

Interview



At the Ponca City Grand Nationals this past August, Team Green walked away with 12 titles. Trey Canard won six of those. At Loretta Lynn's a week later, Team Green left with 14 titles. Trey Canard was responsible for two of them, along with six moto wins on the way to becoming the only rider not only to sweep both of his classes, but all of his motos as well. This summer has been very, very good to Canard, but the good fortune came after a dismal two weeks at the Texas spring nationals thanks to sickness and an injury. Prior to that, Canard had mopped-up at the 2005 Mini-O's by winning four class titles along with the Scott Golden Goggle and Pro Circuit Platinum Pipe award as top overall youth and B rider (heck, even his mechanic Brent Presnell won an award – the Mechanix Wear Top Mechanic award).

So, to those who follow amateur motocross racing closely, Canard's great summer was absolutely no surprise. To many others though, there was a lot of "Trey who?" as Canard has often been just out of the spotlight with so much great competition that's been around the schoolboy and B classes the past couple of years. To follow-up his performance at Loretta's, Trey and Brent headed up to Millville, Minnesota, and Spring Creek Motocross Park to test Trey's mettle for his first race in the A class. The result? Three out of four moto wins, and one of two overalls. After a summer like Trey has had, Inside Team Green felt he was long overdue for a cover photo and feature interview. So we rang him up at his home in Oklahoma just to see how things were going for "Cheese Puff."

THE KING OF SUMMER Catching up with Trey Canard

Inside Team Green: Trey, you've had one heck of a summer – congratulations!

Trey Canard: Thanks, it's been a great summer for sure. I almost can't believe how well it went!

ITG: Prior to this year, you'd only won a single moto at Loretta's – what happened this time around that made you unbeatable?

TC: Yes, I won a moto in 85 Mod 14-15 I think, back in 2004. I just came into this year's Ponca City and Loretta's races really ready to win and to remind everyone that I'm one of the top guys in the class. It seemed like people forgot about me a little bit after Texas this spring.

ITG: What did you do differently to prepare for the big summer races?

TC: Well, I got into a regular training schedule thanks to the guys at



eFitness Academy. I do regular cardio and light weight training now, plus I ride a lot too. I ride probably three or four hours a day. Maybe three tanks of gas or so.

ITG: What sort of cardio training do you do?

TC: I ride the road bicycle quite a bit, plus I run, too.

ITG: How old are you now?

TC: I'm 15.

ITG: How long have you been with Team Green?

TC: I've been a Team Green rider since 1999, I think.

ITG: So now that you've cleaned up the B classes, you've made the jump to A. How'd that first race at Millville go for you, and what are the plans for the upcoming year?

TC: Millville went awesome. The track was just sick, it got so rough and rutted, and I loved that place. I raced four motos and won three of them. Jimmy Albertson beat me in one and he

ended up with an overall win and I got the other one. So, I'd say it went pretty good. So at this point, I plan to run A class through Loretta's.

ITG: What's this we hear about your mechanic Brent Presnell wearing the same pair of socks for all of Ponca and Loretta's?

TC: Actually it was just for Ponca, but yeah, he wore them during Ponca practice and for some reason thought they were lucky, so he kept them on all week. It was nice because they sort of acted like a warning for when he was coming (could smell him coming before he got there). (laughter)

ITG: Who do you think your toughest competition will be in the A classes?

TC: It will be tough for sure, there are so many fast guys. Obviously Stroupe will always be there, and LeMoine... there's really a bunch of fast guys, but I think it will be fun.

ITG: When you go out and spend three hours a day riding, who do you normally ride with?

TC: It just depends on who is around, but I ride a lot with Ashley Fiolek. I hang out a lot with Jimmy Albertson too.

ITG: Do you mainly spend time riding motos or do you practice specific things?

TC: Both usually. We'll go out and do a bunch of motos and maybe split them up by working on weak points, like starts or corners or whatever. My mechanic, Brent, is always there too, giving me laptimes, telling me where I am slow, stuff like that. We work great together.

ITG: Can you remember which classes you won titles in this summer?

TC: Oh yeah, let's see... at Ponca I won 125 Mod and Stock Intermediate, 125 Non-Pro through 16, 250 Mod Intermediate, 250 4-Stroke Non-Pro and 450 4-Stroke Non-Pro. At Loretta's, 125B Mod and 250/Open B Mod.

ITG: So that takes your total count of championships at those two races to what?

TC: Well, eight this year plus one at Ponca a couple years ago, so nine. Plus, I've won some at Whitney and also at Mini-Os.

ITG: We have to ask you about your nicknames: "Cheese Puff" and "Snickers." Care to tell us about those?

TC: (laughs) Well, I used to have a little bit of a weight and nutrition problem, but now that I'm on my training program, I don't eat stuff like that anymore so hopefully those nicknames will go away!

ITG: We can think of one other guy who had the same problem when he was about your age, but he's doing OK with it now - Ricky Carmichael.

TC: (laughs) Yeah! I hope I can beat it like RC did for sure!

ITG: Obviously you have a bunch of sponsors and people you'd like to



thank, so this is your chance to do that...

TC: Oh, for sure, I couldn't do it without them: Kawasaki Team Green, No Fear, FMF, Alpinestars, EVS, Scott Goggles, J&M Racing, Turfs Up, Shannon Niday MX Schools, Dunlop, Kayaba, eFitness Academy, Nike, Twin-Air, Renthal, RK Chain, SoBe, Mechanix Wear, Wiseco, Braking, Carbon Fiber Works, Frese, Crowerpower, Sponsor House, Tool Shed, and my mechanic, Brent Presnell.

ITG: Well Trey, if Austin Stroupe was the King of Spring, you are, without a doubt, the King of Summer. Congratulations once again, and good luck in the A class!

TC: Thanks a lot - I'll probably need it! ■

Millville went awesome. The track was just sick, it got so rough and rutted, and I loved that place. I raced four motos and won three of them.





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2007 KX™ 450F



Vetted in the Fires of Competition, New Version Hones Winning Edge

Kawasaki enhances the dynamic excellence of its world championship winning KX™450F motocrosser with a new five-speed gear-box plus a host of engine and chassis refinements aimed at increasing its domination over the competition.

The 2007 KX450F offers all the dirt-shredding power from last year's motorcycle, with enhanced bottom end and midrange thrust for even quicker acceleration from the starting gate and stronger drive out of corners. This revised engine tuning is coupled with a new five-speed transmission to allow greater flexibility in gear selection and increase the rider's options in difficult rhythm sections.

Never one to rest on its laurels, Kawasaki also lavished attention upon the KX450F's frame and suspension. With reduced frame spar rigidity, new fork internals, and the industry's first diamond like carbon (DLC) coated fork tubes, the '07 KX450F boasts improved rear wheel traction and suspension action to improve handling, maximize acceleration and offer easier line selection when passing the competition.

The new KX450F will be available in Kawasaki Lime Green, with a new colored surface treatment on wheel hubs and engine covers, and aggressive race team graphics. ■



 **Kawasaki**





Kawasaki



KX™ 65

The first step on the path of a champion

Once a young rider has mastered the basics of motorcycle riding, they'll often want to try their hand at racing. The Kawasaki KX™65 is made just for them. From a small group of friends in a vacant field, to fully-sanctioned motocross

traces, the KX65 is a perfect platform for developing racecraft and honing bike control skills. With its liquid-cooled, high-performance two-stroke engine, full-race chassis, long-travel suspension and disc brakes, the smallest KX model is an ideal starting point for young riders wishing to emulate their Supercross heroes.

The heart of the KX65 is a liquid-cooled, 64cc two-stroke engine matched to a smooth-shifting six-speed manual transmission and manual clutch.

The engine is bolted into a semi-double-cradle steel frame, and like the larger KX models, the KX65's swing arm uses the UNI-TRAK® linkage system, which applies progressively stiffer damping and spring rates to the single rear shock as the suspension is compressed. The shock and fork boast four-way adjustable rebound damping for optimal handling.

Lightweight aluminum rims reduce unsprung weight to help improve suspension action, and both wheels feature hydraulic disc brakes that not only provide great stopping power, but require little maintenance and simplify wheel removal. Plus, the KX65 features a two-tone seat, just like larger KX models.



KX™ 85

Raising the bar for tomorrow's champions

Once young riders have prepared themselves for racing and developed the necessary riding skills to compete on real motocross tracks, they'll need a motorcycle that can keep pace with their growing bodies and expanding capabilities. The Kawasaki KX™85 is an emerging racer's dream. Powered by a liquid-cooled, two-stroke, single-cylinder 84cc engine that churns out an abundance of race-winning power, the KX85 is packed with high-tech features, such as an Electrofusion-coated cylinder with a narrow squish band and large volume combustion chamber to enhance top-end power.

Fuel delivery for the engine is provided by a 28mm carburetor that features a crescent-slide to position the needle closer to the intake ports. A Kawasaki Integrated Power-valve System (KIPS®) and exhaust pipe capped with a KX™250-style muffler contribute to the KX85's tractable powerband, which provides control for riders of varying skill levels.

A smooth-shifting six-speed transmission, hard chrome-finished shift fork ends, a thick base on the clutch basket housing and an additional bushing on the input shaft for extra durability are all features that make the KX85 shine.

The KX85 stands above the competition with its advanced chassis. It utilizes a high-tensile steel perimeter frame, and a specially designed gas tank sits inside the frame, lowering the fuel load and center of gravity for improved handling – yet another design borrowed from the bigger KX motorcycles.

Long-travel suspension at both ends helps to smooth out the roughest course for riders of every size and skill level. The 36mm inverted cartridge front fork has the capability of 18-way compression damping adjustment. Out back, the spring preload, compression and rebound damping are all adjustable on the UNI-TRAK rear suspension system.

The KX85 also features aggressive Kawasaki Lime Green and Black graphics and a two-tone seat, just like the larger KX models.





KX™ 100

Stepping stone
to the Lites class

As riders outgrow the mini ranks, they sometimes find they're not quite ready for a full-on Lites-class motorcycle. The Kawasaki KX™100 is squarely-aimed at that gap between the mini ranks and the pro classes.

Featuring a larger frame, the KX100 gives adolescent racers an appropriately-sized machine, so they can focus on riding technique instead of on controlling excessive of power.

The KX100 has larger wheels and tires and more engine displacement than the KX85, and it's powered by a 99cc liquid-cooled, two-stroke engine that breathes through a 28mm carburetor with a carbon-fiber intake reed valve to aid throttle response, coupled to a smooth-shifting six-speed transmission, giving the KX100 a gear for every situation on the race track.

The engine is bolted into a high-tensile steel perimeter frame that has a specially designed gas tank to lower the fuel load, which lowers the center of gravity for improved handling.

Adjustable long-travel suspension at both ends helps to smooth even the roughest motocross courses. The 36mm inverted cartridge fork has compression damping adjustment capability and the UNI-TRAK® rear suspension system comes equipped with a shock that is fully adjustable for spring preload, compression and rebound damping. In the braking department, both front and rear discs are mounted with shoulder bolts for easier maintenance.

The KX100 also features aggressive Kawasaki Lime Green and Black graphics with a two-tone seat, just like larger KX models.



KX™ 250

Two-stroke fun
returns for
another year

The 2007 Kawasaki KX™250 answers the call for those who love the smell of premix and the sound of a two-stroke's wail. Featuring a powerful 249cc, liquid-cooled, two-stroke engine wrapped in a lightweight perimeter style frame, the KX250 offers explosive acceleration and maximum agility.

The KX250's chassis includes a strong, lightweight Renthal aluminum handlebar, aluminum subframe and the rear shock features dual compression adjustability so riders have maximum tuning options for both low- and high-speed compression damping. Up front, the Kayaba AOS fork has a one-piece sleeve for plush suspension action at full compression.

The KX250 has excellent stopping power, thanks to its petal-style disc brakes. Not only are they lighter than a traditional disc, their shape also helps to clean the brake pads for more efficient braking performance when conditions get nasty.

Kawasaki offers optional parts for the KX250, including carburetor tuning parts, ignition rotors, a larger countershaft sprocket, aluminum and steel rear sprockets, solid brake discs for wet racing conditions and a 20-inch front wheel.



KX™ 250F

Host of Changes
Improve Engine
& Chassis
Performance

Kawasaki's all-new four-stroke KX™250F rose to the top to become one of last year's best motocross motorcycles. For 2007, Kawasaki improves the championship winning KX250F with a host of engine and chassis modifications designed to extend its performance advantage.

Refinements to Kawasaki's highly acclaimed KX250F make it an even more potent track weapon. The newest KX250F keeps the outstanding top-end power from last year's motorcycle, but adds a stronger pull from the bottom of its rev range.

The upgraded engine is complimented by a strengthened five-speed transmission and a revised chassis featuring increased longitudinal rigidity for lighter, quicker steering.

The new KX250F will be available in Kawasaki Lime Green with new colored wheel hubs, and aggressive race team graphics.

Optional parts for the KX250F include magneto rotors with different inertias, a 12-tooth countershaft sprocket, top mounting clamp for an oversized handlebar, aluminum and steel rear sprockets, solid petal brake rotors for wet races, different springs for the front fork and rear shock, manual decompression lever and cable, and a 20-inch front wheel. ■



PROJECT BIKE

Ryan Villopoto's KX™ 250F





KX250F

ENGINE	
EXHAUST PIPE	Pro Circuit Ti GP
CARBURETOR	Stock
CAMS	Pro Circuit
VALVES	Pro Circuit
VALVE SPRINGS	Pro Circuit
PISTON	Pro Circuit
CRANKSHAFT	Stock
TRANSMISSION	Stock
CLUTCH	Hinson Racing
ENGINE OIL	Maxima
FUEL	VP Fuel
AIR FILTER	Twin Air
CHAIN	RK
SPROCKETS	Renthal
GASKETS	Athena
SPARK PLUG	NGK
IGNITION	Stock
CHASSIS	
HANDLEBARS	Renthal
LEVERS	Stock
GRIPS	Renthal
TRIPLE CLAMP	Pro Circuit
FRONT FORK	Showa/Pro Circuit
REAR SHOCK	Showa/Pro Circuit
SHOCK SPRING	Showa/Pro Circuit
SUSPENSION LINKAGE	Pro Circuit
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WHEEL RIMS	Excel
FRONT BRAKE	DP Brakes
REAR BRAKE	DP Brakes
TIRES	Bridgestone
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