITA)	Mantova	EMX250, WMX
11 October	 SPAIN	intu Xanadú - Arroyomolinos	EMX125, EXM250
18 October	 MONSTER ENERGY FLANDERS	Lommel	EMX125, EMX250
21 October	 LIMBURG (BEL)	Lommel	EMX125, EMX250
25 October	 LOMMEL (BEL)	Lommel	EMX125, EMX250
1 November	 TRENTO (ITA)	Pietramurata	EMX OPEN, EMX 2t
22 November	 PATAGONIA ARGENTINA	Neuquen	
TBC	 RUSSIA	Orlyonok	
TBC	 PORTUGAL	Agueda	
27 September	 MONSTER ENERGY FIM MOTOCROSS OF NATIONS	GREAT BRITAIN, Matterley Basin (TBC)	

Finally, I would like to thank all the organizers that managed to keep their Grand Prix and sometimes even to do more than one race. The new calendar will bring us to start again the MXGP season in Latvia, for a series of 3 back-to-back GP's in one week. The championship will take place mainly in Europe with some locations hosting a double or triple GP and some new venues like Faenza and Mantova that are back on the calendar

To allow such rhythm, we will update the regulations for 2020 only for the program of Grand Prix. The European Championship and WMX program will take place on Saturday and the MXGP and

MX2 World Championship program will be done on Sunday. It will consist of a combined Free practice and Time practice in the morning and the 2 heats during the afternoon. All the races and the Time practice for MX2 and MXGP will be live on MXGP-TV.com that will become for most of the fans the best way with the different TV broadcasters to follow the season.

I would like also to thank the FIM and all the National Federations that were always in line and collaborative with us to find solutions to this situation.

As you can understand from the above lines, the last months have been very

challenging for our whole motorsports' economy, but in such difficult time, we never forgot the most important target, the one that makes us live out our passion for decades now. The development of Motocross, and the protection of all the jobs that are linked to this championship. We believe that this calendar will allow us to reach both objectives, and for the ones that will not be able to attend to the Grand Prix, we will put all our efforts to make you live the event on the social networks, MXGP-TV.com and all our digital platform.

Finally we will be back racing again soon!

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RACING CATCH UP





THE WINNING EDGE



EVERYONE WANTS TO WIN AND WHILST THERE ARE PLENTY OF RIDERS WHO HAVE WON RACES OR THE OCCASIONAL GP, THERE ARE OTHERS WHO HAVE GONE ABOVE AND BEYOND TO DISTANCE THEMSELVES FROM THE REST OF THE PACK. BUT WHY DO SOME PEOPLE WIN MORE THAN OTHERS AND WHAT MAKES THEM TICK? WHERE DOES THAT DRIVE EVEN COME FROM TO CONSTANTLY BE THE BEST AT WHAT THEY DO? WE SPOKE TO SIX OF THE ALL-TIME TOP TEN GP WINNERS TO FIND OUT.

Between them, the riders we spoke to have amassed a total of 35 world championships and 409 GP victories throughout their careers, and whilst those numbers may appear to be pretty big, two of the riders in this feature are still racing at the very highest level. So, who did we talk to exactly to find out what it takes to be the best?

Well, four of them currently occupy the first four positions on the all-time GP win list:

Stefan Everts (1st – 101 wins) – Antonio Cairoli (2nd – 89 wins) – Jeffrey Herlings (3rd – 88 wins) – Joel Smets (4th – 57 wins). The other two riders were Mickael Pichon (7th – 38 wins) and Roger De Coster (9th – 36 wins).



By asking the same questions to these riders, we were able to ascertain a little bit of the psyche that goes into winning to the extent that they have, so read on to hear what they said makes them the winners that they are.

Where does that winning mentality come from? Parents, school or somewhere deeper within? Did you always want to win, even at school?

Stefan Everts: I think it's something that's in your DNA to start with but then at a certain moment if you start to win, and you like the winning feeling, it only gets more. There are so many different types of emotion when you win, sometimes the emotions are a fantastic high and sometimes you win and you're not happy! It all depends on how your race went and how you felt that day.

Roger De Coster: I think it came from within; my parents did not know anything about it and did not want me to race. When I raced my first 3 races, they didn't even know (that I'd raced).

Mickaël Pichon: For me it comes from when I was a kid from myself; whatever sport I did and the discipline and everything to do it, I wanted to be the best or one of the best. I played football a lot, tennis, and whatever I did I tried to do the best I could, with the best effort to make it the best possible. I would also watch the pro's when they played tennis to try and improve to be the best that I could be, even though I am not that good at it, I just try to be the best at whatever I do.

Antonio Cairoli: I don't think the winning mentality comes from something special, it just comes day by day, race by race while I was growing up as a young kid, so I don't think it really comes from your parents or anything else. At school I always wanted to win, even when I played soccer; I felt really mad

if someone else at the club didn't perform 100%. Especially with team sports I was really angry because I always did 110% and so I wanted the other members of the team to do the same. If we lost, I was really angry with my friends (teammates).

Jeffrey Herlings: Definitely not in school, but if I played any games like billiards or bowling or riding on a bicycle, playing football whatever, I always wanted to win. The worst thing for me was losing, so since I was a small child if I wanted to play football, I wanted to win; even if I sucked at it, I wanted to win. It was the same with riding and luckily, I was a bit gifted and talented with that, but it all started since I was a small child, I always wanted to win.

Joel Smets: I think for most of us it will be the same; you are born with it, I think! The main source of that winning mentality you get when you are born somehow, because I can't say that I was pushed by my parents to win with everything I was doing. I was raised in the spirit of, if you do something try to do it good; but not like winning, winning, winning is everything, you know? Definitely not. I played soccer for 10 years from

when I was seven, eight until I was 17. My parents liked to see me play because they always came to see my games but whether I was winning or I was losing, it didn't matter to them too much because I was doing some sports which is good for your health, but for me it felt different. If I went on the pitch, I was "do or die" and I had a really bad feeling when I was losing. I had a 'never give up mentality' and I was that crazy that even if we were 3 goals behind with 2 minutes from the end to play, I still believed we could turn it around, I was running like hell until the last whistle.

Belgium had a long list of past winners for the likes of Stefan Everts and Joel Smets to look up to, whereas for the likes of Mickael Pichon, Antonio Cairoli and Jeffrey Herlings, the list of world champions was much shorter for instance, so how much was national pride a factor in your success?

Mickael Pichon: Jacky Vimond was the first world champion for France and my dad was a big fan of his because he knew him from his younger days and they were friends. I was 10 years old when Jacky won the world championship, so it was a dream for me; you need to have a dream and seeing Jacky Vimond in the GP's and also in French championship, this was in the back of my head, I wanted to become world champion already when I was really young.

And then of course Jean-Michel Bayle, he did an unbelievable career in Europe and then he went to the US and actually what he did there, this also went into the back of my head and I said 'I want to be world champion and I want to be supercross champion.'

Antonio Cairoli: For sure, in those years (1990-1999) there were a lot of good Italian riders, Puzar and Chiodi won a lot of races and a lot of championships, but I didn't really watch the world championship; I was just watching a lot of supercross and I was a big fan of Jeremy McGrath, so I was really into these races more than watching the world championship because I really liked the style and the

technique of McGrath, so it was what I watched a lot.

Jeffrey Herlings: Not really, because I never saw those guys (Dave Strijbos, John van den Berk, Pedro Tragter) race when I was a kid. When the Dutch world champions were racing, I wasn't even born yet; I was born in '94 and the last champion was Tragter in '93 and in those times it wasn't like it is today where there is a camera everywhere and everything's getting recorded and things like that. Things have changed, it was almost 30 years ago when Tragter won the world title and Dave Strijbos and John van den Berk it's been over 30 years already.

Stefan Everts: I didn't look at it as to keep up the tradition, but it was more like I wanted to become like my dad than become like the other champions; I grew up between these champions when I was a kid, I was going to the GP's since I was born; it was just a matter of following in my father's footsteps, but I liked it, I liked to ride a bike. If I didn't have the feeling for it or didn't have the enjoyment, I would have never become what I became afterwards.

Roger De Coster: (Roger rode his bicycle to watch the Belgian GP at Namur because Rene Baeton, Belgium's first world champion was riding, but Roger's parents had no clue he cycled to see that race. Why was it so important for him to see that race and that rider in particular?) When I was 12 or 13 some older friends in my neighbourhood had taken me along to watch some races and I started buying the magazine MotoRevue, and that really got me hooked on racing and I learned that Baeton was in a big fight with the Swedes, Nilsson and Lundin. I wanted to see what a big race was, so I decided to ride my bike to it, and it was an awesome feeling; the sound of the 4-stroke bike in the wooded area of the Citadel, the steep hills ... I think I even remember noticing a young Jeff Smith, it must have been early in his GP career?

Joel Smets: It was a big thing. Look at Roger's example. René was a big inspiration for him and it was the same for me, and these guys meant a big drive for me because I knew









that if I was just going to finish on the podium of a GP, that alone was not going to be enough to make it in Belgium; although my main goal was never to make myself a name, but winning? I said 'if these guys can do it, then I have to try to do it as well.'

What goes into winning a GP? What do you think separates those who win GP's on a regular basis to those who might only win one or two? Is it fitness? Bike speed? How much of it is mental approach, and what does that mental approach involve?

Joel Smets: That's difficult to explain! Because at that level, that mental desire deep inside of you to win ... because when you go to the start of a GP, I've always been at the line with guys who were more technically talented than me, they had a bike that was at least as fast as mine, and probably had the same fitness but at the end of the day, I was the one winning, or 'we' as the top ten GP winners, we were winning, so I'm quite convinced that just that desire to win made the difference and not more than the physical fitness or the pure talent. I would like to be able to tell a nice story around it but that's the best that I can come up with, but

when I was at the start gate, if I try to imagine how I was feeling at the gate I would eat my handlebar rather than give up. I'm sure my opponents from that aspect were down on me! They were not as good as I was mentally, desire, heart, determination.

Jeffrey Herlings: I think it's all about talent; when you have a talented rider with a good work ethic then you'll be good. There's a lot of riders who are really talented but don't have the work ethic and there's a lot of riders who have a lot of work ethic but don't have the talent; eventually they might win a race or two but I think when you have the combination of both plus the desire of trying to do anything you can to try to win, then that makes you a champion. Obviously there are not many people in the world that have that in any sports, because in football you have a Messi and a Ronaldo, and in motocross you have particular riders, and it's the same guys winning; Ricky Carmichael was winning year-in, year-out, and Stefan Everts dominated a lot of years, so once you're

a winner, I think you will be a top guy throughout the rest of your career.

Roger De Coster: If you are a decent rider you can get lucky maybe once or twice, but it takes a combination of qualities (to keep on winning). Desire and willing to do what it takes; and most importantly taking responsibility. You aren't going to do a lot of winning by blaming others or your equipment when you come up short.

Antonio Cairoli: Winning a GP takes a mixture of different things, it's a completely different approach to the race because some riders want to win the world championship and some riders just want to win the race. Sometimes you need to deal with a lot of stuff in the year during the championship so sometimes you prefer to not take risks and maybe just take points, and that's it. For those who won just a few GP's in their career, they just go all-in in one race and everything has to click good to go together to make it happen.

Mickael Pichon: It's pretty much everything; it's a good bike, it's a good team, it's good speed because back then you needed to have a very good Time Practice for the gate position. Mentally, when you make the Pole or 2nd or 3rd ... when you are in front, you already have the 'cap' mentally on the other guy. Especially me, I made the Pole pretty often with quite a good gap on the 2nd rider, so mentally it makes you stronger on my side, but the other guys are looking at the timing screen saying 'wow! Where does he get those one or two seconds from?'

Then there is the start, which is something everyone is working on. If you make a bad start and when you want to be world champion, or win the race you cannot come from the back every time, sometimes you can, but not always. Then there is the mental side in your head, to have no doubts and to prepare yourself as a winner, because I think some guys, in their heads, are not winners. You have to go for it, have no doubts in what you do. It's difficult but it's more psychological. You either have it or you don't, some people have to work on it and some don't, and I didn't really have to work on it to be honest; when I was going to the GP's I always felt that I was one of the best









and if I did not win, I would not be so far away from winning.

Stefan Everts: The mental part is the thing that makes you win or not. It's a big part of the jigsaw but there is so much work to do before you are able to have a chance to win. Once you are there then it really comes down to the mental side to do it, yes or no. I also think that winning more GP's is also a matter of a rider being able to adapt good and quick to any kind of circumstance, and what I mean by that is weather, track, dirt, whatever happens during a race, how to recover if you have a bad start or if you have a crash or whatever.

But, I think overall, to become a champion you have to be like a chameleon, you know, you have to be able to switch the colour; whenever you have to switch to brown, yellow, green, blue, black, whatever ... that's what you need to be and the faster you can do that, the better the results are going to be. That's also a very big part of it, to be able to be a multi GP winner. Of course, you need to have the speed and the fitness but that's a big part of the jigsaw, but there are guys who can show it during the week but they cannot do it under pressure on the weekends, and that's also coming a lot from the mental side.

How was the feeling of winning your first GP Race, your first GP and the first title? Was there relief at having achieved it, and did it add more pressure to you as a rider?

Jeffrey Herlings: At that point (in 2010) it didn't bring more pressure, that was more with the MXGP Championship; that was a relief, there was a lot of pressure off my shoulders because we'd finally done it, but my first GP was in Bulgaria, three weeks before I won my first race and GP. At that time, I was just hired, I was the third guy on the team, so when somebody got injured, I was there as back up let's say, I was a kid and I was there to learn. The first GP in Bulgaria I led for a bit but dropped back to 5th or something, but already at the second GP in Mantova I led until the last lap when Marvin (Musquin) passed me with one or two turns from the flag. The week after was Valkenswaard but it went so quickly; it (the pressure) didn't really have time to build up. When you have been in GP's for two or three years and you're closer to winning for multiple times,

then yeah, the pressure will build up but it happened like a fast train, and in a short space of time I won my first GP. At that time, it wasn't really a relief but I remember when I walked back to the camper and my mom said, 'you can be a big star one day ...' The year before I was just looking at GP's thinking it would be wild to be able to race there and then a year later, I won my first GP, it was pretty amazing.

Stefan Everts: I was racing GP's for three years when I won my first title but it was a bit too fast for me; I didn't enjoy winning that year so much and if I had to choose one of the ten championships that I won, that is the one that I had the least emotions from because everything went so quick. I was 18 and I was in the fast train on a rollercoaster and before I knew it, I was world champion. I had more satisfaction from winning my first GP in Hungary and how that whole weekend went against Donny Schmit; that gave me much more pleasure and emotion than eventually winning the championship at the end of the year, because I didn't realise enough, how much it took for me to get there to win the championship. Going for my second championship, I went through a lot of shit the years before and when I won that championship, this for me was the first time that I got that emotion of 'wow! I've reached it' you know? I've reached my goal, so it was funny to compare them.

Roger De Coster: It was strange, my first win (500cc GP Gallarate, Italy 1968) came so easy that day, I tried so hard in the past races and then all of a sudden, I won both moto's going away; it felt surreal, smooth, easy, but then trying to duplicate the situation in the future was the next thing. Yes, there was some relief, I always put a lot of pressure on myself, it did not come from the outside. I spent a lot of time with Dave Bickers and remember asking him, 'Dave, what do I need to do to win the world championship?' and he said, 'don't worry about it; it's going to happen, you are on the right track.'

Antonio Cairoli: Winning my first GP was fantastic because it came unexpected in Namur, Belgium; it was amazing. You can never forget your first GP win. My first world title

was the most important one for me because you work a lot, you dream as a kid to become world champion. When you reach this goal, it's always the most important title you remember.

Mickaël Pichon: It was big for me because first of all it was in France and it was also in the mud, so it was a really tough weekend. In the mud anything can happen, the crowd was good even if the weather was not so good; I rode really good and I loved the track. I was only 18 but there were some really good riders there, like Tragter who was (defending) world champion, Stribbos, Bob Moore, and they were riding also really good. And those guys were almost 10 years older than me, so it was a great feeling and actually, Mitch Payton was also there because he was helping the team, so it was really nice to win in France with him there. That was part of the dream coming true but there was still a lot to do.

Joel Smets: No, it didn't add more pressure because my first priority was to become better and if I achieved something, then I needed to confirm it! But that relief and satisfaction you are talking about, I had it already when I first qualified for a GP. The way I felt after qualifying for my first GP was just as intense as when I scored my first points in a GP, as when I scored my first podium, as my first win and when I scored my first world championship.

That first podium? 'Phwoar! WOW!' And then comes that first win, but of course that first GP when you are already sharing that intensity and emotions with quite some people because in Belgium I was slowly making myself a name and I had finished 3rd in the championship already, scored my first win and I'd got a fan club already and that somehow makes it more intense, also because I do believe that if you can share emotions, it makes them more intense. But, if you would leave that out then the intensity of the emotions of qualifying for my first GP and winning my first GP are actually pretty much the same.

How much did losing hurt, and was there a particular race or GP, or maybe even a world title that got





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away that left you feeling cheated off, where the pain of defeat was just too much?

Mickaël Pichon: I got injured in Grobbendonk, Belgium when I was leading the championship in 2000 by 32 points; I won the first moto and made a stupid crash in the second one and dislocated my shoulder. It was a big mistake from me. I was riding with an injection every time in those moto's when I came back, but it was just really tough. But, losing like this is the worst thing you can imagine; it can't get any worse than this. It took me a few weeks to get over it, I know I came close to my goal but I didn't get it, so I had to wait another year. But, believe me, I worked really hard for that.

But to talk about losing, I was sad but my dad and my wife knew how I was and so they would almost not talk to me for one day, one day and a half; they would wait until I calmed down a little bit, until everything in my head came back to normal before they could talk to me because they knew I was so pissed off. They knew how I was when I was not winning, how I had to analyse everything, but I think that's the way some champions are; I don't know what the other champions said, but I don't know any champion that ten minutes or one hour after losing, can just put everything in the back of their head. I don't think so!

Jeffrey Herlings: That happened more than once, I can tell you! Back in 2014 I raced 13 GP's and won 12 of them; the one I didn't win was because I raced with a broken femur and then I lost the championship by 4 points, and even though I was leading the championship until the last moto, the last few laps, I had been leading the whole championship. So, that was a bummer, especially with the situation I was in; I couldn't really defend myself racing with a broken femur, which was basically racing with a rod holding my leg together. That one really hurt! I was a mess on the other side of the world, I was just there with my mom and the team and that was a tough pill to swallow.

Joel Smets: I've known some really big disappointments of course, and one of them dates back to my BMX days, and that one of the best races I ever did,









aged 11, I think. It was the beginning of BMX around '79, '80, '81, and the BMX tracks were nothing like they are now; I think we were even starting on the flat and not on a hill, and we would do like three or four laps of the track instead of just one like they do now. I was running 2nd and I felt like I was faster but I couldn't find a way to pass the first guy, and with 2 corners to go, I passed him and yeah, it was very stupid but just before the finish line, I was so delighted I threw my arms in the air and stopped pedalling, but that kid hadn't given up, so he passed me on the finish line! I was fighting the whole race – it's not 30 minutes, you're talking 2 minutes or something let's say – but I was fighting for that 2 minutes to get by him and 5 seconds from the end, I finally found a way past; and 2 seconds from the end I gave it away again! Aaaggh! Even now talking about it I'm still sick of it ... (laughing).

Antonio Cairoli: Of course, when you don't win and get beaten it always hurts but sometimes you need to admit that someone else is better than you on that day or in that year; it's normal and everybody is human and nobody is a super hero. It hurts but you need to be honest with yourself and try to go on and learn from your mistakes.

Stefan Everts: I had a really tough moment at the end of '94; it was the third year in a row that I didn't win a championship and those three years for me were a big learning curve. A lot of things were changing then and I was separating from my dad because I wanted to make my own career; before that stage it was my dad that wanted to control everything and to protect me from making the wrong mistakes and so on, so it was a tough period for a couple of years. At that point I was really considering to stop racing because I put in so much effort and so much work to be able to reach my goal, and every time I failed at the end of the season and it was tough at that point because I was still also very young to deal with that mentally. But I never gave up, I went back and I continued; I found a better balance and eventually I won my second title in '95 which was surprising in a way because the effort I put in was different than the years before. Let's say the years before I put in 110% - 120% and you expect results, but every time was a disappointment. In '95 I put in

less, like maybe 98% and in the end, I got my result, so it was a matter of the balance not being in a good position in the years before and that's a learning curve that you have to go through.

Roger De Coster: Probably not winning the USGP overall bugged me more than anything, because they had me doing a lot of the pre-race promotion and I wanted to help by making it as good or as big as possible, but in the race I always had something going wrong with the bike or I would mess up in one heat.

Does winning a GP require a different mentality to winning a world title?

Roger De Coster: Winning one GP requires effort and dedication, but to win the title you need to add endurance and consistency.

Joel Smets: Wait ...! Does winning a GP require a different mentality to winning a world championship? No, it does NOT require a different mentality! But you need to have the same mentality at every race. The kind of mentality required is the same but, you need to be able to apply that mentality – or maybe that's not the right way to say it – but, you need to have that mentality at every race. So, that mentality is not different, you just need to be consistent with that mentality.

Mickael Pichon: It's pretty much the same, the only thing is that winning a GP you can give it all in one weekend, you can give everything and we have seen that in the past where some guys win their home GP because they have the crowd, they have a good start, they like the track. But, being world champion is the same thing but you have to do it fifteen times (20 now in MXGP). Mentally you have to be strong every weekend and when the race is done on Sunday you already have to prepare for the next one and to win that one.

Stefan Everts: There is a bit of a difference because you have to be good for seven or eight months. You feel (the situation) quite fast when going to a new GP, how your feeling is on the track, how you are riding, how easy it goes; you feel it

and sometimes if you're racing for a championship, on many occasions you have to be technical and not always wanting to win. You have to know when you have to win, when it's a crucial moment in a championship to really push for that win – it's like when I had that fight with Pichon, we went to the Austrian GP, and I pushed him out of the track because I knew that could be a turning point in the championship. I had to go out and win so I gave my best and gave it more than 100% there because I knew that it was a key point, and that's important to know, but it takes a bit of experience to race that technical and knowing 'now is the time'.

Jeffrey Herlings: Yes, because plenty of guys have won one GP, for example back in the day if you were a Dutch rider, you would have a big, big advantage because the Italian and French riders couldn't really ride the sand tracks. So, that, and being in front of your home crowd, going for one GP win is definitely a different approach to winning a championship. To win a championship you have to be consistent over 20 rounds; to win one race is not too difficult maybe, if you're talented and working hard, but to win on a regular basis is a different story.

Did you keep an eye on 'the numbers' – the win list, to know how you compared to those around you who had won GP's and or titles?

Antonio Cairoli: I've never thought about the numbers in my career and I still don't. I don't have a win-list; I don't have marks to make (targets to reach). I ride year-by-year and I ride to win and for the pleasure of racing and the pleasure of riding a dirt bike.

Roger De Coster: I was happy to have won the most world championships in the main class when I retired, while also winning the Trans AMA Titles, where the best Europeans from the GP 125cc, 250cc and 500cc plus the best US riders made it a real competitive series, sometimes tougher to win than the world championship.

Jeffrey Herlings: When they started saying I could be the most successful









Dutch rider ever, which I think was in 2013; in Finland I overtook Dave Strijbos which made me the most winningest Dutch rider and then after that I started working my way up to 6th, 5th, 4th and now I'm 3rd on the list. I'm only one GP win behind Tony I believe, and only twelve or thirteen behind Stefan so yeah, now every GP you make a note of the number like one closer, one closer, one closer.

Joel Smets: I really started to pay attention after I won my third championship because before, it's the same thing; I only wanted to see where my limits were, and when I won one GP, I wasn't thinking if I could win 50 GP's like Joel Robert. If you win one, you don't have to dream about 50 yet, eh? Take it step-by-step, and after winning my first championship I said, WOW, how did these guys ever win five championships, or in the case of Joel, six? But that has never played in my head and maybe that was a good thing also. But after I won my third championship, I'm like, I'm only two down on Eric, only two down on Georges, only two down on Roger, and these are my biggest heroes. I was always going to feel guilty if I was going to collect as many championships as they did.

Stefan Everts: In the beginning I was not, but when I was going in the direction of 50, at some point I said to myself that I was going to try and go for those 50 GP wins from Joel Robert, and also go for his six world championships so, that feeling came pretty soon I think, after my second title. Then I set those goals for myself to go for those 50 wins and six or seven titles, so that thought came pretty soon. And, Joel Robert was the guy that told me that 'you can win 100 GP's' on the same day that I won 50, and I was like 'yeah, yeah! You are crazy!' and in the end I won more than 100, so he was right! Another funny story was at the Nations in '97, I said to him 'I will break your record of six titles' and he said 'you will do that, no problem, and the day you win 7 and break my record, I will come there and we will drink champagne on the podium!' And he did; he went to Emeé in 2003 and we had champagne on the podium. And then he told me I would win ten world championships, and again for the second time I told him he was crazy ... but again, he was right!

Mickael Pichon: No, and to be honest I never looked at that! I didn't know I was 7th on the list. I was proud and happy to have won GP's, I don't even know how many. How many do I have? 38? I knew that Stefan has the most, but to be in that list with guys like Joel Robert, Eric Geboers, Roger De Coster and Heikki Mikkola that's good; I'm so happy and proud of what I've done but yeah, I never really looked for that to be honest.

Is winning addictive?

Antonio Cairoli: Of course, winning is addictive and if you have this problem then you are already a champion. If you're addicted to winning, you get a victory, you win a lot of races and possibly a lot of championships.

Mickael Pichon: Oh yeah, of course, because when you are used to winning and then you get 2nd or 3rd ... you have so much deception that some people don't really understand what you are feeling and why you are acting like this, because some people will already be happy to get 2nd or 3rd. Losing is a hard feeling, you know? But, it's about character; you don't have to keep this in your mind too long. If you lose you have to deal with it on Sunday evening and then on Monday you need to put it to the back of your head and move forward.

Roger De Coster: It definitely feels good to win and it never gets old.

Stefan Everts: Yes, for me it was! The older I got, the more I started to enjoy them, like the last season (2006) I won fourteen out of fifteen and every race I was so happy to do it again, you know? Again, and again and even after so many wins I learned to enjoy the pleasure and effort and the work, and the years it took to get to that point to control and to enjoy those wins. You know, my last win at Ernee was still such a great feeling and the best part was the next 24 hours, you can enjoy it so much, and then on Tuesday morning, that's when my new week started. I'd finished my winning let's say Monday at midnight, then it stopped and then I moved on.

Jeffrey Herlings: Yes! And when you start losing you hate it. You always want more.

Joel Smets: Yes! It is. Don't worry! Or at least it must have been for all those people in that top ten, and I know all of them, and they are all addicted to it. There is no question about it. And they still are, eh? They still are! Stefan is still addicted to winning, Tony still is, Jeffrey – okay, they are still active of course, but Roger still is and so am I, still. We don't like to go for 2nd best.

With Stefan Everts occupying the top spot with 10 world titles and 101 GP wins, perhaps it's only fair that he has the last say ...

When you retired, did you ever think that anyone would get close to your records of 101 wins and 10 titles?

Stefan Everts: Not in 2006, but as soon as we saw Tony winning and winning and winning, then I was like 'wow! He is gonna get really fast to my record!' At the moment he is stuck on nine and his GP wins are coming more and more difficult; since Herlings has stepped in, he has won everything or nothing so I think for sure he is gonna get close to my 101 GP wins, it's not gonna take so much longer.

I think for the ten championships, I don't know! It's still a long way for him (Jeffrey) and for others, but maybe Jorge Prado one day if he is not going to the USA but he still has a shot at that; he already has two under his belt and he is only 19, so he still has a really long career, and the way he is riding, how easy and smooth then yeah, he has a good shot at that. But records are there to be broken and that's the way it is. I think that the respect I have now from everybody will not be taken away even if another rider breaks my records; I would like to keep them, that's for sure but it's not in my hands anymore.



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FIM MOTOCROSS WORLD CHAMPIONSHIP

RESULTS



MXGP CHAMP. STANDINGS

1. J. Herlings (NED, KTM)	94 p.
2. T. Gajser (SLO, HON)	85 p.
3. A. Cairoli (ITA, KTM)	68 p.
4. C. Desalle (BEL, KAW)	60 p.
5. G. Paulin (FRA, YAM)	58 p.
6. G. Coldenhoff (NED, KTM)	56 p.
7. A. Jasikonis (LTU, HUS)	53 p.
8. J. Prado (SPA, KTM)	47 p.
9. J. Seewer (SUI, YAM)	42 p.
10. J. Van Horebeek (BEL, HON)	39 p.

MX2 CHAMP. STANDINGS

1. T. Vialle (FRA, KTM)	87 p.
2. J. Geerts (BEL, YAM)	82 p.
3. J. Beaton (AUS, HUS)	74 p.
4. M. Renaux (FRA, YAM)	61 p.
5. R. Hofer (AUT, KTM)	54 p.
6. M. Haarup (DEN, KAW)	52 p.
7. T. Olsen (DEN, HUS)	51 p.
8. B. Watson (GBR, YAM)	48 p.
9. C. Mewse (GBR, KTM)	48 p.
10. J. Sydow (GER, GAS)	35 p.



MXGP MANUFACTURERS

1. KTM	94 p.
2. Honda	92 p.
3. Yamaha	66 p.
4. Kawasaki	60 p.
5. Husqvarna	56 p.
6. Gas Gas	56 p.

MX2 MANUFACTURERS

1. KTM	90 p.
2. Yamaha	88 p.
3. Husqvarna	75 p.
4. Kawasaki	63 p.
5. GasGas	38 p.
6. Honda	29 p.

#TECHNICALTUESDAY: THE INSIGHTS!

Since the beginning of May, we began a brand-new weekly social media campaign called #TechnicalTuesday! The idea behind it was to educate our MXGP fans with all the latest and the best products the motocross industry has to offer.

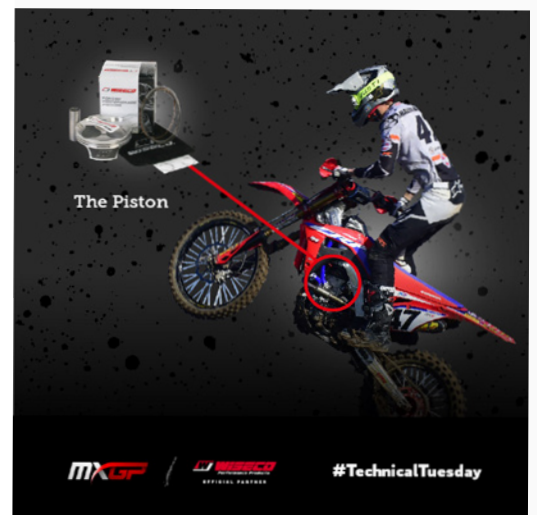
Every week we showcase a different product from a variety of brands, including Fox, SCOTT Goggles, Rekluse, Maxxis, ProX, Wiseco, Dunlop, Vertex, Athena, Circuit and much more.

Below you can find some of the insights we've had from these posts so far...

Facebook:
Reach: 327,993
Engagements: 8,423

Twitter:
Impressions: 45,992
Engagements: 1,318

Instagram:
Reach: 913,641
Impressions: 1,040,513



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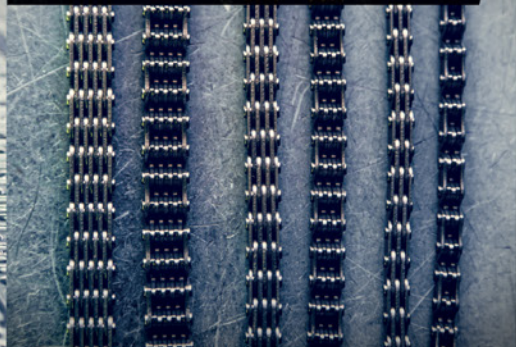
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Watch the Episode 2 of the series presented by the FIM featuring Red Bull KTM Factory Racing's Jorge Prado that provides an in-depth insight into rider safety equipment



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@sabrinalou28

That Monday feeling
#MonsterGirlMonday
#MonsterEnergyGirls



@kevinchaumier_14

Avec Jordi Tixier



Enjoy the Tech Talk Episode n. 2 featuring all the technical info and secrets from Vertex Pistons!

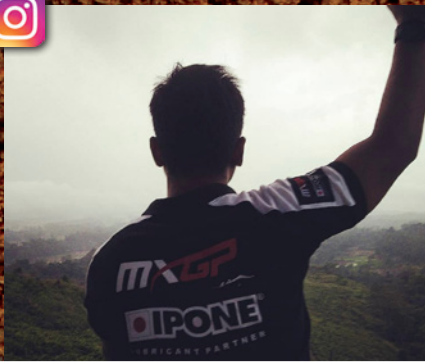


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Throwback to MXGP'17. Missing this adrenaline



@papaaqeela

What's your passion?
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#IPONE



@craigrobb0

Massive thank you to @tiga243 for meeting my son at MXGP Matterley Basin and giving him a pair of signed gloves & signing my sons too, we have just had it framed and it will be hung on his bedroom wall forever. Big thank you to @spelamotaln for arranging it. @mxgp



@nico.chalvet_34

Voici la Husquvarna 450 Fc de 2020 Mxgp.
Marque : @husqvarna motorcycles
Team: @rockstarhusky
Pilote : @paulsjonass41



@luiissperz

#MXGP #Argentina



STUDIO SHOW FROM HOME

Enjoy another episode of the Studio Show from Home presented by Paul Malin and Lisa Leyland featuring with the Monster Energy Yamaha MXGP Team Arnaud Tonus #4!

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**ARMINAS JASIKONIS:
TIME TO SHINE**



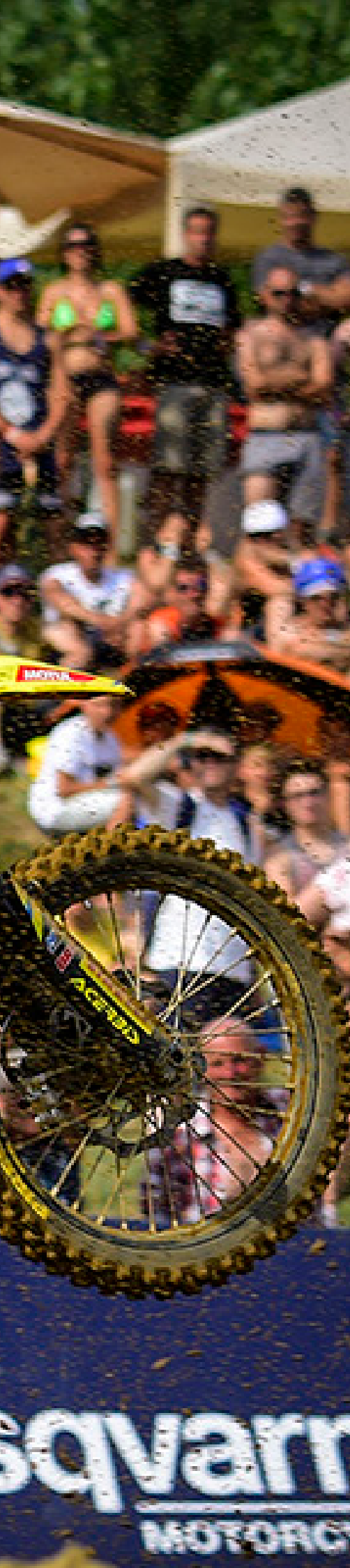


ARMINAS JASIKONIS, THE 22-YEAR OLD LITHUANIAN HAS BEEN PART OF THE FIM MOTOCROSS WORLD CHAMPIONSHIP FOR A FEW YEARS NOW. HE SHOT TO FAME IN 2016 WHEN HE JOINED THE TEAM SUZUKI WORLD MXGP SQUAD AND SINCE THEN HAS SHOWN SOME IMPRESSIVE MOMENTS WHICH HAVE ONLY BEEN A TEASER OF THINGS TO COME.

EARLY YEARS

Simply known as AJ, or more affectionately as 'shorty', which is ironic as his 196cm 'frame' would make him one of the tallest riders in the paddock, though to understand more about the Lithuanian rider, let's start at the very beginning. A young Jasikonis first began racing at the age of four, after being introduced to the sport by his father. By the time he was 12 he was already a multi-time Lithuanian Champion and it was then, with the help of his father, that he realised he had the chance to go pro.





"I wasn't even thinking about it, my dad was just pushing for it and he saw that I had the potential to be a good rider and had talent, so I think it was age 10 or 12 that my dad and I realised this and started to put everything in it to become more professional and to try get a good rider out of me," Jasikonis shared.

In 2011, Jasikonis took on the challenge of the 85cc European Motocross Championship where he took 3rd place, and after seeing his potential it was all hands-on deck to make a future champion out of the then much younger Lithuanian, that we've come to know today.

As for many, making the dream happen has come with its own sacrifices and for Jasikonis the road to the FIM Motocross World Championship was an adventurous one. He spent most of his young teen years moving around Europe, chasing the best opportunities and at one point he trained in Estonia with Avo Leok, former rider and brother to MXGP rider Tanel Leok. He also spent some time racing in the UK, before setting up base in Belgium where he now lives. Of course, he wasn't alone in this, with the full support of his family, but has it been worth it? We'll let him answer this one...

"Well from my side of course yes, it was more than worth it. I don't know how it is for my family but I think they also think the same way because they were putting everything in it and now as I'm a top athlete and riding in GP's that was their goal and I think of course that the sacrifice was worth it," he added.

Though he'd made the odd GP wildcard appearance over

the earlier years of his career, ultimately his big break came in 2016, when he was offered a fill-in ride on Stefan Everts' Team Suzuki World MXGP, and then subsequently signed a two-year contract with the factory team after that to secure himself a spot in the most competitive motocross championship.

After a tough end to the 2017 season due to injury, it was also announced that Team Suzuki World MXGP would no longer compete in MXGP, leaving the Lithuanian without a ride for the following year. Of course, in the end he joined the Red Moto Assomotor squad for the 2018 season, before signing a deal with Rockstar Energy Husqvarna Factory Racing for the 2019 season. Now with a couple of years of experience in the MXGP class, AJ has definitely matured into a full-fledged competitor.

2019-2020

For the 2019 season, Jasikonis lined-up as part of the Rockstar Energy Husqvarna Factory Racing squad, alongside his team-mate, Pauls Jonass. Throughout the year he showed moments of strength, even challenging for podium positions on several occasions before finishing the season in an impressive seventh place in the overall MXGP championship standings, an achievement which he was happy about himself.

"In 2019 I started really good in the GP's and I'd been quite close to the top three at one moment and I was going good, but then somehow everything turned around with just one race and then everything went down from there and it was quite hard getting everything back. We [the team] had our goals to finish quite near where I finished actually, but of course for me it was a good





feeling to finish 7th because I'd never finished a full season of GP's, so this already was a big step for me," he shared.

With a strong season in the books, AJ then began his winter preparations. After making a few small changes and taking valuable lessons from the previous year, the Lithuanian was looking really confident going into 2020.

"We just needed a year to build up everything you cannot build up in half a year, my physical condition and my riding, everything, it just needed some time so we've just been working hard with it all," he revealed, adding "I also had to change myself a little bit because the 2019 season was also quite tough for me mentally, so little things here and there have made a difference".

As the 2020 series kicked-off in Matterley Basin for the MXGP of Great Britain, Jasikonis began the weekend on a strong note, clocking in the second-best lap time in timed practice, behind the defending World Champion Tim Gajser. But by Sunday the tables had turned, with the 22-year-old not having the race weekend he had hoped for.

"I knew it was going to be quite tough, but I didn't expect it to be that tough, you know that I'd crash. In the first race I crashed three times and I was so disappointed in the riding and then in the second race also, I was riding so slow and so careful and still crashing, so it was really not the weekend for me but we had to take what we get and turn it all around for the next weekend," explained Jasikonis.

And boy did he turn things around. As we packed up in Matterley Basin and headed for Valkenswaard in the Netherlands, for AJ there was only one thing on his mind and that was to put on his best performance in the sand, a type

of terrain that he has always been strong on.

"I knew in Valkenswaard I am always quite strong. I came into the race quite confident, even though I had a bad race the weekend before, but I knew I had nothing to lose and I had to start showing good results and good riding, and straight away it clicked for me, the track felt quite good for me, the bike set-up and everything," he shared.

During the qualifying race was when things started to come together for the tall Lithuanian. With the race leader, Gajser, out of the picture, this left the door open for Jeffrey Herlings to make the move for the qualifying race win, but something he may not have expected was the #27 Rockstar Energy Husqvarna right there behind him. After a brief battle towards the end of the session, Jasikonis was able to make a move and secure his first qualifying race win of 2020.

Confident and ready to go, AJ lined-up first for the main races with a possible podium on his mind. As the gate dropped, the road to redemption from the previous weekend began with a good jump out of the gate, which he was able to replicate in both races. After battling with strong contenders and multi-time World Champions, such as Antonio Cairoli, Herlings and Gajser, the Lithuanian didn't feel like he was out of his depths as he chased top positions.

"It felt great to battle with them and not feel like I'm going on my limit or anything, I just felt like it was my normal riding but then after like 5-10 minutes the podium started to play on my mind so much, I was even trying not to think but still deep in my mind it was still somehow there and it was quite tough. I had to take care and even in the second race it was playing on my mind so bad that still had a big crash," he revealed.

Speaking about that crash in the second race, AJ seemed unsure how he even managed to do it himself...

"To be honest I had no clue what happened there, I landed the jump and then my bike somehow just went side-ways and I didn't even realise I was already on the ground and the bike crashed on me and ripped my pants and everything," he explained.

And despite a big crash, as well as a pit-stop to change his goggles, he was able to clinch that podium, though he insists that his riding could have been better.

"I wasn't riding the best in the races but of course we were strong enough even with so many mistakes to finish P3, so I was quite happy that I got a podium but not with my riding so much, but I'm really looking forward to the future to show even better riding from me," he added.

LOCKDOWN

And then, life as we knew it changed. With a global outbreak of COVID-19, all sporting events, including the Motocross World Championship, were put on hold. With the uncertainty of when the racing would pick back up again, Jasikonis used this opportunity to head back to the motherland and enjoy some quality time with his family in Lithuania.

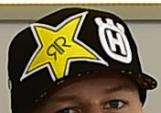
"I didn't even realise how much time has passed because it still went quite quickly for me when I was in Lithuanian and now I just realised that this was maybe a once in a lifetime opportunity to have this you know, it's probably never going to happen again," AJ explained.

"I think many people could take the time to enjoy the simple things in life, you don't have to hurry you can just stay at home and just be careful with all the



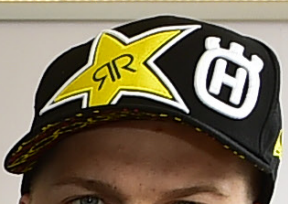


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41
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ROCKSTAR
ENERGY DRINK



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MOTOREX

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ENERGY DRINK





sickness and everything, so I think it's something really strange and weird in life but I mean it's also something nice to experience I guess," he added.

Though he took some downtime to enjoy the lockdown period at home, the training and the hard work didn't stop. Keeping in touch with his team and with the help of the team trainer Tomi Konttinen, Jasikonis revealed that they kept the basics of the program throughout to ensure no progress was lost.

"I have always kept in touch with my trainer Tomi. We also did a training session together on FaceTime and overall I just basically had a program, but sometimes I could change it and I could do a little bit of what I want but still I kept the simple things there," he shared.

WHAT'S NEXT?

With the lockdown period nearing its end and the racing season in sight, AJ has now returned to base in Belgium, where he will begin the final prep for racing.

"I wanted to come back and be as strong as before the break maybe even stronger, having fixed a couple of things here and there, but of course everybody wants to come back strong because it has been such a long break and you can improve things and you can get healthy and everything, so I think everybody will be quite strong but for sure we have to know first when we are coming back so that we can prepare 100%".

With the way he left things off in Valkenswaard, it will be interesting to see how long it'll be before we see the tall Lithuanian back on the MXGP podium, and it may not be long at all...

Both Stefan and Liam have gone 1-1 at Matterley

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**MXGP MOMENTS TO
REMEMBER**

OVER THE YEARS, THE FIM MOTOCROSS WORLD CHAMPIONSHIP HAS PROVIDED US WITH MANY NAIL-BITING RACE BATTLES, EPIC CHAMPIONSHIP SHOWDOWNS, LOSSES AND TRIUMPHS, ALL OF WHICH HAS MADE FOR SOME VERY EXCITING RACES.

With so many great moments that are still talked about today, some may have been forgotten, this is why over the last month we have put together a limited series called 'Moments to Remember', in order to jog all of our memories on some of the best action of the last decade!

Villopoto locked in a battle with Jeremy Van Horebeek. While Van Horebeek did a good job of protecting his position, a small mistake ultimately let Villopoto through and up into third position.



WATCH THE VIDEO

Episode 1

We kicked things off with the first episode which featured the awesome battle between Tommy Searle and Jeffrey Herlings at the British GP back in 2012, the very same season that saw both the Brit and the Dutchman battle it out weekend after weekend for the MX2 title. Though the race at Matterley Basin saw Searle victorious in front of his home crowd, meanwhile Herlings had to settle for second.

Then we moved forward to the year 2014 at the MXGP of Trentino with Herlings chasing down the then red plate holder, Arnaud Tonus. Though Tonus did a good job of holding off the #84 of Herlings, in the end the bullet muscled his way through as he parked the Swiss rider on one of the corners.

Finishing off the opening episode of the mini-series, we were taken back to the Thai MXGP in 2015, that saw American superstar Ryan

Episode 2

The second episode saw us once again re-visit the MXGP of Thailand, but this time in 2013. That year the Thai GP saw a close fight between Clement Desalle and Gautier Paulin, with Paulin making a close pass on the #25 to move up into second position.

Then we moved forward a couple of years to the epic MXGP of Trentino (2015) which saw Tim Gajser getting chased down by Herlings on the last lap of the second MX2 race. With less than half a lap to go, the bullet was pushing hard in the last half a lap, which ultimately saw him hit the deck, handing Gajser his first even GP victory in MX2.

To conclude the episode, we took a look at the 2016 MXGP of USA in Glen Helen, which saw a three-way battle for the lead featuring Glenn Coldenhoff, Antonio Cairoli and Eli Tomac. While Cairoli was occupied





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with his then team-mate, Tomac made the most of the opportunity to catch the two KTM's ahead. When Cairoli was finally able to find a way past Coldenhoff, Tomac also made the quick move as he fought hard to win in front of his home crowd.



WATCH THE VIDEO

Episode 3

The final episode of the limited series featured some exciting moments. We were taken back to the legendary

Monster Energy FIM Motocross of Nations 2016 in Maggiora, which showed Romain Febvre make a pass on Tommy Searle on the final lap of the final race, which handed Team France their third consecutive win. As Herlings took the chequered flag many thought it was Team Netherlands who were victorious, but the pass by Febvre in the final moments of the race handed France the win by just a single point.

Over the years, the MXGP of Trentino has provided us with some of the best races, so it was fitting to show another great moment in the final episode. This time we took a look back

on the 2017 Italian GP that saw Antonio Cairoli undefeated in front of his home crowd.

To finish off we took a trip to the MXGP of Argentina in 2018 that saw a much anticipated Herlings v Cairoli battle. While Cairoli was victorious in the opening MXGP race, in race two it was Herlings who made a final lap pass on the 9-time world champion to take the overall victory at the opening round of the 2018 campaign.



WATCH THE VIDEO

Now that we have re-visited some of the best racing moments, now we can look forward to many more this season as we prepare for the return of the FIM Motocross World Championship!

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MOTOREX

HALL OF FAME



JAROSLAV FALTA

JAROSLAV FALTA WAS FOR SURE ONE OF THE MOST TALENTED RIDERS IN THE 70'S, BUT AT THAT PERIOD SPORT AND POLITICS WERE TOO LINKED TOGETHER IN THE EASTERN COUNTRIES. MEMBER OF THE NATIONAL CZECH TEAM, FALTA WAS A GREAT AMBASSADOR FOR THE CZ FACTORY AND WON ON TRACKS THE 1974 WORLD TITLE BEFORE LOSING IT ON THE GREEN CARPET.

Born on the 22nd of March 1951 in Rumburk, Jaroslav Falta was already fifteen years old when he had the opportunity to ride a bike for the first time thanks to his older brother Jiri, who gave him a bicycle when he was younger and later his former bike. One year later Jaroslav raced some local events, and after only two seasons he was selected to join the Dukla in Prague, the most prestigious motorcycle club. For the Czech riders it was the only possibility to become a pro rider, to have an official trainer, to travel outside the country, to get a factory ride in the CZ team and of course to enter the World Championship events for the best athletes.

Jaroslav was just twenty years old when he had the opportunity to enter for the first time a GP in Switzerland. Scoring an eighth position in Wohlen, he narrowly missed the podium in three other rounds of the series and showed his ability with a ninth overall in the 250cc World Championship, an individual win at the 'Cup de l'Avenir' and a podium result with the Czech team at the Trophy of Nations. In 1972 Falta joined the CZ Factory team and won his



first GP in Donnington Park, but he didn't improve his final ranking after missing the first rounds of the series. In 1973 he had the opportunity to race the Inter AMA in the US and managed to improve his GP results as he finished sixth with some podiums under his belt. While Russian athletes had the opportunity to race for another brand than CZ, Falta had no other choice than racing for the communist-controlled Czechoslovakian CZ team and had a different perspective on the sport than most riders.

The 500cc class was the main one in the mid 70's, but the 250cc category was very challenging as the Japanese manufacturers entered the series; Yamaha (Andersson), Suzuki (Geboers and Rahier) and Kawasaki (Hansen) challenged the European manufacturers. KTM (Moisseev), Puch (Everts) and of course CZ shared victories in 1974, but the final battle for the title was a two-man affair between Moisseev and Falta. Both riders raced for their national communist team and the battle was intense until the last round of the season in

Wohlen. The soviet rider was leading the series as his bike was more reliable, but at that period only six races counted for the championship, so Falta had all his chances going to Switzerland. However, that last race was for sure the 'one to forget' in the history of our sport, as it was a political affair. Moisseev was not at his best that day, and when Falta lapped him while leading the first race, Guennady hit him. Jaroslav crashed and lost the race, finishing third behind Everts and Andersson. Falta was again leading the second race and was about to become champion after Moisseev retired mid race, when the Czech found two other Soviets on his way and one of them hit him so hard that Falta had a heavy crash. He was able to go back in the race and finish third, which was enough to be World Champion. However, a few hours after the race the manager of the Russian team made a protest, alleging Falta had jumped the start; the jury instituted a one-minute penalty on Falta who dropped to eighth place, handing the world championship to Moisseev! The Czech delegate made a protest, but later had to make it disappear due to some political pressure and Falta had no choice but to keep quiet to continue racing.

Not everything went wrong for him that season, as he surprised everyone when he clinched a victory in Los Angeles Coliseum! During the summer break Jaroslav and his teammate Zdenek Velky flew to the US to race several AMA events, and in L.A Falta showed his impressive ability when he defeated three-time 500cc world champion Roger De Coster! That season was the pinnacle of the Czech rider's career, who entered again the 250cc World championship during several seasons but could never fight again for a title before he retired in 1982.

Text & Photos: Pascal Haudiquert



- 1971:** 9th in the 250 World Championship (CZ)
3rd at the Trophy of Nations with Team Czechoslovakia
Winner of 'Cup de l'Avenir' in Belgium
- 1972:** 9th in the 250 World Champ. (CZ). Winner of 1 GP
2nd at the Trophy of Nations with Team Czech
- 1973:** 6th in the 250 World Championship (CZ)
4th in the Inter AMA 250
3rd at the Trophy of Nations with Team Czechoslovakia
- 1974:** 2nd in the 250 World Champ. (CZ). Winner of 1 GP
2nd in the Inter AMA 250
- 1975:** 11th in the 250 World Champ. (CZ). Winner of 1 GP
- 1976:** 11th in the 250 World Championship (CZ)
- 1977:** 9th in the 250 World Championship (CZ)
- 1978:** 9th in the 250 World Champ. (CZ). Winner of 1 GP
- 1979:** 10th in the 250 World Championship (CZ)
- 1980:** 7th in the 250 World Championship (CZ).
- 1982:** 23rd in the 250 World Championship (CZ)





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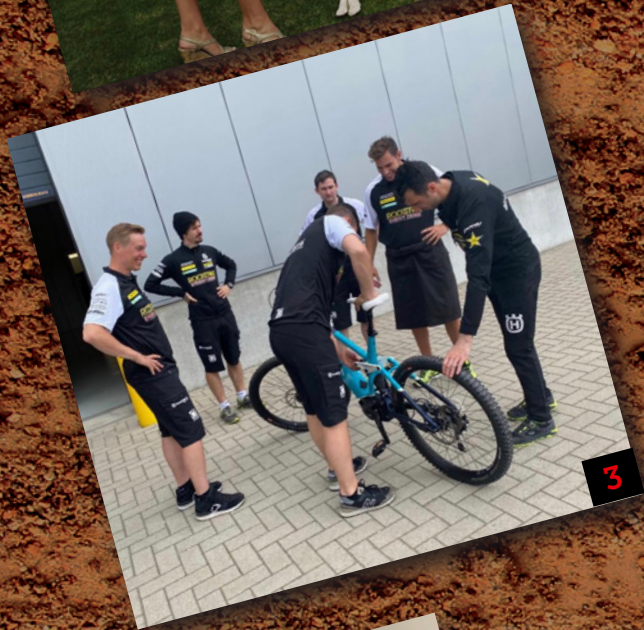


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Paddock Talks





5

- 1 Two is always better than one! Congratulations Jeremy Van Horebeek and Glenn Symons!
- 2 Mattia Guadagnini having a fun day playing on the bikes at the VR46 Ranch! (Photo: Gorinis Photos)
- 3 Rockstar Energy Husqvarna Factory Racing team excited with a new delivery in the office!
- 4 Evgeny Bobryshev enjoying some sand surfing sessions in Lommel!
- 5 Rider turned farmer! Alberto Forato making the most of his time at home...
- 6 Mitch Evans has been putting in the hours on the bicycle, in preparation for his return!
- 7 Jago Geerts making TV interviews that little bit more fun...
- 8 Looks like Shaun Simpson has been taking up modelling during his time at home... coming to a billboard near you!
- 9 Davy Pootjes putting in the work in lockdown in preparation for racing.
- 10 Antonio Cairoli spending Father's Day Weekend at the beach with wife Jill and baby Chase!
- 11 Jorge Prado sure does know how to host a dinner party!



9



10



11



ALESSANDRO PUZAR'S 1995 HONDA CR125

TO MOTOCROSS FANS ALL OVER THE WORLD, ALESSANDRO PUZAR WAS ONE OF THE MOST DYNAMIC AND EXCITING RACERS TO EVER RIDE A DIRT BIKE. AFTER WINNING HIS FIRST WORLD TITLE IN 1990, THE NEXT FEW YEARS SAW HIM FACE SOME OF HIS TOUGHEST CHALLENGES AND BY 1994 HE HAD SLUMPED TO 19TH IN THE WORLD IN THE 250CC CLASS. THAT ALL CHANGED IN 1995 THOUGH WHEN HE WAS CROWNED WORLD CHAMPION AGAIN, AND IT'S PUZAR'S 1995 TITLE-WINNING HONDA CR125



**THAT WE WILL FEATURE
IN THIS ISSUE OF MXGP
MAGAZINE.**

The FIM Motocross World Championship was first established in 1957 and until 1983 nine different countries had won a title with Belgium the most successful nation with twenty-five wins. Sweden (15) was next, but Italy was still yet to register on the winners list. From 1980 – 1983 though, Michele Rinaldi collected two silver and two bronze medals in the 125cc division, whilst fellow Italian Corrado Maddii picked up 2nd overall in 1982 in the same class, so it probably came as no surprise that both riders would be

fighting for the title sooner or later. That moment came in 1984.

Heading into the final round of the 1984 season, Maddii led Rinaldi by 30 points and needed just 11 points (or 5th in race one) to win the 125cc title. However, a collision with another rider on Saturday left Maddii with a broken leg, ending his title hopes, unless of course Rinaldi had problems of his own, but after going 1-4, Michele Rinaldi became Italy's first world champion by just 3 points over Maddii, but the two would find themselves fighting for the same title eleven years later as team owners.

After his worst season as a professional racer where he placed 19th overall in the

250cc class, Alessandro Puzar was at a career crossroads and with limited offers on the table to go racing in 1995, it was feared that the former world champion might be heading into retirement. That was until a brief conversation with Corrado Maddi in November '94, where the team owner proposed a move back to the 125cc class, and after testing the bike a couple of days later, Puzar was a 125cc rider once again, at the tender age of 29.

The bike itself was standard with the only factory components being the Showa suspension, the forks being 45mm USD units. The linkage and swingarm were unchanged and remained standard. The base of the engine was also standard but the cylinder and cylinder head were tuned by Maddii himself. The reed valves were standard





and the piston, which had a flat head, was provided by Asso.

The exhaust pipe and silencer were produced in Italy by Messico, but as for BHP numbers, Dyno's were not readily available back then, so as to how much more power the bike produced over standard is unknown. Back in those days, there was more interaction between the rider and the tuner, and if something felt good or better in any way, then that was the direction things would go.

The gearbox was a standard 6-speed item but the clutch was from Newfrein and Puzar was able to start in 2nd gear where most other riders would start in 1st and 'quickshift' into 2nd as soon as they'd crossed the start gate.

The ignition unit was also standard but the Kehin carburettor was changed from 36mm to 38mm. As a result of these modifications, Puzar was able to tailor his engine to one with more middle-top power and as a result was able to utilise this set-up by carrying more speed through the turns.

The rims were by DID and the hubs were standard with the brakes being provided by Newfrein. The front brake disc was also bigger than standard. With the races being 45 minutes long, there was always the need for a bigger fuel tank and this was made from aluminium; the ignition and clutch cover was also aluminium, and there a few choice titanium parts as well, mainly nuts and bolts though.

The Race for The Title

After placing 3rd overall at the opening round of the season in Italy, 'Alex' Puzar took control of the championship after Round 4 in Poland where he won his first GP of the season. He would also win the next two GP's in Holland and Hungary and after finishing 2nd overall at the next round in Great Britain (round



7), Puzar held a commanding 55-point advantage over Alessio 'Chicco' Chiodi.

A couple of rounds later in San Marino the points gap was reduced to 26 after Puzar could only manage a 13-5 result compared to Chiodi's 2-1 and all of a sudden, the need to focus was paramount and there could be no more slip ups over the final three rounds of the campaign if Alex was to secure that second world title. After placing 3rd in Race 1 in France to Chiodi's win, Puzar held a 21-point lead over Chiodi, but back to back DNF's in the next two races – in France and Indonesia - saw Chiodi as the new leader by two points as the

championship arrived at the final round in Germany.

Puzar won the first race from Chiodi and regained the lead by a single point, and as they went into the final race of the year, the message was clear for both riders: beat your rival.

When Puzar crossed the finish line in 2nd ahead of Chiodi in 3rd, Puzar was crowned world champion for the second time in his career, aged 29, his winning margin just 3 points clear of Chiodi.

As racers, Michele Rinaldi beat Corrado Maddii to the title by 3 points eleven years earlier and this was history repeating, only this time as team owners, it was Maddii who beat Rinaldi by 3 points to exact some

kind of revenge for the pain of defeat in 1984. It was also Corrado Maddii's first world championship win as a team owner.

On the way to his second world championship, Alessandro Puzar won six races and stood on the top step of the podium on four occasions. His overall win at the final round in Germany was his 19th career victory and it would be the last time the Honda would win in the 125cc class with a 2-stroke motorcycle. Honda would not win the title again in this division until 2015 when Tim Gajser clinched the MX2 title on a CRF250, twenty-years later. Puzar went on to win 23 GP's before he retired at the end of 2002.

Photos: Pascal Haudiquert

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JORGE PRADO
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“ when will the season start again?

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