



**JANUARY 3**

Anaheim, CA / Angel Stadium

**JANUARY 10**

Phoenix, AZ / Chase Field

**JANUARY 17**

Anaheim, CA / Angel Stadium

**JANUARY 24**

Houston, TX / Reliant Stadium

**JANUARY 31**

San Francisco, CA / AT&T Park

**FEBRUARY 7**

Anaheim, CA / Angel Stadium

**FEBRUARY 14**

San Diego, CA / Qualcomm Stadium

**FEBRUARY 21**

Atlanta, GA / Georgia Dome

**FEBRUARY 28**

Indianapolis, IN / Lucas Oil Stadium

**MARCH 7**

Daytona Beach, FL / Daytona Motor Speedway

**MARCH 14**

New Orleans, LA / Superdome

**MARCH 21**

St. Louis, MO / Edward Jones Dome

**MARCH 28**

Toronto, Canada / Rogers Centre

**APRIL 4**

Jacksonville, FL / Jacksonville Municipal Stadium

**APRIL 18**

Seattle, WA / Qwest Field

**APRIL 25**

Salt Lake City, UT / Rice-Eccles Stadium

**MAY 2**

Las Vegas, NV / Sam Boyd Stadium



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**2009**  
**MEDIA**  
**GUIDE**



**MONSTER**  
**ENERGY**  
**SUPERCROSS**

FIM World Championship



Chad Reed (below and upper right) won the championship last season aboard a Yamaha, but has switched to a Suzuki for the 2009 season. James Stewart (lower right), the new star of the Yamaha team, is ready for his own championship on the blue bikes.

**W**inning a Monster Energy® AMA Supercross, an FIM World Championship, is one thing, defending them is another. Just ask reigning Monster Energy® Supercross champion Chad Reed and former champion James Stewart. They have each been able to obtain the sport's biggest prize, but neither of them have been able to hold onto it for more than a year.

"It's harder to defend your championship," said Reed. "When you are the defending champion, you are the target. I've never been able to defend my title, so I'm putting a lot of effort into being in the best possible position to do that this time."

Reed won his first title in 2004, but the following year was beat by five-time AMA Supercross class champion Ricky Carmichael. Ironically, Carmichael missed the 2004 season with a knee injury and Stewart had yet to join the premier class. All this withstanding, should there be an asterisk next to Reed's title? Good question.

"I am not sure he gets the respect he deserves; it is always going to be brought up," said seven-time supercross champion Jeremy McGrath. "But, as they always say, what is on paper is what counts. He is a two-time supercross champ, and we will never know what would have happened had those guys been there. You can't take that away from him."

Stewart, on the other hand, won his AMA Supercross title in 2007 and missed most of last season with a knee injury (strangely, the injury forced ACL reconstruction, the same surgery that placed Carmichael on the sidelines in 2005.). Some say Reed was given the championship in 2007, but that was hardly the case. He battled a serious injury that would have ended most riders' seasons and fought a hard-charging Kevin Windham during the 17-race season.

"Defending your championship is harder than winning because you have guys that are really hungry and ready to take it from you," said Stewart. "You have to work double-time just to stay ahead of the game."

McGrath, who with seven career championships and 72 main event wins has nobody even close to him in the record books, even experienced a rough season along the way. "Just like Jeff Emig in '97 – there is no way in my mind that he should have won that title, but in the end, it is what's on paper that counts," said McGrath on Emig, who snapped his four-year AMA Supercross title win streak. "Everybody knows Jeff and I were fierce rivals, but today we get along fine. My point is, it is not always the best or fastest guy that wins the titles, and that's what happened in '97. There were many times that year where I did something dumb or had bike trouble. Jeff got the title, I can't change that."

This will be the first season that the Reed/Stewart rivalry will unfold without the presence of Carmichael. On paper, Reed has 35 AMA Supercross wins, two titles and is third on the all-time win list in six seasons of racing. Stewart has 25 AMA Supercross wins, one title and is fifth on the all-time win list in four seasons of racing. "Winning a championship is huge; it's something that everyone dreams about," added Stewart. "Championships are earned, not given. When you do win, you've done your homework, and it's the

best feeling in the world knowing you took on the best in the world and came out on top."

Without a quantifiable method to determine who the world's 'fastest' supercross racer actually is, the sport's experts have come to a general consensus that Stewart is, as far as pure speed is concerned, by far the fastest man to ever throw a leg over a motorcycle. And while his name does not sit atop the record lists like McGrath, the all-time winningest supercross racer in history, he does agree that Stewart is the fastest of all time.

"I believe by just watching James ride, it is obvious he is the fastest the sport has ever seen," said McGrath. "There is a lot of hype that surrounds James because of his talent and speed, but if you really look at it, he has just one supercross title in four years of trying. With the label of The Fastest Man Alive, there should be more wins in the premier class on his resume. I believe he has a ton of winning ahead of him but his record as of now doesn't match the hype yet."

Of the titles available in professional AMA racing, James Stewart is the only rider to have won



# REED: READY? REPEAT.

each of them: Eastern Regional AMA Supercross Lites, Western Regional AMA Supercross Lites, AMA Supercross, World Supercross GP, AMA Motocross Lites and AMA Motocross.

Reed's greatest weapon is his raw toughness. Amazingly enough, he has never missed a main event, and that doesn't mean every time he has lined up for a race he's been perfectly healthy. Last year at Detroit's Ford Field, he suffered a crash in practice that would have ended anyone else's season. He went to the hospital, came back with a broken scapula and salvaged his championship points. He later explained that he was scared for his life, but at the same time wanted to win a championship.

"I love to race sometimes and you just have to do it when you're not in the best physical shape," said Reed. "The emotional pain has always been worse for me than the physical pain."

Will history repeat itself this season with James Stewart taking home the title, or will Chad Reed make a stand and defend his Monster Energy® AMA Supercross championship?



Photo left: FRANK HOPPEN, Photos this page: KINNEY JONES

# the CONTENDER



**R**yan Villopoto has prepared for this season his entire life. The 20-year-old from Poulsbo, Wash., paid his dues in the AMA Supercross Lites class and is now ready to take on the world's highest level of supercross competition: the premier AMA Supercross class.

"I'm ready for the supercross class," said Villopoto. "I'm ready for a new challenge. I've done everything in Lites except win an East Coast title. For sure, my three years in Lites were good and it's time to move up."

Villopoto methodically worked his way through the Lites class, finishing third as a rookie in 2006, first in 2007 and second in 2008. Last season, despite a disastrous opening race where he failed to score any points due to a crash, he rallied back and finished second overall to eventual champion Trey Canard. During his Lites class career, Villopoto racked up a total of 11 AMA Supercross Lites wins and is tied for ninth on the all-time Lites class win list.

"Jeremy McGrath is the gold standard in making the transition," said Davey Coombs, founder, Racer X Illustrated. "He set all kinds of records in what was then 125 class, and then he absolutely dominated the premier class. His confidence and craftsmanship on a motorcycle were shaped over three years in the Lites class, and then he hit the ground running when he stepped up to start racing with the very best."

But a step up in class means a step up in competition. This year, Villopoto will face the world's best, like defending champion Chad Reed, James Stewart and Kevin Windham, to name a few. Not only do they have more experience in the division than him, but they also have the golden age factor, especially Windham, who is 10 years Ryan's senior.

"Ryan may be the guy to break the mold and come into the championship and win," said

Windham. "There's a stereotype about guys transitioning from the Lites class to the premier class; that they need to spend a year on the ground crashing before winning."

On paper, it could be argued that Villopoto is actually better at motocross than supercross. Having won three consecutive AMA Motocross Lites championships while racking up 20 wins along the way, it's clear that he is certainly best-in-class. Currently fifth on the all-time AMA Motocross Lites class win list, Villopoto will square off against defending AMA Motocross champion James Stewart following the supercross season.

"Motocross is a little different than supercross, but I wouldn't say I'm better at one or the other," Villopoto said. "I just seem to be more consistent during the outdoor season. I won the West Coast title two years ago and almost got the East Coast title last season."

The shelf life for non-winning Lites riders in the premier division is short. Former Lites class champions Ernesto Fonseca ('99 & '01), Ivan Tedesco ('04 & '05) and Grant Langston ('05 & '06) were highly touted as riders to win an AMA Supercross championship. While Fonseca's career was cut short because of an injury, none of these riders have even recorded a win in the big class. Last season, Windham and Reed took the championship points chase down to the last race of the year. Although Windham did win four races, he came up just short of winning the title.

"The structure of the two racing classes channel the world's best racers into one class, and from there, it's the best-of-the-best going at it each weekend," added Windham. "I won my Lites championship over 10 years ago, and I still haven't been able to win a title in the premier class. Last year I had a good run, won some races, but failed to string together a championship season. Once again, I'm coming out to win a championship this

upcoming season."

For Villopoto, it'll take the unwavering confidence that he had in the Lites class to run with the big boys. Each year the top Lites class graduate is featured as one of the most closely watched story lines when they finally bang bars with riders in the premier class. Few riders have successfully made the transition and Stewart, arguably the fastest rider in the world, knows the learning curve can be steep.

"The premier class is more of a business than just racing," said Stewart. "There is so much that I have learned since moving to the premier class."

Seven-time supercross champion Jeremy McGrath made the jump to the premier class almost seamlessly. Not only did he earn the supercross championship as a rookie, but he was the first and only rider in history to do so.

"Ryan is joining a class with some heavy hitters, and I think for him to have a successful rookie year he's going to have to learn when it's okay to take big risks, and when it's not," said McGrath. "He has a style that is very on edge at times and that can be bad for a championship. He's a proven racer, and I'm a fan of his for sure, but in supercross it's not all about hanging it out on the edge every single lap."

Villopoto is well aware of McGrath's dominance in the class and has nothing but respect for what he's done for the sport and the record books.

"I don't think it's out of reach to win the championship, but it's definitely going to be tough," Villopoto added. "I might be asking a lot, though. You have to look at being consistent and that's what I want to do. If I can be consistent, I can maybe get second or third."

Success in this sport is measured by stats posted in the premier class. It's time for Villopoto to take his career to that next level. Is he ready?





# SXQ&A

## WHAT IS SUPERCROSS?

Monster Energy® AMA Supercross, an FIM World Championship, is an off-road motorcycle racing competition, produced inside a stadium that seats no less than 35,000 fans, where dirt is brought in and sculpted using construction equipment. Widely regarded as the king of extreme sports, AMA Supercross is considered the NASCAR of motocross. Some of the world's greatest athletes compete in what has been described as the most physically demanding sport in existence.

## WHAT'S THE DIFFERENCE BETWEEN SUPERCROSS, ARENACROSS AND MOTOCROSS?

Motocross is an off-road motorcycle race run on natural terrain, with few man-made obstacles. Unlike motocross, supercross can be viewed from every seat in the house. Arenacross, like supercross, competes on a man-made surface, but the stadiums and tracks are on a much smaller scale. The riders competing in arenacross events and Monster Energy® Supercross attract top-level racers from an international pool of talent.

## HOW LONG IS A SUPERCROSS SEASON?

In 2009, Monster Energy® Supercross will host 17 races, starting in Anaheim, Calif., January 3rd, and ends in Las Vegas on May 2nd.

## WHAT DO ALL THOSE ABBREVIATIONS STAND FOR?

This type of motorcycle racing carries a number of abbreviations. "SX" is widely used to represent the sport of supercross, "MX" for motocross, "AX" for arenacross, "FMX" for freestyle motocross, etc. The two racing classes will now be known as AMA Supercross (for 250cc two-stroke and 450cc four-stroke machinery) and AMA Supercross Lites (for 125cc two-stroke and 250cc four-stroke equipment).

## WHICH MOTORCYCLE MANUFACTURERS PARTICIPATE?

Like NASCAR's "big four," supercross has its "big five" major manufacturers on the track. Honda, Kawasaki, KTM, Suzuki and Yamaha all field teams for each race.

## HOW DIFFERENT ARE THE BIKES THEY RACE FROM THE ONES I CAN BUY?

Supercross motorcycles may look the same as the ones on the showroom floor, but the similarities end there. Completely "tricked-out" supercross bikes cost as much as \$80,000 and are built from the ground up with custom components. The average fan can buy the same model motorcycle with factory standard parts for less than \$10,000 at a local dealership.

## WHAT'S THE DIFFERENCE BETWEEN THE MOTORCYCLES USED IN COMPETITION?

The 250cc two-stroke and 450cc four-stroke is heavier and faster than the 125cc two-stroke and 250cc four-stroke. Faster in the straight-aways and quicker out of the turns, the 250cc and 450cc four stroke bikes are the formidable bikes in each respective class.

## WHO ARE THE STARS OF SUPERCROSS?

Reigning AMA Supercross class champion Chad Reed, former AMA Supercross class champion James Stewart, Ryan Villopoto and Ryan Dungey are some of the most recognizable names in the sport. Stewart became the first African-American to win a supercross title in 2003. His accomplishments have helped bring national media attention to the sport of supercross.

## HOW OLD ARE SUPERCROSS RIDERS?

Many of the top riders are between the ages of 18-21, with professional eligibility at age 16. The average supercross rider is 25 years old, with a career span that can last until their early 30s.

## HOW DO I FIND MORE INFORMATION ON SUPERCROSS STARS?

The official website of Monster Energy® Supercross, [www.SupercrossOnline.com](http://www.SupercrossOnline.com).

## HOW CAN I GET STARTED IN SUPERCROSS RACING?

Most young riders get started at the local level, training on nearby tracks to hone their racing skills. The majority of the racers competing on the Monster Energy® Supercross tour enjoyed success on the highly competitive amateur championship circuit, which includes the culminating Loretta Lynn's Amateur National Championship.

## HOW FAST DO THE RIDERS GO? HOW HIGH DO THEY JUMP?

Speeds vary depending on the track, but you can expect to see competitors going in excess of 60 mph at a typical supercross race. Riders soar as far as 70 feet in distance, while flying as high as a three-story building off jumps called "triples."

## HOW MUCH DIRT IS NEEDED TO BUILD A SUPERCROSS TRACK, AND WHERE DOES IT COME FROM?

Dirt Wurx, the official track builders of Monster Energy® Supercross, brings in roughly 500 truckloads of dirt for each contest, which equals approximately 1.5 million pounds. It takes a crew of seven men with construction equipment about three days to build the course. The series owns dirt in almost every city it visits. The soil is stored year-round and used for various motorsports events, including Monster Jam®.

## WHAT KIND OF SAFETY EQUIPMENT DO THE RIDERS USE?

All supercross riders are required to wear safety equipment, including helmets, racing pants, boots, gloves and goggles. Many also use chest protectors, shoulder pads and kidney belts for added protection. At the forefront of racing development is safety technology, including neck braces to prevent spinal cord injuries.

## HOW MANY RIDERS COMPETE DURING A SUPERCROSS EVENT?

Monster Energy® Supercross races sometimes have more than 150 riders vying for a spot in the finals. Qualifying heats are held throughout the day, whittling the field down to 42 riders for the final two races. The AMA Supercross class main event features 20 riders, while the Lites finale showcases 22.

## HOW LONG ARE THE RACES?

Final races for the AMA Supercross class run 20 laps and the Lites go 15, but a supercross event begins well before rider introductions in the early evening. Practice laps and qualifying heats begin in the afternoon, with other exciting activities, such as autograph sessions and open paddock areas at most venues going on throughout the day.

## HOW DOES THE POINTS SYSTEM WORK?

Points are only awarded in the event finals of the Lites class and Supercross class. The top finisher receives 25 pts, with 22 for second, 20 for third, 18 for fourth and 16 for fifth. Sixth place receives 15 points, with each place below receiving one less.

## CAN I SEE SUPERCROSS ON TELEVISION?

In 2009, supercross boasts its most impressive television package ever, with season long, next-day broadcasts on SPEED and CBS Sports. CBS Sports will air seven races, a season preview show and a season recap show. SPEED will open the season with a LIVE broadcast from Angel's Stadium in Anaheim, Calif., on January 3rd.

## HOW MANY FANS ATTEND THE RACES?

More than 800,000 fans attend Monster Energy® Supercross each year. Some events even out-draw the home NFL team on its own turf.

## IS IT EXPENSIVE TO ATTEND A SUPERCROSS RACE?

Supercross is an extremely affordable, fan-friendly and family-oriented event. Fans can purchase a ticket to a Monster Energy® Supercross race for as low as \$10 in most markets. Compare that to the average ticket prices for the NFL, NBA, NHL and NASCAR, which all have tickets that are more than \$100.

Photo: TONY SCAVO

# MEDIA&TV

Monster Energy® AMA Supercross, an FIM World Championship, is the premier indoor, off-road motocross racing series that takes place at baseball and football stadiums across North America. In 2008, Monster Energy® Supercross attracted 751,970 fans throughout the course of the 17-race season. The championship is divided into two racing divisions: AMA Supercross Lites and AMA Supercross. While the AMA Supercross Lites class is a stepping stone for up-coming racers, the AMA Supercross class is the pinnacle of supercross racing. Some of the sport's marquee names include reigning AMA Supercross class champion Chad Reed, former AMA Supercross class champion James Stewart, 2008 AMA Supercross class runner-up Kevin Windham and former AMA Supercross Lites champion Ryan Villopoto.

A multi-faceted marketing campaign complements the Monster Energy® Supercross championship, including print, television, radio and online. Impressive growth didn't come overnight.

The Gen-Y fans of supercross sent unique user numbers on the series' official site, www.

SupercrossOnline.com, past the 2 million mark in 2008. Supercross LIVE!, the popular live webcast, tallied nearly 800,000 listeners last year.

In 2009, fans can once again follow the Monster Energy® Supercross championship race on CBS Sports and SPEED. Monster Energy® Supercross was delivered to a combined 15.1 million households in 2008. CBS Sports will broadcast nine hours of coverage that includes a season preview and a season-recap shows. SPEED will open the season with a LIVE broadcast from Angel's Stadium in Anaheim, Calif., on January 3. In addition, SPEED will carry 90 hours of racing this year.

Consistent, well-placed television coverage of the Monster Energy® Supercross championship on network partner CBS Sports and cable component SPEED have taken the sport of supercross to the next level. Through the formidable television package, supercross riders and sponsors are receiving unprecedented exposure.

CBS Sports has delivered Monster Energy® Supercross to the mainstream while SPEED has given hardcore motorsports fans a deeper look at

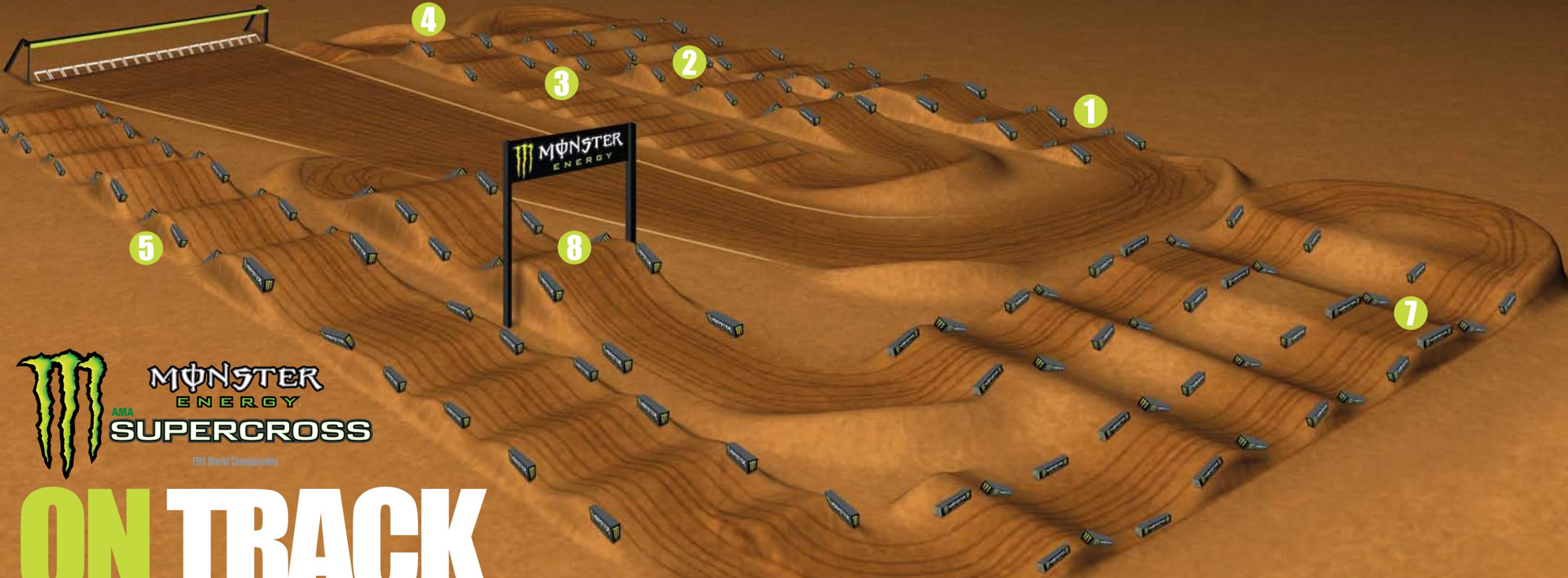
supercross through their menu of programming.

While the live events average nearly 50,000 fans per race, Monster Energy® Supercross has quickly become one of the country's most-watched forms of motorsports, enhancing the overall exposure.



Photo: FRANK HOPPEN





# ON TRACK

By Ryan Dungey

**S**uzuki's Ryan Dungey breaks down the strategies in preparing and racing in a Monster Energy® Supercross race:

Walking down the tunnel, I'm ready and focused. The adrenaline starts flowing once the official signals the bikes to the line. A lot of things go into picking my starting position on the gate and it's crucial because I want to get off to a good start. As I push my bike into the gate, I start putting the track together (the layout and the timing of jumps). I know that week in and week out I've done everything possible to prepare for this moment. When the gate drops, I want to win the holeshot.

When the gate does drop, I want to get the full amount of power from the bike, so I will shift gears when the engine's RPMs reach the sweet spot. Your thoughts are on technique, timing and the right amount of clutch control.

Coming into the first turn there are 19 other riders vying for the holeshot. I make sure that I protect myself on the inside so that nobody can creep under and take my front wheel out. I also have a better chance to get away from any other crashes that take place in the first turn.

The first lap is very important because everyone is still pretty bunched up, so I am very aware of what is going on around me. Not only am I subject to making a mistake, the other riders can make a mistake and ruin the race for you. If I can get out front and open a lead, it's easier for me to flow with the track.

On each lap, there are multiple sequences that come into play for all sections of the track, such as: shifting gears, setting up for an obstacle, carrying momentum, throttle control and good technique. Before I get to each section I am thinking about it in the section prior.

**1** In the **RHYTHM SECTION** after the start straight, I would stay to the outside and try to land on top of the table-top jump (the third jump in). I would then pre-load my suspension off the table top jump to bounce over the next single jump so I could double the next set.

**2** Then I would seat bounce to triple jump into the turn (down shifting to second entering the turn). I would **TRIPLE-TRIPLE** the next section after seat bouncing out of the turn (hitting third gear in the air).

**3** Going through the **WHOOPS**, I want to go through the 180-degree turn in third gear. As I hit the apex of the turn I shift into fourth gear. As the whoops approach I want to get my bike as straight as possible so that when I hit them there is no side movement as I go through. While riding through the whoops, I stand up, keep the front end of my bike light and transfer a little more weight to the rear so that I gain traction and momentum off each whoop. I concentrate on hitting every whoop with my front tire which keeps the bike balanced. I think of keeping my body as still as possible and letting the bike do all the work.

**4** I doubled into the **LEFT-HAND CORNER** after the whoops. I would gain as much speed as I could across the start straight (all in second gear).

**5** I would approach the next section to the inside standing, soaking up the first single jump with my legs to keep the bike on the ground. I then double the next set of jumps and click into third gear to gain momentum to clear the **65' TRIPLE JUMP**. I'd land off the triple and approach a set of small, high-speed rollers, which I would blitz through.

**6** I would let the bike rock beneath me while using my front and rear brakes simultaneously to slow down and set up the next left-hand turn, which is a **LARGE BERM**. I would go through the left-hand turn in second gear.

**7** I would land on the downside of the second jump to carry momentum off the next single where I'd jump onto the **TABLE TOP**. I'd use my momentum and pre-load suspension to get off the table top. As I do so I gas and clutch the bike to get that extra burst of speed to carry me over the next single and into the turn.

**8** I stay in the same gear (third gear) around the turn repeating the sequence of jumping on and off the table-top jump then singling into the right-handed, 90-degree turn that leads to the **FINISH-LINE JUMP**.

**W**hile the AMA Supercross and AMA Supercross Lites class bikes look alike aside from their number plates (the Lites class display white numbers on a black background), there are some major differences between the two machines. Because the 450cc bike (shown below) produces close to 15 more horsepower power than the 250cc bike, heavier materials are used to construct the 450cc machine. If the bike is made up of lighter materials the increased power would tear it apart, hence a 450 weighs more to help handle the power it produces. The roughly 20-lb weight difference between the bikes is enough to support that massive horsepower that the brute 450cc puts out.



Track illustration: MIKE FISHER  
Photo: FRANK HOPPEN

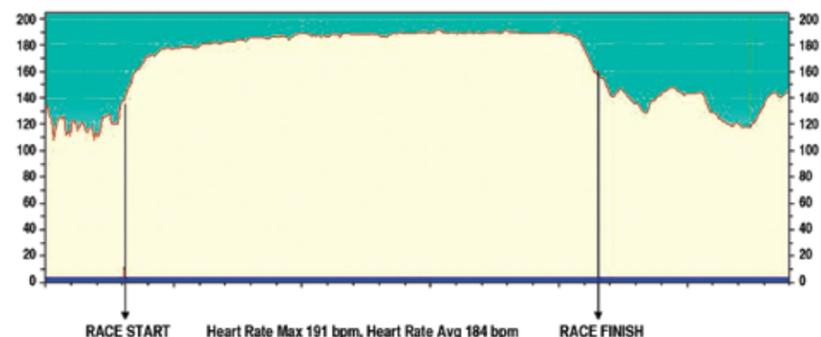
It's hard to draw a parallel between motorsports athletes and traditional stick and ball sports athletes. Most traditional sports post statistics on their athletes to represent their skills. For instance, baseball has ERAs, batting averages or on-base percentage. Football even has the combine that systematically evaluates and breaks down the make-up of each athlete. The NFL combine has tests that include the 40-yard dash, bench press, vertical leap and other measurements that dissect the players inch-by-inch.

In supercross, analysts don't comment about how high series champion Chad Reed can jump or how quick he navigates a left-hand turn. At first glance, the perception of supercross racers is daredevil-esque and the most energy being exerted would be simply the twisting of the throttle. Does the bike do all of the work?

Today, in the Google-everything era, the sport of supercross/motocross is the first result yielded when searching: "What is the world's most physically demanding sport?" The contents of the story go on to say how supercross/motocross is the world's second-most physically demanding sport behind soccer, however many involved with the sport of supercross would dispute this claim, believing it is the most physically demanding sport in the world.

While there may not be as many detailed statistics about a racer's strengths and weaknesses, the misconception that these guys are not fit needs to be erased. Deciding who are the most-fit or toughest athletes in the world or what sport is the most physically demanding are arguments that could be debated for years. Bo Jackson played baseball with a metal hip, Michael Jordan has more rings than fingers, Michael Phelps has won more medals, etc. There really is no right answer.

Dr. Steve Augustine, of Jacksonville Ortho-



pedic Institute and the Action Sports Medicine Foundation in Jacksonville, Fla., and his colleagues undertook a research study where they placed heart-rate monitors on the riders and monitored them throughout the races to see where supercross athletes compared to other athletes in terms of fitness.

The results showed that the bottom line is that these supercross athletes are in incredible shape. Heart rate is a measurement of the exercises intensity of an activity. The higher the heart rate, the higher the intensity and when he looked at the supercross racers, they were running their hearts at an average of 179-180 beats per minute. During a supercross race, the riders' heart-rate level is at 92% of their maximum heart rate.

As soon as the race starts, their heart rate runs up to that 92% from start to finish, which is approximately 20 minutes duration. This is put into perspective when compared to other sports. Most other sports gauge their competitors' heart rates at an average of 80% during an event. Supercross racers are actually running at higher heart rates than most sports, and the most impressive difference is that they are doing it at 20-minute intervals.

Hockey teams may be on the ice for a minute, football players exert themselves in short bursts that last only a few seconds.

"I wanted to give everyone the sound medical data to support that argument in our favor," said Augustine. "Anyone that is involved with the sport or who has ever raced knows how physically demanding it is, yet the average sports fan still believes that the motorcycle does all the work. This wide spread misconception is definitely not the case, as the results speak for themselves. This type of research validates our sport on a scientific level. It gives our sport the respect it deserves in terms of exercise intensity and the fitness demands required to compete in this sport."

(Below) Suzuki rider Mike Alessi puts in the work necessary to compete in what is arguably the world's toughest sport. Bad weather (like last year's San Francisco round, shown at right) can make his hard job even rougher.

# WORLD'S TOUGHEST SPORT



Photos: Right - Courtesy of the ALESSI family Far right - MICHAEL DEMAREE



Suzuki's Mike Alessi suffered a broken leg in the fall of 2008, and as a result, he focused on building his upper-body strength. In boot-camp-like fashion, Alessi hired a trainer and got jacked. Alessi takes us through his rigorous training program:

"My training routine changes every week, and I will start to back down on lifting weights because I hope to be riding my bike soon. I have been recovering from a broken leg, so I concentrated on building my upper-body strength. I wanted to get stronger, but you have to be careful because if you get too big, you will suffer from arm pump, and there is no way can you ride with arm pump at this level.

At the gym we do all kinds of different exercises, such as cow bells, sledge hammers, pulling

60 lbs sleds down the road, and standard weight lifting. I work with a very good trainer named Jim Hoskinson. He knows what I need to get back on the bike and keeps me focused. I feel good everyday when I leave the gym; it's a sense of accomplishment. Everyone at Ironworks (the gym) is very nice, everyone treats each other with respect and pushes everyone to do their best.

Also, another type of training I do is my road bike, which consists of 45 minutes to three hour-bike rides. My endurance is very good and I feel strong. It may not be the most exciting thing to sit on a bike for three hours, but it is definitely something I have to do to be the best. I'll do whatever it takes to win, even if it takes three hour road-bike rides. Warm or cold, rain or shine, you'll see me out there peddling my heart out to make me stronger.

I'm itching to get back on the dirt bike and do some laps. My leg feels strong, and I have still some pain and swelling at times, but I have to work through it. What won't kill me will only make me stronger. I'll do whatever it takes to come out on top. I have a championship on my mind in '09: one goal, one vision and the number-one plate. I have the support and team I need to get me where I need to be. My family and everyone in my program is 100% dedicated to helping me win this up coming year. As long as I stay focused, as well as everyone in our program, there should be no reason I can't run up front. In the past years I felt it should have been mine, and this year I am going for what has been mine. I am determined."



### James Stewart, #7

Birth Date: December 21, 1982  
Residence: Haines City, Fla.  
Turned Pro: 2002

The 2009 Monster Energy® Supercross season will mark the first day of a new job for James Stewart. Stewart, the 2007 AMA Supercross class champion, left the factory Kawasaki race team after seven years of service and will campaign this year's championship under the L&M Racing Yamaha team. "I think change is good; it will be different look, but I know they have the same drive that I have," said Stewart. They want to win just as bad as I do, so working together with them is going to be great. I'm sure we'll raise some eyebrows this season." In the modern era of racing, Stewart is the only rider to win every major championship. He missed the 2008 Monster Energy® Supercross season because of a knee injury but returned to contest in the AMA Motocross championships where he won the championship and turned in a perfect season, winning all 24 motos.

Notables:  
2008 AMA Motocross champion  
2007 AMA Supercross champion  
2004 AMA Motocross Lites champion  
2004 AMA Supercross Lites Eastern Regional champion  
2003 AMA Supercross Lites Western Regional champion

### Chad Reed, #1

Birth Date: March 15, 1982  
Residence: Dade City, Fla.  
Turned Pro: 2002

Chad Reed will stage his AMA Supercross class title defense in this year's Monster Energy® Supercross championship. Ranked third on the all-time AMA Supercross class win list with 35, Reed brings a wealth of big class experience to the table. Most impressive is his ability to string together consistent seasons. During his seven years of supercross racing, he has never missed a main event. Reed's will was epitomized last year in Detroit when he suffered a nasty crash in practice, which broke his scapula, and raced the main event to salvage points. Reed spent only one year in the AMA Supercross Lites class, where he won the championship, before moving to the premier class. As a rookie in the premier class he finished second overall and earned eight main event wins. Not only did he adjust well to the big class, he won the last six consecutive races of the season and almost defeated supercross great Ricky Carmichael. "I'm really looking forward to working with RC. He has been and done what we all wish we could do. It will be different though, I'm really excited about it."

Notables:  
2008 AMA Supercross champion  
2004 AMA Supercross champion  
2002 AMA Supercross Lites Eastern Regional champion  
2000 Australian Supercross champion



### Kevin Windham, #14

Birth Date: February 28, 1978  
Residence: Centerville, Miss.  
Turned Pro: 1994

Veteran Kevin Windham got a taste of what it's like to battle for a championship in 2008 and is surely looking for more. The GEICO Powersports Honda rider compiled the best season of his AMA Supercross class career and took eventual champion Chad Reed to the wire. As one of the oldest riders on the circuit, Windham has only gotten better with age and possesses the ability to use his years of experience to his advantage in overcoming the younger competition.

Notables:  
1997 AMA Supercross Lites Western Regional champion  
1996 AMA Supercross Lites Western Regional champion

# the BIG 4

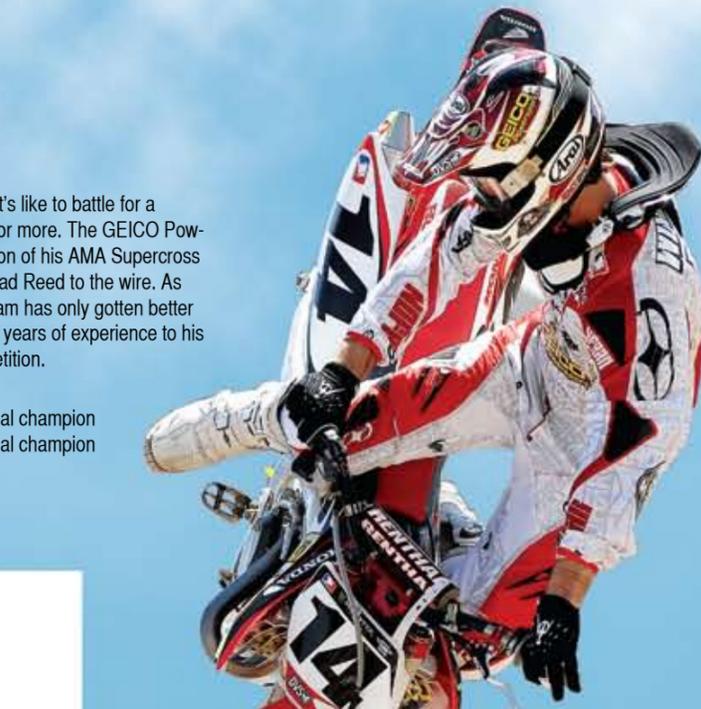
Competing in the premier AMA Supercross class is the ultimate goal of any professional supercross racer. Regarded as the world's most prestigious off-road motorcycling championship, riders come from around the world to contest for the coveted AMA Supercross class championship. These four veterans will do their best to keep the most recent addition to the class, Ryan Villopoto, from winning the championship.

### Tim Ferry, #15

Birth Date: March 18, 1975  
Residence: Dade City, Fla.  
Turned Pro: 1991

Tim Ferry, who enters his 19th year of professional racing in 2009, finished a career best third place overall in AMA Supercross class points standings in 2007. Last year he finished sixth overall and enjoyed six podium finishes. An accomplished veteran, Ferry, who will turn 34 this season, is still looking for his first AMA Supercross class win. Ferry's proven that his age has not slowed him down and that first-ever win may be attainable this season. "I think I'm getting stronger as I get older. I've been in the sport a long time and I've gone through a lot of changes. I've always worked with a trainer and he says being in my early 30's is an advantage. So I think that has helped with my success the last couple of years. Being with Kawasaki also helps; the team is like a family and that helps to get good results."

Notables:  
1997 AMA Supercross Lites Eastern Regional champion



Photos: Windham-CUDBY, Ferry-HOPPEN  
Stewart-JONES, Reed-KLINGENSMITH



**Trey Canard** (above)  
 Birth Place: **September 17, 1990**  
 Residence: **Elk City, Okla.**  
 Turn Pro: **2007**

Canard wasted little time in making his presence known in the AMA Supercross Lites class. As a rookie, he won four races en route to winning the championship at the highly dramatic final round of the series. The 18-year old from Elk City, Okla. beat defending Western Regional AMA Supercross Lites champion Ryan Villopoto — considered to be the best Lites rider in the world at the time — to win the Number One plate. Canard and Villopoto took their rivalry for the championship to St. Louis' Edward Jones Dome, and while battling for the lead, Canard and Villopoto collided resulting in a memorable crash that left Villopoto on the ground and Canard atop the podium. "I learned that it is a long, full season of racing. If you let the pressures of racing get to you and if you don't stay focused, everything and everyone will eventually catch-up. You have to stay focused and not have lapses for the full season if you want to stay on top. I experienced the ultimate in highs and lows and everything that comes in between." Although he's still young, he's mature about his decision to master the Lites class before moving to the premier class. "I would like to wait until 2011 if that is possible," stated Canard.

**Ryan Dungey** (below)  
 Birth Place: **December 4, 1989**  
 Residence: **Belle Plaine, Minn.**  
 Turned Pro: **2006**

Dungey enters his third year of professional racing and has his eyes set on winning the first AMA Supercross Lites class title of his career. Last year he let the Western Regional AMA Supercross Lites championship slip away to eventual champion Jason Lawrence. Dungey opened a huge lead as he won two of the first three races of the season and established a 34-point lead before a few bad breaks and bad decisions ultimately sabotaged his title run. Chalked up as a season of learning, Dungey capped off the year by winning his second consecutive Dave Coombs Sr. East/West Shootout, Dungey explained. "I can tell you I have learned a lot in just two years racing pro. Things are so much different in the pros than what most of us thought of when we were racing as amateurs. And it's not just money but all the other things that come with riding motorcycles for a living, like traveling year round, working with your team and sponsors, keeping yourself prepared and ready to ride 24/7." Dungey gained some valuable experience last year when he rode in the premier AMA Supercross class and finished second at the Minneapolis stop aboard his Suzuki RM-Z450F. "Riding the Rockstar Makita Suzuki 450F last year in supercross was pretty cool and I picked up a lot of experience riding with those guys. I would say the biggest difference is that in the big class the riders are little older and ride the track with a little more experience," said Dungey. The Belle Plaine, Minn., native has eight career supercross wins and three career motocross wins.



**Austin Stroupe** (above)  
 Birth Date: **December 19, 1990**  
 Residence: **Lincolnton, N.C.**  
 Turn Pro: **2007**

Finishing third in the Western Regional AMA Supercross championship in his rookie season, former amateur sensation Austin Stroupe also won the first main event of his career at Houston's Reliant Stadium and along the way earned three additional podium finishes. In 2009, Stroupe will contest the Eastern Regional AMA Supercross Lites championship for the all-powerful Pro Circuit Kawasaki team.



**Nico IZZI** (above)  
 Birth Date: **July 17, 1990**  
 Residence: **St. Claire, Mich.**  
 Turn Pro: **2007**

A rookie last year, IZZI earned one podium finish at the Indianapolis race and finished third overall in the 2008 Eastern Regional AMA Supercross Lites championship. For his accomplishments, he was named AMA Rookie of the Year. IZZI will once again contest the AMA Supercross Lites class, but will ride in the Western Regional AMA Supercross Lites championship for the Rockstar/Makita team.

Photos both pages: FRANK HOPPEN  
 except Canard photo: SIMON CUDDY



# RIDER NUMBERS



AMA Pro Racing assigns the top 99 national numbers to riders based off of the previous season's AMA Supercross and AMA Motocross championship results. Riders competing in the AMA Supercross class will use a white background on their number plate (above) while the AMA Supercross Lites class uses a black background (the "Young Blood" described left). The defending championships in each respective class will use a red background.

1 Chad REED  
 AMA Supercross Class Champion

1 Jason LAWRENCE  
 AMA Supercross Lites Class West Champion

1 Trey CANARD  
 AMA Supercross Lites Class East Champion

- 2\* Ryan VILLOPOTO Poulsbo, WA
- 3\* Mike BROWN Gray, TN
- 4\* Ricky CARMICHAEL Havana, FL
- 7\* James STEWART Haines City, FL
- 8\* Grant LANGSTON Clermont, FL
- 9\* Ivan TEDESCO Tallahassee, FL
- 10\* Ryan DUNGEY Belle Plaine, MN
- 11\* Travis PRESTON Hesperia, CA
- 12\* David VUILLIMEN Murrieta, CA
- 13\* Heath VOSS Mico, TX
- 14\* Kevin WINDHAM Centerville, MS
- 15\* Timmy FERRY Largo, FL
- 16\* John DOWD Ludlow, MA
- 17\* Robbie REYNARD Oklahoma City, OK
- 18\* Davi MILLSAPS Tallahassee, FL
- 19 Jake WEIMER Rupert, ID
- 20 Nico IZZI Saint Clair, MI
- 21 Cody COOPER Tallahassee, FL
- 22\* Chad REED Tampa, FL
- 23\* Kyle LEWIS Henderson, NV
- 24\* Brett METCALFE Lake Elsinore, CA
- 25\* Nathan RAMSEY Menifee, CA
- 26\* Michael BYRNE Newnan, GA
- 27\* Nicholas WEY Dewitt, MI
- 28 Joshua SUMMEY Huntersville, NC
- 29\* Andrew SHORT Smithville, TX
- 30 Jeff ALESSI Victorville, CA

- 31 Ryan SIPES Vine Grove, KY
- 32 Sean HAMBLIN Murrieta, CA
- 33 Josh GRANT Riverside, CA
- 34 Matthew GOERKE Lake Helen, FL
- 35 Paul CARPENTER Ithaca, NY
- 36 Kyle CUNNINGHAM Fort Worth, TX
- 37 Antonio BALBI Riverside, CA
- 38 Kyle CHISHOLM Valrico, FL
- 39 Trey CANARD Elk City, OK
- 40 Daniel REARDON Menifee, CA
- 41 Matthew LEMOINE Pilot Point, TX
- 42 Jake MOSS Temecula, CA
- 43 Broc TICKLE Holly, MI
- 44 Andrew MCFARLANE Menifee, CA
- 45 Jason THOMAS Melrose, FL
- 47 Jimmy ALBERTSON Ozark, MO
- 48 Thomas HAHN Alvard, TX
- 49 Justin BRAYTON Murrieta, CA
- 50 Wil HAHN Decatur, TX
- 51 Martin DAVALOS Cairo, GA
- 52 Robert KINIRY La Fayette, NY
- 53 Jason LAWRENCE Carlsbad, CA
- 54 Matt BONI Geneva, FL
- 55 Ryan CLARK Waddell, AZ
- 56 Eric SORBY Lake Elsinore, CA
- 57 Jacob MARSACK Berlin, MI
- 58 Phillip NICOLETTI Cochection, NY
- 59 Troy ADAMS Homosassa, FL
- 60\* Broc HEPLER Kittanning, PA
- 61 Blake WHARTON Pilot Point, TX
- 62 Sean COLLIER Valencia, CA
- 63 Chris BLOSE Phoenix, AZ
- 64 Jeff GIBSON Blacklick, OH
- 65 Shaun SKINNER Stuart, FL
- 66 Steve BONIFACE Corona, CA
- 67 Josh HANSEN Murrieta, CA

- 68 Michael BLOSE Phoenix, AZ
- 69 Tucker HIBBERT Goodridge, MN
- 70 Michael WILLARD Thornville, OH
- 71 Justin SIPES Vine Grove, KY
- 72 Bryan JOHNSON Cairo, GA
- 73 Gavin GRACYK Blissfield, OH
- 74 Branden JESSEMAN New Brighton, PA
- 75\* Joshua HILL Yoncalla, OR
- 76 Kevin ROOKSTOOL Klamath Falls, OR
- 77 Steven CLARKE Cairo, GA
- 78 Billy LANINOVICH Lake Elsinore, CA
- 79 Cole SIEBLER Emmett, ID
- 80 Tyler BRIGHT Lexington, NC
- 81 Kyle SUMMERS Colorado Springs, CO
- 82 Jack CARPENTER Ithaca, NY
- 83 Dusty KLATT Riverside, CA
- 84 Jarred BROWNE Nuevo, CA
- 85 Sean BORKENHAGEN Huntington Beach, CA
- 86 Travis SEWELL Westville, IN
- 87 PJ LARSEN Stanley, NC
- 88 Bobby BONDS Maricopa, CA
- 89 Marc DE REUVER Lommel, Belgium
- 90 Kelly SMITH Ludington, MI
- 91 Chad CHARBONNEAU Litchfield, NH
- 93 Kevin JOHNSON Albuquerque, NM
- 94 Jacob MORRISON Wareham, MA
- 95 Ben LAMAY Anchorage, AK
- 96 Tyler WHARTON Pilot Point, TX
- 97 Juss LAANSOO Chatsworth, GA
- 98 Kyle TOBIN Climax, GA
- 99 Jase LEWIS Carrollton, GA
- 101\* Ben TOWNLEY Tallahassee, FL
- 116\* Ryan MORAIS Murrieta, CA
- 800\* Mike ALESSI Victorville, CA
- 981\* Austin STROUPE Corona, CA

\*Denotes rider's career number

# YOUNG BLOOD

The AMA Supercross Lites class is broken down into two regions, East and West, as a means for racers to launch their professional careers. While winning a regional AMA Supercross Lites class champion is definitely a milestone, racers use this class as a stepping stone into the premier AMA Supercross class.



# MONSTER ENERGY AMA SUPERCROSS

FIM World Championship

# SCHEDULE & RACING FORMAT

## SATURDAY - RACE DAY

12:30 pm – 12:50 pm	Supercross Lites Group B Timed Qualifying (First 5 min free)
12:55 pm – 1:15 pm	Supercross Lites Group C Timed Qualifying (First 5 min free)
1:20 pm – 1:40 pm	Supercross Lites Group A Timed Qualifying (First 5 min free)
1:45 pm – 2:05 pm	Supercross Group A Timed Qualifying (First 5 min free)
2:10 pm – 2:30 pm	Supercross Group B Timed Qualifying (First 5 min free)
2:35 pm – 2:55 pm	Supercross Group C Timed Qualifying (First 5 min free)
3:00 pm – 3:20 pm	Track Maintenance
3:20 pm – 3:35 pm	Supercross Lites Group C Timed Qualifying
3:40 pm – 3:55 pm	Supercross Lites Group B Timed Qualifying
4:00 pm – 4:15 pm	Supercross Lites Group A Timed Qualifying
4:20 pm – 4:35 pm	Supercross Group A Timed Qualifying
4:40 pm – 4:55 pm	Supercross Group C Timed Qualifying
5:00 pm – 5:15 pm	Supercross Group B Timed Qualifying
5:20 pm – 6:45 pm	Track Maintenance

In each class, the 40 fastest riders from Timed Qualifying will advance to the evening program (the Fast 40). In the Supercross Class only, a rider who is currently in the Top 10 in points that fails to make the Fast 40 will be placed as 21st gate pick in the first heat race.

7:00 pm – 7:30 pm	Opening Ceremonies
7:30 pm – 7:40 pm	Supercross Lites Heat #1 – 6 Laps, 20 Riders (1-9 to Main Event, 10-20 to LCQ)
7:40 pm – 7:50 pm	Supercross Lites Heat #2 – 6 Laps, 20 Riders (1-9 to Main Event, 10-20 to LCQ)
7:50 pm – 8:00 pm	Supercross Heat #1 – 8 Laps, 20 Riders (1-9 to Main Event, 10-20 to LCQ)
8:00 pm – 8:10 pm	Supercross Heat #2 – 8 Laps, 20 Riders (1-9 to Main Event, 10-20 to LCQ)
8:10 pm – 8:20 pm	Supercross Lites Last Chance Qualifier – 4 Laps, 22 Riders (1-2 to Main)
8:20 pm – 8:30 pm	Supercross Last Chance Qualifier – 6 Laps, 22 Riders (1-2 to Main)
8:30 pm – 8:40 pm	Intermission / Track Maintenance
8:40 pm – 8:55 pm	Freestyle Motocross Exhibition
8:55 pm – 9:00 pm	Supercross Lites Parade Lap
9:00 pm – 9:20 pm	Supercross Lites Main Event – 15 Laps, 20 Riders
9:20 pm – 9:25 pm	Supercross Lites Victory Circle
9:25 pm – 9:30 pm	Supercross Parade Lap
9:30 pm – 9:50 pm	Supercross Main Event – 20 Laps, 20 Riders
9:50 pm – 9:55 pm	Supercross Victory Circle



Photo: FRANK HOPPEN

## AMA SUPERCROSS LITES CLASS QUALIFYING FORMAT

### AMA SX LITES HEAT #1

6 laps - 20 riders ->  
1st - 9th to Main, 10th - 20th to LCQ

### AMA SX LITES HEAT #2

6 laps - 20 riders ->  
1st - 9th to Main, 10th - 20th to LCQ

## AMA SX LITES LAST CHANCE QUALIFIER

4 laps - 22 riders -> 1st and 2nd to Main

## AMA SX LITES MAIN EVENT

15 laps - 20 riders

## AMA SUPERCROSS CLASS QUALIFYING FORMAT

### AMA SX HEAT #1

8 laps - 20 riders ->  
1st - 9th to Main, 10th - 20th to LCQ

### AMA SX HEAT #2

8 laps - 20 riders ->  
1st - 9th to Main, 10th - 20th to LCQ

## AMA SX LAST CHANCE QUALIFIER

6 laps - 22 riders -> 1st and 2nd to Main

## AMA SX MAIN EVENT

20 laps - 20 riders