

INSIDE

TEAM GREEN™



Issue 5, 2006



Kawasaki

Let the good times roll.™

 **Kawasaki**





Nathan Woods, Ricky Dietrich and Destry Abbott out front in the first turn.

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For Subscription Information
Please Contact Lisa Hunt at 949-770-0400 Ext 2239

For Technical Information
East Coast Technician — 404-349-2000 Ext 4228
West Coast Technician — 949-770-0400 Ext 2215
Central Technician — 817-284-5995

Team Green Manager
Reid Nordin — 949-770-0400 Ext 2225

Team Green Motocross Supervisor
Dave Gowland — 949-770-0400 Ext 2225

Team Green Off-Road Supervisor
Jason Smigel — 949-770-0400 Ext 2225

For Editorial and Advertising Information
Please contact Lisa Hunt — 949-770-0400 Ext 2239

Managing Editor: Jason Smigel
Production Editor: Lisa Hunt
Design and Production: Shelley Baugh

Contributors: Kinney Jones, Marc Estabrooks, Jeff Kardas, Mark Karyia, Joe Bonello, Jeff Chambers, Amber Farmer, Jeff Haine, Bob Peterson, Brad Cameron, Bryan Clark, Dennis Lasher, Kris Hernandez and Steve Bruhn

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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For Contingency Information: Please contact Sue Graff at 949-770-0400 Ext 2633 or go to Kawasaki.com or e-mail TeamGreen.contingency@kmc-usa.com

Cover Photography by Bryan "Grumpy" Clark
Team Green Off Road's Destry Abbott clinches the H&H Championship, making it his 4th time title in the series.

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C A L E N D A R

November

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		

December

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

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November

- Nov. 3-5—WORCS - Mesquite, NV
- Nov. 14—Dalton Myers
- Nov. 17-18—Maxxis EnduroCross - Las Vegas, NV
- Nov. 18-25—Unlimited Sports Winter Olympics - Gainesville, FL
- Nov. 21—Chelsea McSwain
- Nov. 25—Zachary Bell
- Nov. 26—Steve Boniface

December

- Dec. 6—Kyle Chisholm
- Dec. 9—Ben Townley
- Dec. 10—Earl May
- Dec. 11—Jesse Robinson
- Dec. 19—Austin Stroupe
- Dec. 21—James Stewart
- Dec. 28—Dean Wilson

- Off-Road Event
- Motocross Event
- Promotional Event
- Birthday

The weather is finally changing and everyone around here is anxiously awaiting the first chance to get out and go camping. To those who are not California savvy, summer is no time to be out in the desert camping! Temperatures of 100 degrees plus makes tent or RV camping no fun. Don't get me wrong; we don't all mothball our toys for the summer but for the masses, they definitely wait until it cools down, at least at night.

This past weekend was one of those early October weekends that was cool enough to prep the toys for a long awaited camp-out. I tried to get the whole family into it but with football, school and birthday parties, it would only be me and a couple of buddies going out for the day. Our day trip consisted of a drive up the hill to the high desert and a place called Soggy Dry Lake. This is an area where AMA National Hare & Hounds take place so there are thousands of miles of trails in the open desert. So you're wondering about the name Soggy Dry Lake. Sounds confusing, right? Well, let me explain. This low area of the desert is as flat as flat can be and during the hot months of summer it is completely dry and as hard as a rock. It kind of looks like a little Bonneville Salt Flat when you first see it. However in the rainy months, it can look hard and dry when actually it is wet and could swallow 4X4 ATVs whole.

When we arrived at about 7:00 a.m., I expected to see a few campers around the edge of the dry lake but to my surprise there were so many people out there I could not believe my eyes. I don't think I've ever seen that many campers there on any weekend, let alone early October. That didn't stop us since we don't usually ride around the lake anyway. So we geared up and got ready to head out for a warm-up ride. First we needed to put on the IMS fuel tanks so we wouldn't worry about having to come back too soon for fuel. This is where we found a problem that we thought was going to end our trip. The KX™450F tank went on with no trouble but the KX250F tank was another story, not that there was an issue with fitment or anything. We had a problem with missing parts on the stock tank. For some reason it didn't have a fuel petcock (probably sitting at home on my bench) and I thought then we'd have to share one bike or ride double (not likely).

After a few minutes of thinking over our dilemma we started to work on solutions and going home to get the right parts was not one of them. The final McGyver trick would be to put an IMS fuel vent line in place of the stock petcock and run without an on /off switch for the day. We struggled for a few minutes feeding it in through the little hole and getting it tight, but amazingly enough it did not leak and we were ready to ride.

The riding was awesome even though I inadvertently shot off the trail once and had to trials ride over a rock the size of a Volkswagen or suffer certain bike and/or bodily damage if I tried to stop or miss it. My buddy said it looked spectacular from behind, like I did it on purpose, but it was merely survival instinct. I'm glad I can look back and laugh about it now. So if you take anything away from my experience this weekend please don't go through all of the trouble to pack everything up in the camper including the family, the dog and enough food to feed an army without checking your toys over before you leave. No one is going to be happy if their toy breaks or doesn't run as soon as you unload it.

Live Strong and get out and ride!



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Surfercross

(Above and left) Jeremy Albrecht and Mike Parsons once again put together the eighth annual Surfercross event which took over Starwest MX Park and Trail 6 at San Onofre State Beach. It's become an event that many pros look forward to each year. It's a fun, no-pressure event that combines the overlapping interests of many surf and moto athletes.

Congratulations

Maxxis' Mike Farmer and Fastphotolab Amber Pickett. The two recently took their vows on the Islands of Jamaica...



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Kawasaki's 2007 Dealer Show

The Dealer Show presented nine new models including Kawasaki's biggest, fastest beast to hit the waters. The supercharged Jet Ski® Ultra® 250X delivers 250 horsepower for astonishing acceleration that can be felt in the rider's soul.



After the show, Kawasaki dealers went to Newport Dunes to get a touch of a California night out. Beach party, fun, food and to top it off, Sugar Ray rocked the sands.



Kawasaki's James Stewart walked away with \$100,000 by winning both Friday and Saturday nights' events at the Rockstar Energy Drink U.S. Open inside the MGM Grand Garden Arena.

Check out Renthal's custom designed sprocket for James Stewart during the US Open.



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Catching up with Team Green's Manager Reid Nordin

Team Green's racer support program has been the standard of the industry for 25 years now, but there's always room for some tweaking. While the 2006 season has been the most successful in recent memory, 2007 promises to lay the groundwork for even more championships in the future. When it comes to summarizing all of the changes, who better to ask than the Team Green Manager himself – Reid Nordin. We sat down with Reid recently to get a feel for the direction of Team Green into 2007 and beyond...

Inside Team Green: Reid, starting at about the 10,000-foot level, can you tell us about the new program for 2007?

Reid Nordin: From that level, the new program pretty much mirrors the program from 2006, but with a few refinements at the very bottom level where we're just trying to fine-tune it and make it better.

ITG: We've heard that the introduction of the brand-new KFX450R ATV has inspired Team Green to offer a bunch more support for the quad racers out there.

RN: That's correct. We've just announced the new KFX450R and we're really excited about it. It has all of the features that everybody wants and there's no doubt it will be a winner. We've been involved with ATV racing at the factory level in the past, and now we're able to once again offer support, but this time for a machine that's available to the general public. It's a logical choice for us to go out there and prove its performance on the track.

ITG: Will the support be pro-level based, or will it mimic the motorcycle program by offering support at all levels of the sport?

RN: Well, we actually have two different programs. First and foremost is the factory effort for both GNCC and for motocross – two riders for each. On the otherside, we'll have dealer level support with selective ATV products where the dealer can handle the rider directly and offer discounted quads, parts, and whatever other support they need to keep them competitive every weekend at the races.

ITG: As usual, it also sounds like Kawasaki is really stepping up the contingency program across the board too, right?

RN: Each and every year we evaluate our contingency program, and we've done some fine-tuning to it this year. We've added some series, we've added some classes, and we've added some new disciplines – we're now doing supermoto. Plus, we've increased our ATV contingency program too, so if we aren't the industry leader in any category, we're very, very close. We also make it a point to announce our program very early so that as potential buyers are considering the purchase, they can do so knowing exactly how much money they could potentially make on a Kawasaki.

ITG: Where can all of this info be gathered?

RN: All of the details are available on our website at www.kawasaki.com. The website is going through a big change right now, so it will also include some major improvements.

ITG: How else will the program change for 2007?

RN: Our motocross and off-road program received just shy of 1,000 resumes for 200 dealer rides last year, so we looked at some of the hurdles that we had, and ended up increasing the number of rides available to 300 for '07. We have also instituted a much more regimented program in how we receive, review and reply to submitted resumes so that we're better able to get all of that completed in a timely fashion.

ITG: Is there anything else you want to add about the 2007 program?

RN: I want to mention that we will once again support the Billy Whitley Supercross Lites program as a stepping stone to help our Team Green amateur riders to advance to the pro ranks. We're also helping one of our dealers in the BooKoo series – the defending champs from Babbitt's Kawasaki – who will have two new high-level riders that will compete for them this season.

ITG: Thanks a lot Reid. It sounds like another great year for Team Green in 2007.

RN: I think you're right about that! ■

2006 National Hare & Hound Championship

Abbott Reclaims #1 in the Desert

Heading into the final round of the National Hare & Hound Series almost tied in points meant that the Championship was down to a winner-take-all showdown in California's Lucerne Valley. Team Green Kawasaki's Russell Abbott and Zip Ty Racing's Russell Pearson, the two front runners in the series and both multi-time former Hare & Hound Champions, longed to bring home the National number one plate and pulled out all the stops for the final round.



"This was one of those races that's been top priority since May," said Abbott. "I knew I would have to stay focused if I wanted a chance at winning the Championship."

Abbott was feeling good coming into the final round, coming off of an excellent finish in the previous WORCS race in his home town of Peoria, Arizona, where he led for the first half and ultimately finished second behind fellow Kawasaki teammate Nathan Woods.

"I've been feeling really good and was looking forward to finally racing my 2007 KX450F," Abbott said. "The last few weeks I've been practicing on it and was amazed at how good it was stock."

Both Destry and the 2007 Kawasaki KX450F proved to be unbeatable in the 100's M.C. Hare & Hound, as they led nearly the whole way from start to finish.

"I've been feeling really good and was looking forward to finally racing my 2007 KX™450F," Abbott said. "The last few weeks I've been practicing on it and was amazed at how good it was stock."

"When the banner fell, I had a first kick start and was holding it wide open all the way into fifth gear (that's the first time I can say that this year)," Abbott said of his five-speed Kawasaki. Destry was first to reach the bomb, and controlled almost the entire race, though not without some stiff competition from his venerable opponent, Russell Pearson.

"Russ had a really good line on the left and actually passed me just past [the bomb]," Abbott recounted. "I followed him for maybe half a mile, dropped in a wash and he got into some whoops. I overshot the corner, but my line had no whoops and I was able to pass him back. From that point on, he stayed 20 to 30 seconds behind me the whole first lap."

Pearson came into the pits practically on top of Abbott, but the Team Green rider continued to make first dust heading out into the technical second loop. Pearson, the current number one plate holder, stayed on top of Abbott throughout the race, but Abbott welcomed the competition and was thrilled to have some good racing.

"It was just awesome. I was just excited to be able to win this thing and race down to the wire with Russ," said the 2006 Hare & Hound Champion. "When both of us went one-two off the start, I said, 'That's good. We're both going to have a clean race.'"

"In the rocks and the harder stuff, I put a little time on him but in the valleys he'd catch back up. Coming into

this last valley I saw him about 30 seconds back and he was slowly closing the gap and I'd think to myself, 'Aw, man. This is going to be a tight one.'"

Although it suffered a smashed radiator and lost its water in the last miles, the 2007 Kawasaki KX450F proved its durability and kept pulling hard through the dust and heat, all the way to the checkered flag. "I lost my water about 20 miles ago," said Abbott. "I had a really close call and hit a Yucca tree. I saved it, but smashed my bike up pretty good. It started leaking fluid from the radiator, but I didn't know it at the time; I just thought the bike was getting tired. I still was riding it hard as I could because if [Russ] passed me, it was over."



The stock KX450F motor ran hot, but strong into the finish where Abbott took the race win, and the Championship.

"Next thing I know I'm coming into the last hill by the finish, and all I could see were hundreds of spectators. At this point, I knew I had it and threw my fist in the air while the crowd was cheering me on. It was one of my greatest moments in racing and I'll never forget it."

Although he wouldn't cross the finish line due to mechanical problems, Russ Pearson finished second overall in the series and congratulated Abbott on reclaiming the Title.

"The course was good - no real excuses," the 2005 Hare & Hound Champion said. "He rode a good race and I just couldn't catch him. My hat's off to Destry. He rode a really good race."

With his fourth Hare & Hound number one plate now on the wall, Team Green's Destry Abbott is already looking forward to future championships.

"I'd like to tie Danny Hamel and Dan Smith's record of championship wins," Abbott said. "Those guys are my heroes. I feel like I have a good three or four years at this level. I'm feeling good and the Kawasaki KX450F is awesome." ■