



#84 AUGUST 2020



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CONTENT



P. 16 **RACING CATCH UP**



COOL SHOT P. 8



MONSTER GIRLS P. 44



P. 62 **SPECIAL FEATURE**
MXGP Moments

P. 76 **HALL**
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HALL OF FAME
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EDITORIAL P.7

COOL SHOTS P.8

RACING CATCH UP P.14

SOCIAL P.32

MONSTER GIRLS P.34

TEAM OF THE MONTH P.38
Red Bull KTM

SPECIAL FEATURE P.54
The History of Infront Moto Racing

HALL OF FAME P.72
Jaroslav Falta

Paddock Talks P.76

SPECIAL FEATURE P.78
06_Trampas Parker 1989 KTM 125

QUESTIONS TO THE EDITOR P.84



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David Luongo
CEO of Infront Moto Racing

Dear MXGP Friends,

Here we are! At the end of this week, we will finally listen to the engines of MXGP turn on again for the comeback of the FIM MXGP World Championship here in Kegums, Latvia.

My first thoughts go to the Latvian Motorcycling Federation and its president, Mr. Lazdovskis for the hard work and the great collaboration we have had during the last couple of months to make this triple Grand Prix happen in Latvia.

Then, the Latvian government, that always considered MXGP as the premium sport for the country, motocross is very popular in Latvia. All together we put in place a sanitary protocol that will firstly protect all the people working on the event but also allow the public to be present at the 3 Grand Prix which is also a very good news for the Motocross fans.

It will be the first time that we will have 3 GP back to back in 9 days which will be very exciting for all of us who love this sport! We will have racing every 2 days!

IT WILL BE THE FIRST TIME THAT WE WILL HAVE 3 GP BACK TO BACK IN 9 DAYS

All the top riders will be present. This long break is bringing us to a new start. In MXGP, we have one of the best rider line-up in history, Cairoli, Herlings, Prado, Febvre, Paulin, Desalle, Tonus, Coldenhoff, Seewer and more will try everything to challenge the actual World Champion Tim Gajser. In MX2, the first two Grand Prix confirmed that the fight for the title will also be very open with many new contenders, like Vialle, Geerts Beaton, Renaux, Hofer and more.

All the action will be filmed as usual and broadcasted live on MXGP-TV.com that will continue to bring MXGP to the homes of Motocross fans worldwide, and despite the fact that we will have a limited number of public allowed on site we will do our best to make you feel the flavors of Motocross thanks to our social networks.

On a more global note, the last months have been very challenging for all of us, and I can promise you that at Infront Moto Racing we did our best to deliver the best calendar possible for the rest of the season. The cancelation of the Monster Energy Motocross of Nations has been a heart breaker for all of us, but taking into consideration the actual situation regarding the public restrictions we had to face in France, then in the UK, and on top the travel restrictions put in place for many federations from abroad Europe to come to the event, it would have been almost impossible to deliver it. It will come back in 2021!

I would like finally to thank the FIM with which we have been working very closely the last couple of months regarding the situation with the calendar and the sanitary protocol.

Now we can start again talking about sport! it is time to cheer again for your favorite riders and to enjoy the comeback of MXGP!

See you very soon on MXGP-TV!

COOL SHOTS





COOL SHOTS





COOL SHOTS





RACING CATCH UP



128

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MXGP-TV.com

KTM

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MXGP.com

MXGP

OF THE NETHERLANDS

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MXGP IS BACK!



The hard sand circuit of Motocenter "Zelta Zirgs" will host the MXGP of Latvia, MXGP of Riga and MXGP of Kegums, in the first ever triple event on the MXGP calendar. Along with the MX2 and MXGP talents, the Latvian Grand Prix will also see rounds two, three and four of the EMX250 Championship, along with the three opening events of the all-new EMX Open Championship.

Latvia is a big motocross country and the perfect place to see the return of MXGP. The Kegums venue first hosted a Motocross World Championship race with the MX3 and 125cc championships in 2005. Since then the sand track has put on some of the best MXGP racing, including the epic Monster Energy FIM Motocross of Nations

AFTER A FIVE-MONTH BREAK, ONE THAT HAS FELT NEVER ENDING, WE CAN FINALLY SEE THE LIGHT AT THE END OF THE TUNNEL AS THE FIM MOTOCROSS WORLD CHAMPIONSHIP MAKES ITS RETURN WITH A TRIPLE-HEADER IN LATVIA!



WATCH THE VIDEO



in 2014, that saw Gautier Paulin, Dylan Ferrandis and Steven Frossard rise to victory for Team France, which was the beginning of their winning streak that continued until 2018 when they won their fifth consecutive MXoN title.

With its modern track layout, lots of man-made features and beautiful natural scenery, plus the amazing Latvian fans, the MXGP of Latvia has become a favourite among teams and riders, who look forward to the event every season, and this year is no different.

Though racing is making its much awaited return, the MXGP series will see several changes, including an all-new timetable schedule, with the support classes out on track first with BOTH of their races on Saturday, whereas MX2 and MXGP will take to the track on Sunday. The MX2 and MXGP Free/Time Practice sessions will now

replace the Qualifying Race that usually took place on Saturday, meaning that fans will see a day packed of World Championship action on Sunday, while they enjoy the support classes on Saturday.

The second biggest and most important change of them all, with the support of the local government and the organisers, will be the strict COVID-19 rules in place, in order to protect the fans, staff, teams and riders.

There will also be a limited number of spectators allowed at each event, with fans not allowed to enter the paddock area in order to protect the teams and riders, and also the public themselves. The fans will have a designated public area from where they will be able to enjoy the awesome racing.

MXGP

Back to racing though, the 2020 MXGP of Latvia, MXGP of Riga

and MXGP of Kegums will see the likes of Tim Gajser, Jeffrey Herlings, Antonio Cairoli, Gautier Paulin, Romain Febvre and many more of the top MXGP stars line-up in Kegums for the most epic return of the motocross world championship.

In 2019, we saw three riders tie on points for the win, though it was Team HRC's Tim Gajser who was victorious in the MXGP class, thanks to his second race win, that gave him the upper hand over Romain Febvre and Arnaud Tonus, who also finished on 40 points, but had to settle for second and third.

There's no denying the fact that Gajser has come on leaps and bounds in the last year or so, when it comes to his sand riding, perfect example would be Lommel last year, putting him among the top favourites to challenge for the overall this year. Looking at his season so far, the race wins in Matterley Basin and Valkenswaard speak for themselves and goes to show that the Slovenian is perfectly cool with leading the field.

The return of the championship will also see MXGP rookie Mitch Evans, make his return to racing, following months of rehab on his shoulder injury, which he picked up in Valkenswaard. Before the Australian got hurt, he did give us a glimpse of what he is capable of in Great Britain, with a third-place finish in race one, so it wouldn't be a huge surprise to see him battle within the top five once again, depending on how well his injury has healed and how comfortable he is feeling.

Taking a look at the Red Bull KTM Factory squad, in 2019 the Latvian GP was bittersweet for the team. With both Jeffrey Herlings and Antonio Cairoli forced out of race two with injuries, that also meant both riders had to sit out for the majority of the season. Though their MX2 rider (at the time) did not disappoint, as Jorge Prado took a double race win, securing a GP victory for KTM in Kegums, meaning that they were not leaving empty handed.

All three riders have a good track record in Kegums, Prado has one GP win to his name so far, Cairoli with four and Herlings with five, it is more than likely that all three will be looking to add another three this year as well. And with their recent injuries (hopefully) behind them, it could be safe to say that we will see at least one KTM on the podium at some point in Latvia.

Though that's not so that, that will be guaranteed as there will be a field of riders who will rise to the challenge, three of those riders being from Monster Energy Yamaha Factory Racing.

Arnaud Tonus had a fantastic run of podiums last season, one of those being in Latvia. He had a strong ride and as already mentioned was actually tied on points for first place. Though his a fourth in the second race was the decider that meant he'd not only missed out on the victory, but would also have to settle for third. Though a podium is a podium, and one that puts Tonus among the group of strong contenders to take









a trophy home again this season. Meanwhile his team-mate Jeremy Seewer also had a good performance at the venue last year, finishing fourth overall, only to miss out on a podium by a mere four points. And finally, there's also Gautier Paulin who had a solid top 10 finish and placed 7th overall that weekend.

Of course, the Yamaha factory guys are not the only one's aiming high as we return to racing. Romain Febvre and Clement Desalle of Monster Energy Kawasaki Team, both have won races in Latvia in previous years, with Febvre winning in 2015 and 2016, and Desalle winning a race in 2009 as well, finishing second on the podium behind Cairoli. With a solid few months of rehab and training under their belts, the Kawasaki squad will no doubt come out swinging.

Then there's Arminas Jasikonis of Rockstar Energy Husqvarna Factory Racing who will represent the team in Kegums alone, as Pauls Jonass will not be lining up at his home GP's due to an injury that will unfortunately see him miss the rest of the season as well.

Last year Jasikonis had a DNF in race 1 and a 7th in race 2, though his 3rd place finish in Valkenswaard earlier in the year, his ability to ride in the sand, plus the added bonus of having the Lithuanian fans, that may travel across the border to cheer on the #27, will sure give him a boost and it could be that we see the Lithuanian stand tall on the podium for a second time in 2020.

Standing Construct GasGas Factory riders Glenn Coldenhoff and Ivo Monticelli both also had a good ride in Latvia last season, finishing 8th and 9th overall. There is no doubt that the GasGas factory riders will look to do put it another two solid results this time around. In 2019, Monticelli had a consistent ride to finish 10th in both races, while Coldenhoff had a result of P12 and P8.

Another stand-out rider from last year was Jeremy Van Horebeek of Team Honda SR Motoblouz who had a solid top 5 ride. Van Horebeek was

and remains a strong competitor, often seen challenging for podiums at any given opportunity. And with his strong result in Holland back in March, plus with the last 5 months to prepare, we could see the Belgian rider back on top.

2019 MXGP of Latvia Top 3:

1. Tim Gajser (40 points)
2. Romain Febvre (40 points)
3. Arnaud Tonus (40 points)

MX2

Meanwhile in MX2, the door is open for a brand-new 250 winner in Latvia. In 2019, it was Jorge Prado who won both races 1 and 2, but with the Spaniard moving up and focused on his rookie season in MXGP, this gives the opportunity for someone new to add their name to the Kegums GP history.

Red Bull KTM Factory pilot Tom Vialle is the current championship leader and in with the shot of making the podium in Latvia. This season so far, he has finished on the podium in both Great Britain and the Netherlands, going on to take his first GP victory of the season so far, in Valkenswaard, earlier this year. With a 7th overall in Kegums last time around, since then the young Frenchman has improved immensely over the off-season, as is more than capable of challenging for the podium and race wins.

Meanwhile his team-mate and MX2 rookie, Rene Hofer has also had a positive start to his MX2 campaign. Though he is yet to finish on the podium, he has however finished races within the top 5, with his best result in Matterley Basin where he crossed the line in P2. Last season Hofer contested in the EMX250 Championship, and at the Latvian round had two solid results of 8th and 6th and this year we could see a similar outcome, if not better!

A rider that we will no doubt see at the front end of the field, at some





DESALLE
25
Kawasaki
Racing Team

DESALLE

Kawasaki
Racing Team

KAWASAKI
MONSTER
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point throughout the races, is none other than the Monster Energy Yamaha Factory MX2 pilot Jago Geerts. Geerts has really showcased his determination this season with some fantastic results, despite finding himself in trouble on several occasions, which he didn't let stop him, prime example his performance in Valkenswaard where he came from dead last to 7th.

Last year, the Belgian finished both races behind the MX2 World Champion, Jorge Prado, but with Prado now no longer a threat, this leaves the Yamaha rider with the opportunity to add another GP victory to his 2020 stats.

The second Yamaha factory rider, Ben Watson, will also be heading to Latvia with the opportunity of a podium on his mind. Having finished 4th overall and 4 points shy of 3rd in Latvia last time around, this will be another opportunity for Brit to show that he is a real threat for the title in 2020.

Of course, we cannot forget the Rockstar Energy Husqvarna Factory MX2 squad, who have spent the lockdown period much like any other team, working on their weaknesses and making sure they are ready to go when the championship returns.

Going into the season Thomas Kjer Olsen was one of the favourites to challenge for the MX2 title and though his injury got in the way during rounds one and two, with plenty of time for recovery during the lockdown period, there is no reason why we couldn't expect TKO back at the top end of the field. The Dane has previously had a strong run in Latvia, finishing 3rd overall last year, and then winning the overall in 2018 and 2017, so a victory could be on the cards this season for the factory Husqvarna rider.

Then there's Jed Beaton, who has so far this season been very consistent. During the first two GP's, the Australian finished 4th on both occasions just a few points shy of the podium. If he carries on this consistent form in Latvia, we could

see Beaton finally making onto the podium at least one event in Latvia.

F&H Kawasaki Racing Team's Mikkel Haarup, Roan Van de Moosdijk and Mathy Boisrame have showed strong form this year and though they didn't have the luckiest home GP in Valkenswaard, the rest of the season is long, and more can be expected from all three riders. Roan Van de Moosdijk was the overall winner in Latvia in 2019 for the EMX250 round, which shows that he is clearly strong on the hard sand and could be a threat this year in MX2.

He is not the only MX2 rider who did well in the EMX250 round in Kegums last season, with Alberto Forato of Team Maddii Racing Husqvarna finishing second overall, just ahead of Jeremy Sydow of Diga Procross GasGas Factory Juniors who occupied the third step of the podium.

Other riders who can impress in Latvia include Bas Vaessen of Hitachi KTM fuelled by Milwaukee who finished 5th overall last year, along with Alvin Ostlund from Team Honda Assomotor and SM Action MX Migliori J1 Racing's Maxime Renaux who has already one podium to his name in 2020, and will be looking to add another no doubt.

2019 MXGP of Latvia Top 3:

1. Jorge Prado (50 points)
2. Jago Geerts (44 points)
3. Thomas Kjer Olsen (40 points)

EMX250

The three events in Latvia will also see rounds 2, 3 and 4 of the EMX 250 Championship, that is currently led by Bastian Boegh Damm of WZ Racing KTM, followed by Isak Gifting and Andrea Adamo of SM Action MX Mugliori J1 Racing sitting third.





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With his double race win in Valkenswaard, Boegh Damm was looking strong and will no doubt aim to carry this momentum in Latvia. Meanwhile both Adamo and Gifting will be right there alongside, to challenge for the win.

Rockstar Energy Husqvarna Factory pilot Kay de Wolf is also in with the chance of challenging in the top end of the field, following an impressive ride at his home GP. While the EMX125 Junior World Champion Mattia Guadagnini is also among the riders that will be looking for top results in Kegums, along with Thomas Sileika who will enter his home rounds with the support of his local fans.

EMX Open

The European Open class is brand-new for 2020. With the first three rounds taking place in Latvia, the championship is very much open and ready for the taking.

The EMX Open class will see the likes of Miro Sihvonen, who has previously contested in the popular EMX250 class where he won the MXGP of Europe round back in 2017, along with the former 85cc Junior World Champion, Kim Savaste of 137 KTM Motorsport who will also line up in Kegums.

Also making the trip to Latvia is PAR Homes RFX Husqvarna rider Nathan Dixon, along with Federico Tuani of Husqvarna Junior Racing Maddii and Greg Smets just to name a few.

More local faces include Arnolds Snikers, as the only Latvian rider to take part, while Domantas Jazdauskas will make the trip from neighbouring Lithuania for the occasion also.

With plenty of fresh faces in the EMX250 and EMX Open classes, along with the MX2 and MXGP riders, the triple header in Latvia is set to be an exciting event, that will no doubt see plenty of intense competition and battles throughout the three events.



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.

MXGP FACEBOOK REACHES 3 MILLION LIKES! THANKS!

MXGP are excited to reach an incredible milestone of 3 million fans on the official MXGP Facebook page!

Created in July 2012

What can you expect from the MXGP Facebook page?
Every day: latest updates from the world of the Motocross World Championship, along with awesome action videos and photos

On a race weekend: constant updates throughout the race days, atmosphere, moments to remember, interviews, video series, best actions, battles, crazy actions



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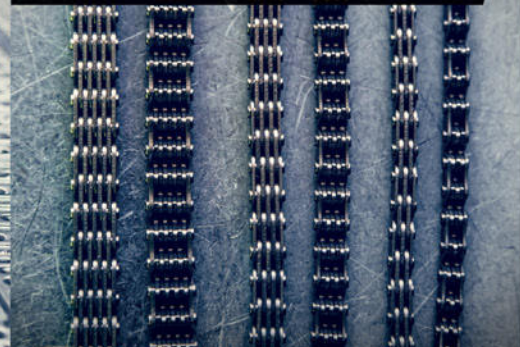
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AIR FILTERS



TIMING CHAINS

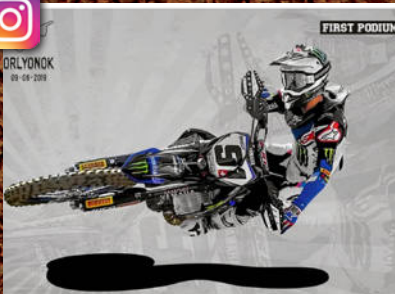


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Watch the ultimate compilation of the funniest moments from the Studio Show from Home! Spoiler alert, there's a lot of laughs, some singing, dad jokes and much more... Check it out here!



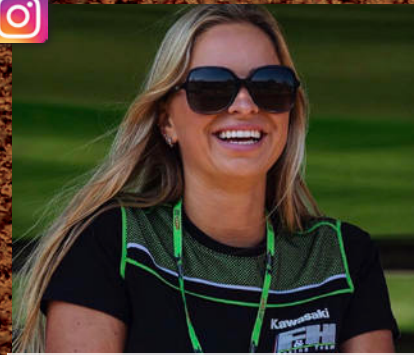
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- ☒ #HappyBirthday
- Jeremy Seewer
- Yamaha YZ 450F
- Orlyonok ☒



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Tony Cairoli 222 - RedBull KTM MX-GP 2020



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Big smile to nice memories ☒ #tbt #mxgp ☒



Join Monster Energy athlete Thomas Covington of Gebben Van Venrooy Yamaha Racing for a day in the life of an MXGP rider! Find out exactly what he gets up to in this awesome video by Monster Energy



@mxvisuals365

The guy has crazy talent, what can you say? World Champion this year when the season resumes? ☒



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Miss this tension before the race



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Slovenian HERO! ☒ getting ready. Look out ☒ for this guy!!!!



Want to know more about the motocross tyres? Don't miss this episode of the Tech Talk serie featuring Maxxis!

IN THE WORLD OF

#MXGP

**MONSTER
GIRLS**



Kawasaki
Racing Team

Clement
DESALLE
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**MONSTER
GIRLS**

**MONSTER
ENERGY**





RIDER OF THE MONTH



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2020
FIM MOTOCROSS
WORLD CHAMPIONSHIP
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MOTOCROSS OF THE MONTH AWARDS
VALKENBURGHE (NETHERLANDS) THROUGHOUT 2020
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Red Bull
KTM
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NETHERLANDS



**READY TO RACE ...
AGAIN**

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VIALLE

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Red Bull

KTM

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AFTER TWO ROUNDS OF MXGP THE HUGELY SUCCESSFUL RED BULL KTM FACTORY RACING TEAM ARE RIGHT WHERE THEY WANT TO BE, WITH JEFFREY HERLINGS AND TOM VIALLE LEADING MXGP AND MX2 RESPECTIVELY, AND WHILST A LOT HAS HAPPENED SINCE VALKENSWAARD AT THE BEGINNING OF MARCH, KTM'S TITLE-WINNING APPROACH WILL NO DOUBT REMAIN THE SAME; AFTER ALL, AS THE MOST SUCCESSFUL TEAM IN RECENT TIMES, THEY ARE STILL VERY MUCH THE TEAM TO BEAT.

As the team of the month, we thought we'd take a look at what the 'Dutch' side of the team have been up to and how they will fare when we return to racing.

As MXGP prepares to line up behind the start gates of Kegums in Latvia for the much anticipated and eagerly awaited third round of the FIM Motocross World Championship, it's hard to imagine that this third round will take place on the weekend of August 8/9, some FIVE MONTHS after Round 2, for what will also be the first of three GP's within the space of a week at the same circuit. Whilst some of our focus will be



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MX2 LEADER
MXGP OF THE NETHERLANDS
VALKENSWAARD 18 MARCH 2020

infront

1st MX2
MXGP NETHERLANDS

18-19 MARCH
2020



Team
Award



dealing with the new Paddock etiquette and the new Timetable that will allow us to race three times in a week in the wake of the coronavirus pandemic, the hardcore motocross fans among us will only be concerned with the racing and what happens on track. And who can blame them for feeling like that after such a strange period in time?

Before the 2020 season kicked off, the factory KTM team, in all its various forms has dominated the world championship. In fact, since 2000 KTM has won twenty-four world titles in MXGP/MX2 including Joel Smets win in the 650cc class in 2000. The team has also won 18 from the last 24 since 2008. In short, the Red Bull KTM team has been the benchmark, so it's no surprise perhaps that the orange army are once again sitting at the top of the pile as Jeffrey Herlings and Tom Vialle lead their respective classes after the opening two rounds in 2020.

The only difference, and it's a huge, significant difference is that it's not often you have to wait five months between gate drops during which time a lot can happen. When the world went into lockdown after the MXGP of The Netherlands, nobody could have foreseen what was about to happen next. Nobody! The season had just begun, four races had been contested, riders had stood on the podium and two riders are currently in possession of championship leaders' Red Plates, and when the gates drop in Latvia, Herlings and Vialle will be hoping they can pick up where they left off.

Strange Times

For most of us, the lockdown was the most frustrating thing we have ever experienced, but for others it was a chance to switch off and recharge the batteries. There were riders like Romain Febvre, Jorge Prado, Antonio Cairoli and Thomas Olsen who welcomed the halt in

proceedings in order to repair their already damaged bodies as a result of pre-season injuries, but for Tom Vialle, the laid-back French leader of the MX2 class, it was something that he accepted and took in his stride:

'We were two months without riding the bike which was pretty long but we trained pretty good outside with the mountain bike and the gym – not in the normal gym but outside. I was lucky to be in Belgium because in France the restriction was really strict and in Belgium it was a little bit better because we could be outside cycling, so it was pretty good to train physically. The last two months (March/April) were pretty good for me actually.'

Last year, 2019, was Vialle's break out year in what was also his rookie season in MX2, and it came after just one season of racing in the EMX250 class, where he finished 8th overall and secured three podiums; two of those in the final two rounds of the season. To say he came in under the radar is a massive understatement and nobody could have foreseen he'd be considered as a factory rider in such a short space of time; even Tom himself:

'Yes, when you look at it like that then yeah it's really crazy, but it's also the same for me. In 2018 it was really my first full season in European championship and the first time I was in the GP paddock which was quite impressive to be there for the first time. It was also the first time I saw the tracks, for example I had never been to Russia or to a lot of tracks like that and for my first season in MX2 I had to discover a lot of tracks.'

'It was a bit difficult for me but you ride for two days on the weekend of the GP so when you race you have already quite a lot of riding. Also, to ride on the track on the Sunday afternoon when the track is quite bumpy with a lot of big

ruts was difficult for me. It was only my second year riding the GP tracks because in 2017 I only rode two times in the European championship but never on the GP weekend with so much bumps and so many lines.'

'2018 was the first time for me on tracks like that so I was a bit up and down on the results, it was difficult with my parents, with the team; actually, it wasn't really a team, it was just a family team, you know? I finished the last three races with the LRT KTM Team, which was a really good preparation before going on the factory team because the team was really good, really professional and the bike also was quite good and I made two podiums at the last two rounds with that team. One of the podiums was in Assen in the sand and I never really rode the sand in 2018 so to be on the podium there was crazy.'

After securing his first GP win in Sweden last year, 22 years and one week after his father Frédéric won his third and final GP at Belgium in 1997, two things became clear: that KTM's ability to spot up and coming talent was obvious, and that Tom Vialle was the real deal. The only thing missing that day for the '28' was a race win, but that all changed at Matterley at this year's season opener.

'It was really nice for me; I was already waiting for that since last year. I was winning a GP (in Sweden) but not a race. I was a bit tense in the first race and made a mistake near the end, but the second race I was leading again with two or three laps to go and I said "okay, I need to win"; the last lap was pretty hard but in the end it was okay.'

This time around, he won the race but not the GP, but as we know, he wouldn't have too long to wait and at the very next round in Holland, Vialle took a race win, the GP win and his first ever championship leader's Red Plate:

'I didn't expect to win because Jago (Geerts) is really good in the sand. I really wanted to fight with him in the sand of Valkenswaard and for sure to win but to fight with him was already good for me. I was really frustrated to lose the lead in the last two laps (in Race One) but in the second race I really pushed hard immediately from the start and I really enjoyed the track. It was hard but I was feeling really good on the bike and also on the track, so the weekend went really good for me.'

For a French rider to be successful in the sand used to be rare, but these days all nationalities are able to ride well in the sand because a lot of riders and teams now base themselves in the Holland/Belgium region. Vialle already mentioned that his podium in the EMX250 class at Assen in 2018 was 'crazy' because he didn't ride so much in the sand at that point in his career, but that all changed when he became a factory rider with Red Bull KTM, and at times it was the most difficult thing he had ever faced:

'Immediately after I signed the contract with KTM in the end of October, November 2018 we moved to Belgium and so in November/December I already started riding in the sand and it was pretty hard the first month. I had trained in Lommel before maybe once or twice but I was never in the sand during the winter; the first winter was really hard for me. There was a lot of crashes in the corners and also some difficult moments.'

Clearly those difficult days and all the hard work to succeed has paid off, and Vialle not only leads the MX2 class, but has won two races and won a GP in the deep sand of Valkenswaard, something he thought would probably never happen. As we come out of lockdown and life returns to some kind of normal again, he has upped his training to be ready for the restart. He and





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his MX2 teammate Rene Hofer have recently contested rounds of the Czech championship where his form continued to impress and there will also be a couple of international races in Holland at Arnhem and Axel in the run up to Latvia. You can practice and train all you want but there is no substitute for a real 'gate drop' so you can be sure that come August 9th, Tom Vialle will be ready to defend his championship lead for all its worth.

On the other side of the awning his MXGP teammate Jeffrey Herlings also found himself in some kind of limbo when the world shut down and all sporting activity ground to a shuddering halt. And if you are Jeffrey Herlings, a rider who could easily ride seven days a week knocking out 45-minute moto's for fun, then being told to stay indoors must have felt like a prison sentence. So, what did The Bullet do with all that spare time exactly and how was it doing nothing?

'It's boring man; always when you're racing you want to have a little time off but then you get so much time off again, it's like an injury man, but I'm trying to make the best of the situation. It's a hard time that we are living in now, especially not knowing what is going to happen in a short amount of time from now but I'm just doing a lot of things at home right now. When I tell you, I watched all of 'Breaking Bad' within a week, which is five seasons long ... I just spend like twelve hours behind the TV.'

'Sometimes I do go cycling because going outside (in Holland) is still allowed, or sometimes I will train inside for maybe two or three hours a day, but furthermore, most of the shops are closed and I'm trying to stay home and stay safe ... and a lot of Netflix.'

When MXGP spoke to him on the Studio Show from Home series where he was the guest on our second episode in April, he'd not ridden since just after his home GP win at Valkenswaard,

but understood the severity of the situation, even though it was difficult for him personally to be inactive, not knowing what would happen next. Riding for him is life, it's what wakes him up in the morning, so to not be able to do that was tough:

'Normally I am not riding only when I break a bone, but now I'm not riding because I can't ride but obviously, we are in a different situation right now. The last time I rode was the week after Valkenswaard; all the tracks are closed and I think it's the same all-around Europe. The day's take long now, and especially after all the bad weather we had (before Matterley and Valkenswaard), but since this coronavirus went worldwide we've had three, four weeks with nothing but sunshine and good temperatures, so it makes it even more difficult to just stay at home all day!'

As things have picked up and circuits started to open though, we have not seen or heard so much from the four-time world champion on his social media channels but you can assume that he is back on the daily grind getting himself back in shape after all that couch surfing early on during the lockdown. After the first two rounds of the series, he might be sitting pretty at the top of the championship table but he knows there is still much to do to remain there; however, with two wins from two, things could not have really gone any better for him:

'Matterley was crazy on the Saturday, we only had one Timed Practice session and we only got maybe two, three or four laps because just as we started the Time Practice, we had a lot of snow and rain. It's a little bit difficult at that time of year in England, but anyway, we qualified 3rd or 4th or something, it was a different set-up but then Sunday went great.'

The start of his 2020 campaign was in stark contrast to how his 2019 season started and finished,

and so if he sounds appreciative of how things kicked off in England and Holland, then it's because he is:

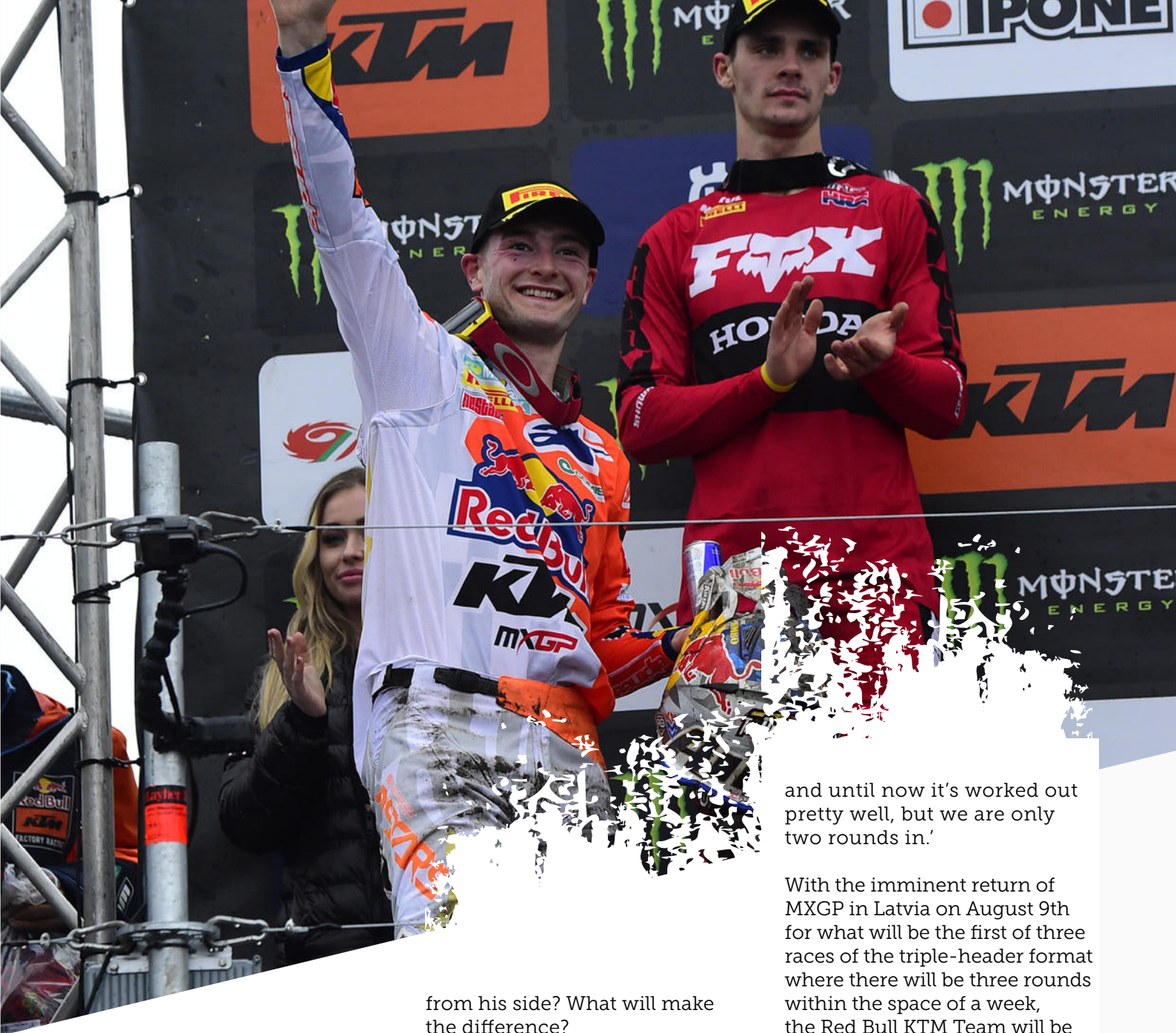
'To start off the year with a race win was amazing, especially with all the bad luck we had in 2019, basically missing almost the entire season; just the last month we raced the last few GP's and the Motocross of Nations, so to start of the new season with the overall win at both the opening races and both with moto wins as well was a great way to start off the year.'

After two rounds of action, from the outside it looks like it might be a two-horse race but one thing we have learned over the years is that we should never take things like that for granted. On paper at least and from the two riders that have won races this year – Herlings and Tim Gajser – it would be easy to suggest that those two will just disappear off into the distance, but something tells us it might not necessary play out that way. But how did Herlings see those first two rounds, and were there any stand-out performances that caught his eye?

I would say Tim (surprised me with his speed), but actually he is not surprising me because he is a three-time world champion for a reason, but the gap we had in Valkenswaard was pretty impressive in both moto's, especially in the second moto, so he did surprise me. Furthermore, it was a weird start (to the season) because Romain Febvre was coming injured and he didn't race, then Tony was coming back from an injury and so was Prado, so most of the heavy hitters weren't in perfect shape at that time yet, so whenever the season gets restarted then it will be different, because Jorge will be back fit again, and so will Tony and Febvre, and then you will get some different results maybe and some different kind of racing. Also, the track conditions played a part; Valkenswaard was really muddy and England was not a normal kind of race, so yeah,







for now I would say that Tim surprised me with his speed and how good he was riding.'

Before MXGP burst into life at Matterley Basin, it was well documented that Jeffrey's pre-season Press Conference suggested that there was a more mature Jeffrey Herlings lining up behind the gate this year, one that suggested he wasn't sure if he wanted to win races anymore. It's not that he doesn't want to win exactly but more that he might be looking at the bigger picture in a manner we have never seen from him before. But, where did this change of mindset come from exactly and how does he see the rest of the season playing out

from his side? What will make the difference?

'Basically, a lot of hospital visits! At that time, you definitely get more quietness in yourself and more-calm. I've been studying ... I always knew to be calm but when I put my helmet on I forgot about keeping calm, and doing like a Ryan Dungey style or Tony Cairoli style to just be there every single weekend which is the most important (thing), especially in a 20 round series; to be there every single race and try to be consistent. I think, and I still believe in that way, that if you try to make the podium every weekend then you are, or really close to the world title, so that's the goal; to try to always be up there and be around the podium,

and until now it's worked out pretty well, but we are only two rounds in.'

With the imminent return of MXGP in Latvia on August 9th for what will be the first of three races of the triple-header format where there will be three rounds within the space of a week, the Red Bull KTM Team will be ready to let off some steam in the two Dutch international races at Arnhem and Axel, as will most of the MXGP Paddock in both MXGP and MX2 as the countdown to Round 3 continues. And when we start, there will be literally no stops, making this the most difficult season in motocross world championship history where MXGP will race fourteen times in sixteen weeks. Of course, the new one day format will be vital in ensuring that riders keep fatigue to a minimum, but it will be a battle of wills, of mind over matter and at the end of it all, Red Bull KTM will be hoping that it's their guys standing on the top step of the podium with the gold medals around their necks come the final round.

MX72 times
world champion
SCORPION MX

TIM GAJSER
2019 MXGP World Champion

JORGE PRADO
2019 MX2 Champion



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**THE HISTORY OF
INFRONT MOTO RACING**

THERE IS A LOT OF WORK THAT GOES INTO MANAGING A CHAMPIONSHIP AND WHEN IT COMES TO THE FIM MOTOCROSS WORLD CHAMPIONSHIP THERE ARE MANY DIFFERENT DEPARTMENTS THAT WORK HARD TOGETHER IN ORDER TO PRESENT MOTOCROSS ONTO A BIGGER STAGE, REACHING NEW AUDIENCES AND FANS WORLDWIDE EVERY YEAR.

Over the years it has taken immense work by Infront Moto Racing and its staff to ensure the series is always growing and improving. Though how much do you actually know about Infront Moto Racing? Well hopefully this special feature will help you out!

Infront Moto Racing, formerly known as Youthstream, is the company that manages the exclusive television, marketing and promotional worldwide rights of the FIM Motocross World Championship, the FIM Motocross of Nations, the FIM Women's Motocross World Championship, the FIM Veteran's Motocross World Cup, the FIM Junior Motocross World Championship, the FIM Snowcross World Championship, the FIM European Motocross Championship and the Motocross of European Nations.

This season a named change of the company was announced, so Youthstream as we all knew it by previously, became Infront Moto Racing. Despite the change in name, the company has remained the same, operating as usual and with the faces you have got to know over the years are still the people you see working on-site at the events in 2020.

The Beginning:

Infront Moto Racing President Mr Giuseppe Luongo has been a long-time passionate fan of motocross and first dabbled in promotions of mx events back in 1983. The then young Mr Luongo, passionate about his favourite sport and a vision of endless possibilities, gathered all the best riders of that era to race in Ponte Egola, Italy, which attracted around 20,000 spectators, and in those days a crowd like that was a huge deal!

Following the success of the event, Mr Luongo established his very own company, named GLO (Giuseppe Luongo Organization) that organised two of the most popular races of that time, the

Masters of Motocross' and 'SuperMotocross' in Italy. He then took charge in organising all the Italian International Motocross races, before reaching a turning point in his career when he had the opportunity to organise the 1986 Motocross of Nations, at the legendary, Maggiora Park.

Then in 1987 Mr Luongo together with the FMO (Italian Motorcycle Federation) created the Internazionali d'Italia (The International Italian Motocross Championship), which later progressed to the 'Supercup'. The same year he also produced one of the most memorable races of that year which was the 'El Charro StadiumCross de Paris' and it was the first time that American legend Bob Hannah made his first appearance in Europe! This then was followed by the success of the 1988 when the Masters of Motocross series went from four rounds to six and began receiving an extensive amount of TV coverage with participation of all the World Champions and the top American stars.

Fast forward half a decade later and Mr Luongo organised his second MXoN event with the FIM Motocross of Nations in Slovakia, which resulted in a partnership with the FIM and Action Group (Giuseppe Luongo's company) to manage the television rights of the **FIM Motocross World Championship** which is where the story begins!

As a result of the collaboration of the FIM and Action Group the motocross world championship reached new heights as the series received, for the first time ever, complete worldwide TV coverage during the entire season.

In the years that followed, Action Group signed a contract with the FIM to manage both the Supercross and Motocross World Championships. And in 1999 were organized the successful FIM Awards, which took place at Hotel de Paris in Monte Carlo. Then in 2002 Youthstream was created with the goal to





MXGP



promote the FIM SuperMoto World Championship and by the end 2003 the company also became the new promotion team behind the FIM Motocross World Championship!

When Youthstream first began as the promoter of the motocross world championship, in the first few seasons visible improvements were already made, with added television coverage, an ever-increasing number of fans and more exposure, were just a few things Youthstream achieved in such a short space of time.

In 2005, when the true progress made was clearly highlighted by the epic FIM Motocross of Nations in Ernée, France, which added a new burst of life to the event that we look forward to so much nowadays.

MXGP-TV:

In 2011, Youthstream made another big step forward in the evolution of the FIM Motocross Championship by introducing MXGP's very own streaming service, MX-Life.tv, now known as MXGP-TV. MXGP-TV offers HD LIVE and On Demand coverage of the entire motocross world championship, along with the European and Women's World Championship's and the Monster Energy FIM Motocross of Nations too! The service is available for motocross fans all over the world, giving them the opportunity to enjoy all the best action wherever they may be and from the comfort of their own home.

Investing in the future:

The same year that MXGP-TV was introduced, Youthstream also took another step forward, this time working hard to promote the future generation of MXGP stars. By incorporating the European Championships with a select number of world championship rounds, thus giving young talents the opportunity to race the same tracks as the leading MXGP stars as well as helping them see what it really takes to make it at the top level.

The MXGP Academy was also created that very same season in

2011, in order to help young riders, develop their skills and enter into the international world of competition, learning from riders, former competitors and coaches to get the best riding tips.

2012: MXGP Festival & Motocross of Nations

In 2012, Youthstream continued finding new and innovative ways to grow the sport with a unique event that brought together fans of all ages. The MXGP Festival took place at the MXGP of Great Britain in Matterley Basin offering a life-time experience for riders of all levels, with more than ten different classes competing during the weeklong event. Riders starting from 65cc right through to 450cc, boys, girls, young and old, got their chance under to race the spotlight!

A memorable most memorable moments of the event was without a doubt the parade lap featuring more than 300 riders led around the hillside circuit by British motocross legend and three-time World Champion, David Thorpe.

2012 also saw Youthstream take a giant leap forward with the Motocross of Nations in Lommel, Belgium. The event received worldwide coverage live and in HD, including some of the latest technology which offered viewers an even better look at the event, including Super Slow-Mo, the use of GoPro cameras for a different view, cable cams as well as drone's that gave a true look at the size and scale of this epic event. Following the success of the MXoN, major television broadcasters Aljazeera and FOX jumped on board to broadcast the 2013 Motocross World Championship season.

2013: Two new international locations

In 2013, the championship branched out even more, generating a greater span of international exposure and presenting the world championship on an even bigger stage. The beginning of the season kicked-off at two brand-new





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checkstar

FOX FOX FOX
21

34
ARMWOOD
YAKHINICH

45
KOSAK

30
SERRA

13





locations, making history with a night race in Qatar. Then the series travelled to Thailand in Si Racha, another first for the FIM Motocross World Championship.

2014: Rebranding

One of the biggest changes in the history of the Motocross World Championship came during the 2014 season, as the series went under a huge re-branding and became affectionately known as MXGP!

The premiere MX1 class became MXGP, much like in MotoGP, taking the championship in a new and improved direction. With a brand-new look the series expanded even further, this time well outside of Europe, hosting five overseas events in Qatar, Thailand, Brazil and Mexico.

Additionally, MXGP welcomed USA's premier sports broadcasters, CBS Sports Network who also joined our European broadcasters, Mediaset, Eurosport and MotorsTV. Important Italian provider Mediaset screened every MXGP race LIVE in 2014 on popular sports channels Italia 1 and Italia 2, while MotorsTV and Eurosport provided coverage for the UK and Europe throughout the season. Eurosport also screened MXGP-TV's '26mn Magazine', a behind the scenes highlights show that covers all the racing highlights, provides a GoPro lap of the track, and features a lot of fantastic never before seen footage from inside the paddock.

2015: Bigger and Better

In the 2015 the FIM Motocross World Championship season was one of the most diverse motocross series in the world, with seventeen different nations with multiple types of terrain and styles of tracks featuring on the 2015 calendar.

The very same season MXGP travelled to Patagonia, Argentina for the very first time, with a circuit specially built to host the fastest riders in the world. Fast forward to 2020 and the MXGP of Patagonia Argentina remains one of the most

favourite circuits among riders and fans.

Another success of 2015 came with the MXGP of the Netherlands which took place at the famous TT Assen circuit, with a deep-sand circuit build on top of the tarmac, that tested even the best sand riders. The event was such a success that Assen featured in the MXGP calendar in 2016, 2017, 2018 and even hosted a historic Monster Energy FIM Motocross of Nations last season.

2016: Reaching new Heights

Following another fantastic season, the highlight of the 2016 season came with the Monster Energy FIM Motocross of Nations, reaching a whole new level of awesomeness at the legendary Maggiora circuit in Italy. The venue was packed with thousands of fans who enthusiastically cheered on their favourite riders and teams.

The 2016 MXoN saw Romain Febvre, Gautier Paulin and Benoit Paturel continue Team France's winning streak as they took a third consecutive win in front of a crowd of eager fans at the Italian circuit.

Though that year Infront Moto Racing took another leap forward with creating the Monster Energy SMX Rider's Cup, a unique event fuelled by pure adrenaline and fierce competition. The line-up included some big names such as Motocross World Champion's, Jeffrey Herlings, Marvin Musquin, Romain Febvre, Jordi Tixier, Tim Gajser as well as the four-time Supercross World Champion, Ryan Dungey who made the trip over from America.

2017: Reaching new parts of the world

In 2017, Infront Moto Racing upped the levels once again, reaching wider and farther than ever before, with four new rounds featured on the 2017 MXGP series calendar. That season Indonesia made its debut to the Motocross World Championship, with an event taking place there for the







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first time in over 20 years. MXGP also took a trip to Russia, more specifically to the picturesque Orlyonok track, that bordered the Black Sea, not only offering wonderful views but also a great facility for the riders. 2017 also the Motocross World Championship head to Ottobiano in Italy for the MXGP of Lombardia, along with a trip to Jacksonville in Florida for the Monster Energy MXGP of USA.

Like any season, the 2017 championship concluded at the Monster Energy FIM Motocross of Nations Presented by FIAT Professional in Great Britain. Matterley Basin was packed with an amazing crowd that witnessed Team France, headed by Gautier Paulin, Romain Febvre and Christophe Charlier, take their fourth successive win and continuing their dominance of the Chamberlain Trophy.

2018: MXGP grows worldwide

2018 rose to the occasion once again, as the FIM Motocross World Championship featured an impressive 20 round series. The calendar included a back-to-back weekend in Indonesia, with the MXGP of Asia taking place at the impressive Semarang venue. MXGP also returned to Turkey for the first time in several years, before the final round was hosted at the purpose built MXGP track at the famous Autodromo Enzo and Dino Ferrari in Imola Italy, that saw Spaniard Jorge Prado take his maiden MX2 World Title.

And of course, much like every season, Infront Moto Racing concluded 2018 with another fantastic Monster Energy FIM Motocross of Nations which returned to American at the Red Bud circuit in Michigan. Representing Team USA was Eli Tomac, Justin Barcia and Aaron Plessinger, who were cheered on by a huge crowd of American fans. Though they were no match for Team France, represented by Gautier Paulin, Jordi Tixier and Dylan Ferrandis as the trio went on to make history adding yet another win to their growing tally, this time their fifth in a row.

2019: Making History

As we all geared up for another thrilling season of the FIM Motocross World Championship, for the team it all began with the acquisition of Youthstream by Infront, the leading sports marketing company with an extensive portfolio of clients. While Infront Moto Racing was born, the management of the Monaco based company has remained unchanged, under the direction of President Giuseppe Luongo together with David Luongo as CEO, Daniele Rizzi as COO, Nikos Gounaris as Director of Organization and other line managers and staff remaining the same.

Then it was time to get racing, and like every year, the 2019 season of the championship saw MXGP reach new heights adding new achievements to the history books. The calendar was packed full of the best circuits in the world, spanning across South America, Europe and Asia. The Asian races were made up of two Indonesian rounds, with the season concluding in Shanghai, China for the MXGP of China!

And then all roads led us to the TT Assen Circuit in the Netherlands for the 2019 edition of the Monster Energy FIM Motocross of Nations which saw Team Netherlands made up of Glenn Coldenhoff, Jeffrey Herlings and Calvin Vlaanderen make history with an epic performance on home soil to win the Chamberlain trophy for the first time since the event began back in 1947.

2020: Fighting a pandemic

With a new named announced, Infront Moto Racing entered the 2020 season more excited and determined than ever, to start one of the most epic seasons of the FIM Motocross World Championship. With all classes stacked full of amazing talent across the MX2 and MXGP classes, along with the European and WMX championships, it was obvious that this season was going to be unpredictable to say the least.

The original calendar featured 20 awesome venues including some favourites such as Valkenswaard,







Patagonia Argentina, the MXGP of Trentino, the MXGP of Germany among others. Two events in Indonesia, along with the return of the legendary Maggiore Circuit and a brand-new Iitti-KymiRing circuit for the MXGP of Finland were foreseen on the 2020 calendar.

Round one and two showcased some awesome battles and action, though before we knew it the world came to a stop, all sports included. Due to the COVID-19 pandemic, we were all left having to isolate at home for four months and now it seems like there is light at the end of the tunnel.

While we have all be confined to our homes during the lockdown

period, the work behind-the-scenes has continued. The team at Infront Moto Racing alongside FIM, the local organisers and governments have worked tirelessly to present us all with a feasible racing calendar, thus presenting the first of its kind triple-header that we will see in Latvia and Belgium, along with a double race in Italy among other favourites such as the MXGP of Patagonia Argentina.

While the racing has stopped, the content hasn't! MXGP Media team have put in the hours to continue to provide our passionate fans with awesome content to keep everyone's adrenaline levels topped, with our MXoN Archives and Race Weekend Replay's

available to all on the MXGP-TV YouTube channel.

In addition, we continued to bring live content in the form of the #MXGPatHome series which featured the beloved Studio Show (from home) and Instagram Live chats which featured the top MXGP, MX2 and WMX riders, along with the Tech Talk given by the leading brands in the industry helping the fans learn more about what they do.

Another big change this year is the new schedule to accommodate a much more compact calendar. The new timetable means that the EMX and WMX support classes will take to the track on Saturday, while the MXGP and MX2 riders will race on Sunday only. The Free/Time Practice will replace the qualifying races for the time being, in order to allow the riders more time to recover in between races.

Now we return to racing with the MXGP of Latvia as we push to end this year on a high!

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HALL OF FAME



CLAUDIO FEDERICI

THREE TIMES ON THE PODIUM OF THE 125CC WORLD CHAMPIONSHIP, CLAUDIO FEDERICI NEVER HAD THE OPPORTUNITY TO WIN AN INDIVIDUAL WORLD TITLE AS DID MICHELE RINALDI OR ALESSANDRO PUZAR. BUT THE ROMAN HAS ONE GOLD MEDAL AT HOME, AS HE WON THE 1999 MOTOCROSS OF NATIONS WITH ANDREA BARTOLINI AND ALESSIO CHIODI.

Born on the 7th of July 1975 in Roma, Claudio Federici entered the 125cc European Championship in 1993 and was an impressive winner of the opening round in Germany for his first attempt outside Italy. He remained a title contender until the last Nordic rounds but didn't score any points in Finland and finished runner up behind Danish Mikkel Caprani. The next step was of course the GP's, and in 1994 he did a few World Championship rounds, scoring points for the first time in Spain; fifteenth of the series, he rode an impressive second race in Great Britain where he scored a top five result. That was enough to launch his career, as Claudio De Carli signed him to join Erik Camerlengo in the brand new De Carli racing team.

The team made an astonishing entrance in the World Championship as Claudio won the opening GP of the 1995 season in Italy; winner of the first heat and third of the second one in Castiglione del Lago, he stood on the highest step of the podium with two of



his heroes on his side, Alessio Chiodi and Alessandro Puzar who fought that year for the title. For Claudio it was a learning season, and with some other highlights (podiums in Hungary and France) he ended the season in sixth position. Considered as one of the contenders for the title in 1996, he just raced the opening GP in Italy and missed the other rounds due to a bad injury. Joining Husqvarna and Corrado Maddii in 1997 he finally clinched a podium result, with a third position in the 125cc series. It was a good season for him as he also celebrated a podium result at the MX of Nations in Belgium and won the Italian title.

Back with Yamaha and De Carli in 1998 he wasn't consistent enough during the first part of the season to get another podium, but he rebounded in 1999 which was his best ever season. The battle between Claudio and Alessio Chiodi was intense all season long, as both of them won ten races and eleven of the twelve GP's; finally, Chiodi won the

title, and both riders lined up alongside Andrea Bartolini to claim an historical win at the Motocross of Nations in Brazil. Racing in the 250cc class for this event, Claudio switched in this class for the next seasons and did a strong performance in 2000 as he won one GP and remained a podium contender until the last rounds. Last but not least, he got his third podium at the MX of Nations with team Italia.

The new race format – one single moto – inaugurated in 2001 was not really the best decision for Claudio, who won one round in Switzerland and finished fourth in the standings; he was more successful in Italy, where he won his third national title. 2002 was a nightmare for him as he seriously damaged a knee in a pre-season race and then was involved in a doping case. Finally, back in the MX2 class in 2004, always with Yamaha and De Carli, he helped his new young teammate all season long and was proud to see Antonio Cairoli on the series podium. With three GP podiums, Claudio missed a top ten result with too many DNF's but won another Italian title and finally moved in the MX1 class where he ended his career in 2006 with a fifth national title.

Text & Photos: Pascal Haudiquert

- 1993:** 2nd in the 125 European championship (Honda)
- 1994:** 15th in the 125 World Championship (Yamaha)
- 1995:** 6th in the 125 World Championship (Yamaha). Winner of 1 GP
- 1996:** 25th in the 125 World Championship (Yamaha)
- 1997:** 3rd in the 125 World Championship (Husqvarna). Winner of 1 GP
2nd at the MX of Nations with team Italia
125 Italian champion
- 1998:** 4th in the 125 World Championship (Yamaha)
- 1999:** 2nd in the 125 World Championship (Yamaha). Winner of 3 GPs
Winner at the MX of Nations with team Italia
- 2000:** 5th in the 250 World Championship (Yamaha). Winner of 1 GP
2nd at the MX of Nations with team Italia
Open Italian champion
- 2001:** 4th in the 250 World Championship (Yamaha). Winner of 1 GP
Open Italian champion
- 2002:** 38th in the 250 World Championship (Yamaha)
- 2003:** 8th in the MotocrossGP World Championship (Yamaha)
- 2004:** 11th the MX2 World Championship (Yamaha)
MX2 Italian champion
- 2005:** 26th in the MX1 World Championship (Yamaha)
- 2006:** 29th in the MX1 World Championship (Kawasaki)
MX1 Italian champion





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Paddock Talks





5

- 1 Calvin Vlaanderen in art form! Awesome artwork by Merged Visible...
- 2 Mitch Evans making the most of the Australian sunshine to top up his tan as he operates his very own Honda bike washing station!
- 3 Kiara Fontanesi back in action as she enjoys a sunny day on the bike.
- 4 Glenn Coldenhoff pictured enjoying his training with the all new GasGas motocross bike!
- 5 Jeremy Sydow keeping it low during training...
- 6 Jorge Prado making the most of his time off, with a boat day to work on his tan!
- 7 Baby #2 for Shaun Simpson! Congratulations Mr and Mrs #24!
- 8 Preparation is in full swing for #222 as he gets ready for Latvia!
- 9 Training or just having fun? Or both? Mattia Guadagnini enjoying a lake day...
- 10 As far as selfie backgrounds go, Gautier Palin, has got his dialled!



9



10



**SPECIAL
FEATURE**



TRAMPAS PARKER 1989 KTM 125

WHEN AMERICA'S TRAMPAS PARKER WON THE FIM 125CC MOTOCROSS WORLD CHAMPIONSHIP IN 1989 IT WAS A RESULT THAT LITERALLY SHOCKED THE WORLD; NOBODY SAW IT COMING, AND AS KTM CONTINUE TO DOMINATE THE MX2 CATEGORY IN THE MODERN ERA, WE THOUGHT IT WOULD BE APPROPRIATE TO SHED SOME LIGHT ON KTM'S FIRST EVER WORLD TITLE IN WHAT WAS FORMERLY KNOWN AS THE 125CC CLASS. SO, WITH THAT BEING SAID, THE BIKE THAT



WE WILL FEATURE IN THIS ISSUE OF MXGP MAGAZINE IS THE 125CC KTM THAT TOOK PARKER TO THAT HISTORIC WORLD CHAMPIONSHIP WIN.

If we cast our minds back to the years preceding the 1989 season, a quick look through the archives will tell us that the only points that Trampas Parker had scored in world championship competition was on two occasions; the first race of the 1987 Spanish GP where he placed 13th, and again in the 250cc Czech GP in 1988, where he finished 10th,

taking his total point's tally to nine from those two races.

All of that changed in 1989 though when the American went 1-1 to win the first GP of the season, and the first wins – races and GP – of his career at Faenza.

After losing the lead briefly to Dave Strijbos for a couple of rounds, Parker capitalised on the Dutchman's knee injury to regain control of the series and from Round Five of twelve, the Italy-based American held his nerve to the very end, wrapping up the title in the first race at the final round in France.

Background Noise

At the end of the 1988 season, Parker was asked to line up on a 125cc KTM at the final round of the Italian championship after having ridden a 250cc in various races during the season. The bike he got to ride was one of Alessandro Puzar's practice bikes as the Italian was already heading to Suzuki with Michele Rinaldi.

That day would ultimately change Parker's life, and despite KTM's factory team already being decided, Parker would line up in 1989 on the '88 factory bikes from the previous year. According to Parker, 'the engine was a factory engine from the year before; that was what we started out with, from what Puzar had been riding.





The frame was also from the previous year.'

The main difference between the '89 factory bikes and the Farioli bike that Parker raced was the suspension; the factory bikes had to run with WP suspension whereas Parker was able to use Marzocchi, front and rear, with the forks being conventional items and the shock being completely different to what would have been considered standard at that time.

The factory bikes also ran with a Kehin carburettor, but again, Parker opted for the Italian Dell'Orto carb' but perhaps one of the biggest discoveries from that season was what Parker chose to use at the rear end:

'We never told anybody why but I was probably the only rider on the track that year that rode with an 18-inch rear wheel; everybody else went to the 19-inchers. Even Pirelli kept saying, 'man, why don't you put the 19 on?' but we just found that the 18 flexed a little better coming out of the corners on the little stutter bumps and I just knew I could get more traction with it and so we chose to run that 18 all year and nobody ever figured it out; it was funny!'

Something else that proved to be decisive was the amount of time Parker and Ferro spent testing:

'We did a lot of testing and I think that was one thing that really helped us because we did a lot of suspension tests together, we did a lot of motor testing together and then all of a sudden when KTM started realising that things were going our way, then they started sending us some '89 stuff like the frame and different stuff; and then we would start testing and when things were better we used it and when they weren't, we stuck with what we had.



'I think the frame, and the engineer in Austria back at that time was Sigi and he came up with some cylinders and stuff; the power valve system in the cylinder which we were able to get a little bit tighter and we started using that. But everything else we kept the way we started with at the beginning of the year, the Marzocchi suspension and the Dell'Orto carb. It was definitely a super, super trick bike.'

The season in numbers

When Trampas Parker won the first GP of the season in Italy, it was only KTM's 7th 125cc GP win since the Austrian firm entered the 125 class in 1976. It was also Parkers first ever GP victory. After winning the season opener in Italy with a 1-1, Parker went on to win another six races, including another 1-1 in Czechoslovakia, giving him 8 race wins in total.

He also claimed 6 GP wins, finished 2nd twice and 3rd on three occasions, and that run of consistency meant

he finished on the podium eleven times from the twelve GP's staged; the only time he missed the podium was at the final round in France where he crashed out of the second race after securing the title with 2nd in Race One, and from the races that he finished, Parker placed outside the top three on just three occasions.

Parkers world championship was the first for him and the first for KTM in the 125cc class. It would be 11 years before KTM would regain the 125cc world championship for a second time, with Grant Langston in 2000.

Photos: Pascal Haudiquert

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“ Hi, why does the racing start so early in Latvia on Sunday?

Nick

Hi Nick, local time the first session, which is the MX2 Free/Time Practice kicks off at 09:10, the time table on MXGP-TV is adjusted to your time zone, so this could be the reason why it maybe be super early for you, because of the time difference. Hope this helps, Regards
MXGP

“ Hi will there be spectators allowed in Latvia?

Jakub

Hi Jakub , a limited number of spectators will be permitted in Latvia. Though there will be social distancing measures in place, which means fans will not be permitted to enter the paddock area but will be able to enjoy the awesome racing from a designated public area. Many Thanks
Regards
MXGP

“ Hi MXGP, where can I find the confirmed calendar?

Louise

Dear Louise , thanks for your message! You can find the latest MXGP calendar on www.mxgp.com
Best Regards
MXGP

“ Where can I watch MXGP?

Paulo

Hello Paulo ! you can watch all the races live and OnDemand on MXGP-TV.com on your chosen device from the comfort of your home, or anywhere else you may be. If you would like to create an account and subscribe follow this link: <https://www.mxgp-tv.com/user/signup>
Thanks
MXGP

“

Hi, is the MXGP Magazine free? And where can I find?

Ed

Hi Ed
f course! You can read all the issues of MXGP Magazine for free online right here: <https://issuu.com/mxgpmag>
Thanks
MXGP



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The KTM logo is displayed in a bold, black, italicized font on an orange background.



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