

INSIDE

# TEAM GREEN™



*Issue 6, 2006*



**Kawasaki**  
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 **Kawasaki**





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Disclaimer: Much of the action depicted in this magazine is potentially dangerous. Virtually all of the riders seen in this publication are experienced riders. Do not attempt to ride beyond your own capabilities. Always wear a helmet, eye protection and proper apparel. Ride in authorized off-road areas only.

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Cover Photography by Amber Farmer  
Off Road's Ricky Dietrich dominated the 2006 season, clinching the WORCS Championship and getting the GOLD at this year's ISDE.

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## C A L E N D A R

### January

SU	M	T	W	TH	F	S
	1	2	3	4	5	6
7	8	9	10	11	12	13
14	15	16	17	18	19	20
21	22	23	24	25	26	27
28	29	30	31			

### February

SU	M	T	W	TH	F	S
				1	2	3
4	5	6	7	8	9	10
11	12	13	14	15	16	17
18	19	20	21	22	23	24
25	26	27	28			

### March

SU	M	T	W	TH	F	S
				1	2	3
4	5	6	7	8	9	10
11	12	13	14	15	16	17
18	19	20	21	22	23	24
25	26	27	28	29	30	31

#### January

- Jan. 3—Nathan Woods
- Jan. 6—AMA Supercross-Anaheim, CA
- Jan. 13—AMA Supercross-Phoenix, AZ
- Jan. 15—Austin Squires
- Jan. 16—Jeff Fredette
- Jan. 19-21—WORCS-Phoenix, AZ
- Jan. 20—AMA Supercross-Anaheim, CA
- Jan. 23—Thomas Covington
- Jan. 27—AMA Supercross-San Francisco, CA
- Jan. 28—Stone Edler, Jason Luburgh
- Jan. 28—AMA National H&H-Lucerne, CA
- Jan. 31—Blake Baggett

#### February

- Feb. 3—AMA Supercross-Anaheim, CA
- Feb. 7—Hunter Hewitt
- Feb. 9—Tyler Sjöberg
- Feb. 10—AMA Supercross-Houston, TX
- Feb. 11—AMA National H/S-Hollister Hills, CA
- Feb. 11—AMA National H&H-Ridgecrest, CA
- Feb. 16-18—WORCS-Victorville, CA
- Feb. 17—Craig Adams
- Feb. 17—AMA Supercross-San Diego, CA
- Feb. 24—AMA Supercross-Atlanta, GA

#### March

- March 2—Scott Simon
- March 3—AMA Supercross-St. Louis, MO
- March 3-6—GNCC-DeLeon Springs, FL
- March 7-12—Lake Whitney Spring Nat'l-Lake Whitney, TX
- March 9—AMA Supercross-Daytona, FL
- March 10-11—GNCC-Washington, GA
- March 13-19—GNC Final-Decatur, TX
- March 16-18—WORCS-Lake Havasu, AZ
- March 17—Jamie Lanza
- March 17—AMA Supercross-Orlando, FL
- March 18—Tim Ferry
- March 20—Devin Cullbreth
- March 22—Colt Nichols
- March 24—Justin Summers
- March 24—AMA Supercross-Indianapolis, IN
- March 24-25—GNCC-Morganton, NC
- March 25—AMA National H&H-EI Centro, CA
- March 30—Chase Bell
- March 30-Apr. 1—WORCS-Payette, ID
- March 31—AMA Supercross-Irving, TX

■ Off-Road Event ■ Motocross / Supercross Event ■ Birthday

I'm sure you've heard the expression, "What's old is new again." Well, over the last few months that expression keeps popping up in my head. I can't remember exactly when it started, but the short story is I kept running into people that I had worked with in the past at Kawasaki. One example was at the AMA Prostar Drag race finals in Gainesville, Florida where I went to support Rickey Gadson and his quest for our first championship aboard the new Ninja® ZX™-14. In the midst of all our hustle and bustle to get Rickey and the ZX-14 in the winner's circle, an old friend appeared. That old friend was current NHRA competitor and former multi-time Kawasaki champion Chip Ellis. For this one event, he chose to ride a ZX-14 in support of some of his old teammates. It was good to catch up with Chip and his family, but most of all, it was great to see him back on a Kawasaki motorcycle!

Between stressful current race activities, events and planning, we can all sit down and tell stories about the old times to calm our nerves or to have a good laugh.

In preparation for the 2007 season, Dave Gowland and I have been busy trying to improve our SX effort and at the same time, improve opportunities for our young riders to move up to the pro's. One day I was driving home from work and I received a call from another old friend, Bill Keefe. Not only is Bill the father of Team Green rider Tyler "Who" Keefe, but Bill's shoes are the ones I filled as Jimmy White's factory mechanic back in 1985. Bill was moonlighting as a mechanic by day and working with Klemm Research and Bassani, which are aftermarket companies. After Bill's wrenching at Kawasaki, he stayed with these aftermarket companies, in which he kept up with what was going on in our industry. Needless to say, Bill and I go way back so that late night conversation turned into a new business relationship. Bill has been in the industry forever and is currently the Team Manager for the Team MotoSport Kawasaki SX/MX team. What started as discussions over bidding for the same rider turned into adding the entire MotoSport team to our Kawasaki racing family.

Next on the list is the aforementioned Jimmy White. Jimmy as I alluded was my factory rider when I first started with Kawasaki and we have been close friends ever since. While I moved on with the Kawasaki family, Jimmy retired from racing but never strayed too far from his ATV roots or his Kawasaki home. When I was asked to reestablish a professional ATV racing effort using the new KFX®450R for 2007, it was a logical choice for me to bring Jimmy back into the fold. Jimmy is still an expert when it comes to working with the ATV community and who better to work with our young riders than the Kawasaki ATV legend himself.

It feels like old times working closely with Bill and Jimmy again. Between stressful current race activities, events and planning we can all sit down and tell stories about the old times to calm our nerves or to have a good laugh. The times and memories we are building this time around will last a lifetime.

Live Strong and get out and ride!



*Handwritten signature*



official sponsors





Kawasaki captured multiple championship wins in 2006. Championships include:  
James Stewart – World Supercross GP  
Ryan Villopoto – AMA Motocross National Lites  
Ricky Dietrich – WORCS  
Destry Abbott – AMA Hare & Hound  
14 Champions at the AMA Amateur National MX Championships at Loretta Lynn's.



# Exiting '06— into the Hol





(Right and below)

It's a new racing year and Kawasaki's Ryan Villopoto and James Stewart are already beginning the year with a bang, as they dominated the first round of the AMA Supercross Series at Anaheim Stadium.

Kawasaki hosted the annual SX kickoff and presented the 2007 SX/MX team to media and over 400 Kawasaki's employees at the Corporate office in Irvine, CA. Joining the team are Kawasaki's top Executives.



(Left)  
Check out Kawasaki's new look for 2007. Monster Energy and Kawasaki will be making an impressive GREEN presence at the races.



# eshot for '07!



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# Add 18 More to the Mantle

## THE 2006 WINTER NATIONAL OLYMPICS



Zachary Bell

Clear, bright blue skies and brisk temperatures greeted over 800 competitors for the 35th edition of the Florida Winter National Olympics – a.k.a. The Mini O's. Of course Team Green was on hand, and with nearly 100% participation of the Team Green support riders accompanied by a large contingent of the dealer support racers, let's just say the competition was soon GREEN with envy. After all, we stole 18 championships AND ate most of the turkey.

Separated into two distinct portions of competition, the weeklong dawn-to-dusk racing began with nearly three full days of racing on Gatorback Cycle Ranch's supercross track. Paving the way in Tuesday's early morning finals was Xtreme Team Green's Austin Stroupe, who immediately holed out and checked-out on the 125A Stock class. Following that up with a win in 250A Mod the following day, Stroupe continues to be recognized as one of – if not THE – top A riders in the country. Stroupe's Xtreme teammates, Hunter Hewitt and Michael Hall, quickly followed up the win with one each of their own in 125 B Stock and B Mod, respectively. Also jumping up to the top step of the podium in the supercross finals was the always impressive Zach Bell, who walked away with 65 10-11 Stock and 85 7-11 Stock, matched by Adam Cianciarulo's double wins in 65 7-9 Stock and Mod, despite having to battle through the pack after mediocre starts. Even the "new guys" on Team Green got caught up in the act of podium visits, as Tyler Sjöberg busted out the whipping cane on the 125 12-15 Mod with a win, following very promising rides by Lowell Spangler and Dean Wilson in the B and 12-15 classes. Also making waves in his Team Green debut was Justin Summers with a 3rd in 85 7-11 Stock. On the opposite end of the scale, the Team Green "Senior Slammers" made an impact as well, with a win by Matt Tedder in 50+, a 2-3 for Austin Squires in +25 and +30, and a pair of 3rds for Earl May in +35 and +40. Team Manager Dave Gowland summed it up best by stating, "For only racing one national-level supercross per year, I think the guys put in a great showing and I couldn't be happier with the results."

Much of the supercross success carried over to the motocross portion of the event held later in the week on the former Gatorback National track. Xtreme Team Green's Michael Hall was unstoppable, putting an exclamation mark on his 125B Mod win this time with a win in Stock, while South Carolina's PJ Larsen overcame adversity (in the form of a very tender thumb) to steal the win in 125B Stock, completing a green sweep of the 125B classes in both SX and MX. Zach Bell managed another win in 65 10-11 Stock along with podiums in 85 7-11 Mod and 65 10-11 Mod. Kawasaki mounted rider, Jimmy Evans landed on the box in the highly competitive +30 class, joining Earl May who managed the same result in +40 while finishing just behind Evans in +30. Blake Baggett showed everyone what he's capable of by smoking the stacked Supermini class and earning a pair of hard-fought 3rds in his other two classes.

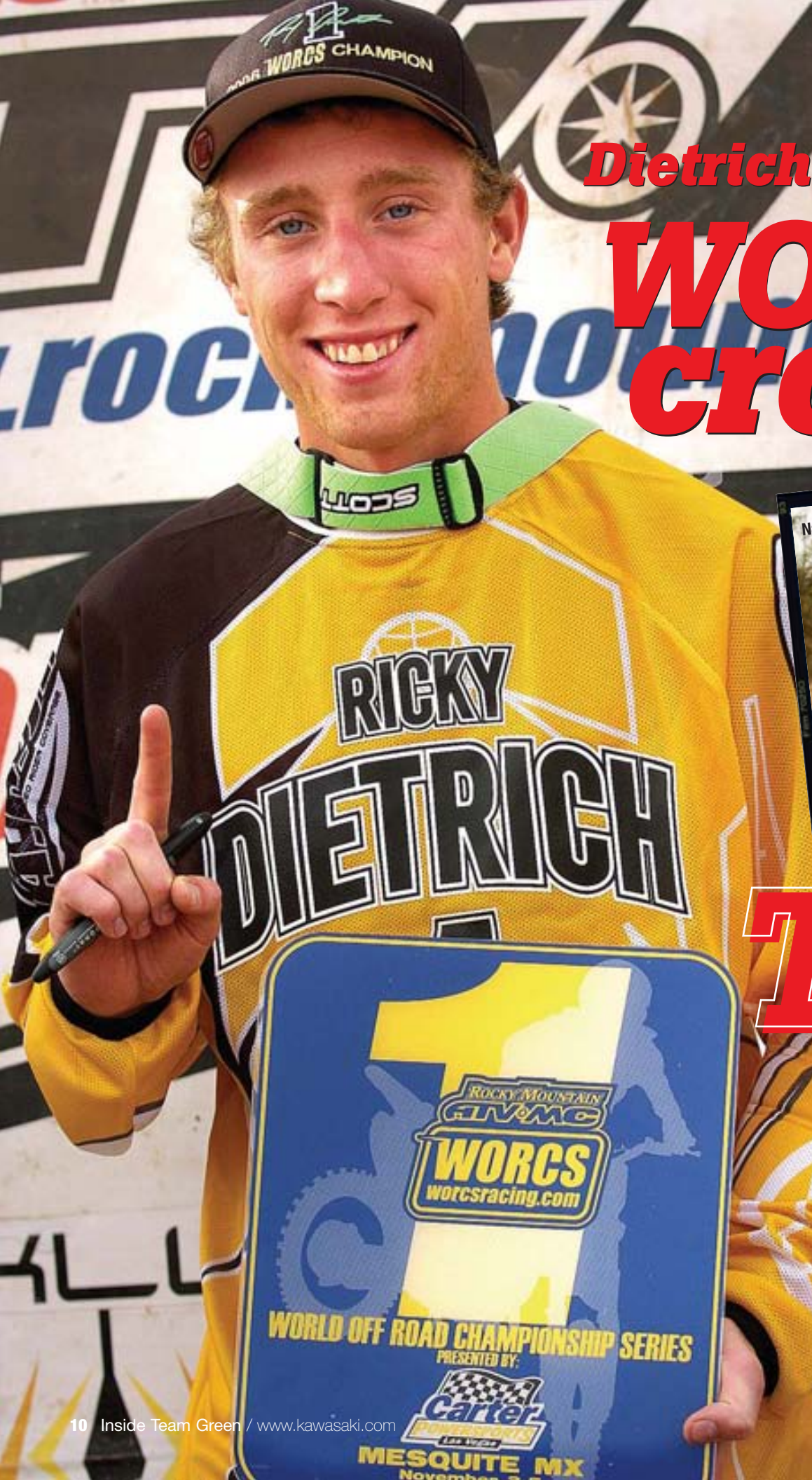
So many great performances, so little time to recognize them! Congrats to all of the Team Green riders and their families for an incredibly successful 2006 Mini O's! ■



Tyler Sjöberg

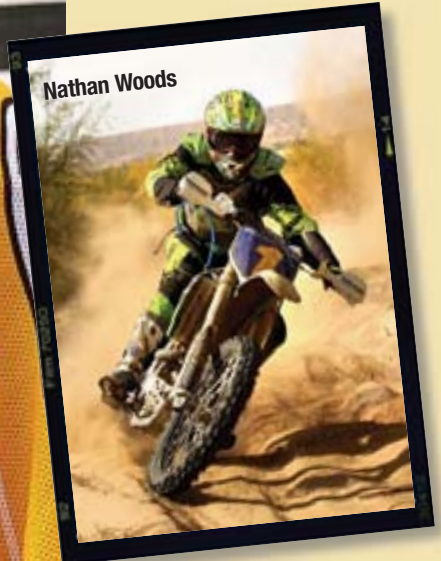


Adam Cianciarulo



**Dietrich comes from**

# **WORCS CROWN**



Nathan Woods

**T**he 2006 Rocky Mountain ATV/MC World Off-Road Championship Series started out rather predictably, but the way it finished had all involved biting their nails until the end of the final lap of the final race.

Going into the 12th of 12 rounds, three racers had a shot at the title, with two of them in the Team Green family. Having won rounds 10 and 11—his first victories of the season in his first year as a Team Green racer—earned two-time and defending series champion Nathan Woods a slim but mathematically possible chance at making it three in a row. However, his chances depended more on others than himself.

# n behind at finale to win

Those two were the principal contenders: Team Green support rider Ricky Dietrich and rival Bobby Garrison, who led in points, 214-210. Though Garrison had yet to win a race, he'd proven a bit more consistent over the season with seven podium appearances and only two finishes worse than fifth, the worst of those a 10th.

Dietrich, on the other hand, had racked up his first two WORCS triumphs in only his second year as a Pro, though he had only three other podium visits. He also had only two finishes worse than fifth, his worst being a 14th.

Thus, Garrison enjoyed the advantage going into the finale at Mesquite, Nevada, and basically controlled his own destiny. Basically, all he had to do was keep Dietrich in sight. If he finished in front of the Kawasaki racer, Garrison would take the championship.

That left Dietrich with only one option: win the finale or at least beat Garrison by a couple places to overcome that four-point deficit.

Dietrich must thrive under pressure because when the gate dropped for that last race of the series, he blasted out of the first turn on his KX™450F clearly leading the field with Garrison tucking in right behind him. Woods got a midpack start, which spelled an end to his hopes as he would have to fight through the traffic and dust to eventually claim a fourth-place finish for the day and settle for third in the series.

The race for the championship played out entirely at the front of the pack, with Dietrich doing his best but finding himself unable to run away from Garrison who maintained a position just a second or three off Dietrich's rear fender for most of the first two-thirds of the two-hour race.

Dietrich said, "Bobby was right there, right behind me, and I didn't really let that get to my head; I just kept riding my own race and just made sure I kept him behind me. I knew that maybe if he sucked enough dust or something that his bike would crap out, but as it turned out, everybody's bikes were crapping out!"

Yes they were. While the Mesquite Motocross Park's MX track was nicely watered, the off-road portion consisted of the dry portions of the Virgin River, which meant plenty of sand and some wicked silt



beds. The airborne debris clogged air filters despite the best efforts of the best mechanics to seal air boxes. As the filters clogged, of course, the bikes began to run rougher and poorer.

"It was the funnest race, probably—one and two off the line, then one and two the whole way," Garrison observed. "Right around an hour and a half or so, both our bikes started sucking dirt. Our pace started dying."

Indeed, though some of the cause of the slower laps can be attributed to the course getting rougher, much of it was due to how poorly the bikes ran in the latter stages of the race. But with only a few seconds between them, neither of the primary players felt like stopping to change filters. Garrison, though, passed Dietrich with about 35 minutes to go and somehow managed to open up a 32-second gap as he took the white flag. Both bikes seemed to be running poorly, but Garrison appeared to have enough of a cushion that he could maintain his lead, which would not only give him the first WORCS win of his career but the one that would also earn him the entire championship.

With the largest gap between the two in the entire race, Garrison ducked into the pits for insurance. "On the last lap I came in and did a Filter Skin, but it wasn't enough," he explained. "It was already too late for that so..."

Despite the stop, Garrison's bike continued to run badly—worse, in fact, as that almost slow-motion last lap wore on than Dietrich's sputtering machine. With about half a lap left, Dietrich caught then lurched past Garrison and surmised, "In the end, I guess my Kawi was just running that [little bit] better than the Yamaha, and that's kind of what made the race right there."

Though his bike no longer ran well enough to clear any of the jumps he'd been making easily in the first half, Dietrich pumped his fist as he came into view of the checkered flag, and the entire Team Green pit contingent roared its approval.

After accepting a championship trophy, T-shirts and accolades due a winner, Dietrich took a breath and summed up the pivotal race, saying "I rode with a lot of heart today. This was THE hardest race all year; me and Bobby were fighting like it was a motocross race out there, just going wide open the whole time. Man, I started cramping up at the end and stuff, but I just kept going. I ended up staying wheel-side down, and it just kind of all played out."

With the 30 points he earned for the victory, Dietrich's final point total worked out to 240. Garrison's runner-up finish came with 25 points, giving him 239 total for the season. It doesn't get closer than that.

As for Woods, he accepted defeat graciously and looked optimistically at the final half of his season, saying, "Next year, I'll be back. All it was, was one race that I was out of." He pointed out, "If I wouldn't have DNFed one of the two I DNFed [earlier in the series], we'd be right in there." As it was, he staged a great comeback over the last half of the series to end up a clear third in points with 198, giving Kawasaki racers a 1-3-5, with veteran Lance Smail just six points out of fourth. Privateer KX450F rider Matt Karlsen claimed 10th in final points, while AMA/FMF Racing National Hare & Hound Champion Destry Abbott finished 11th after missing a few races due to injury and to regaining that championship as well. ■