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P.46

DIRT RIDER

FACTORY RIDES

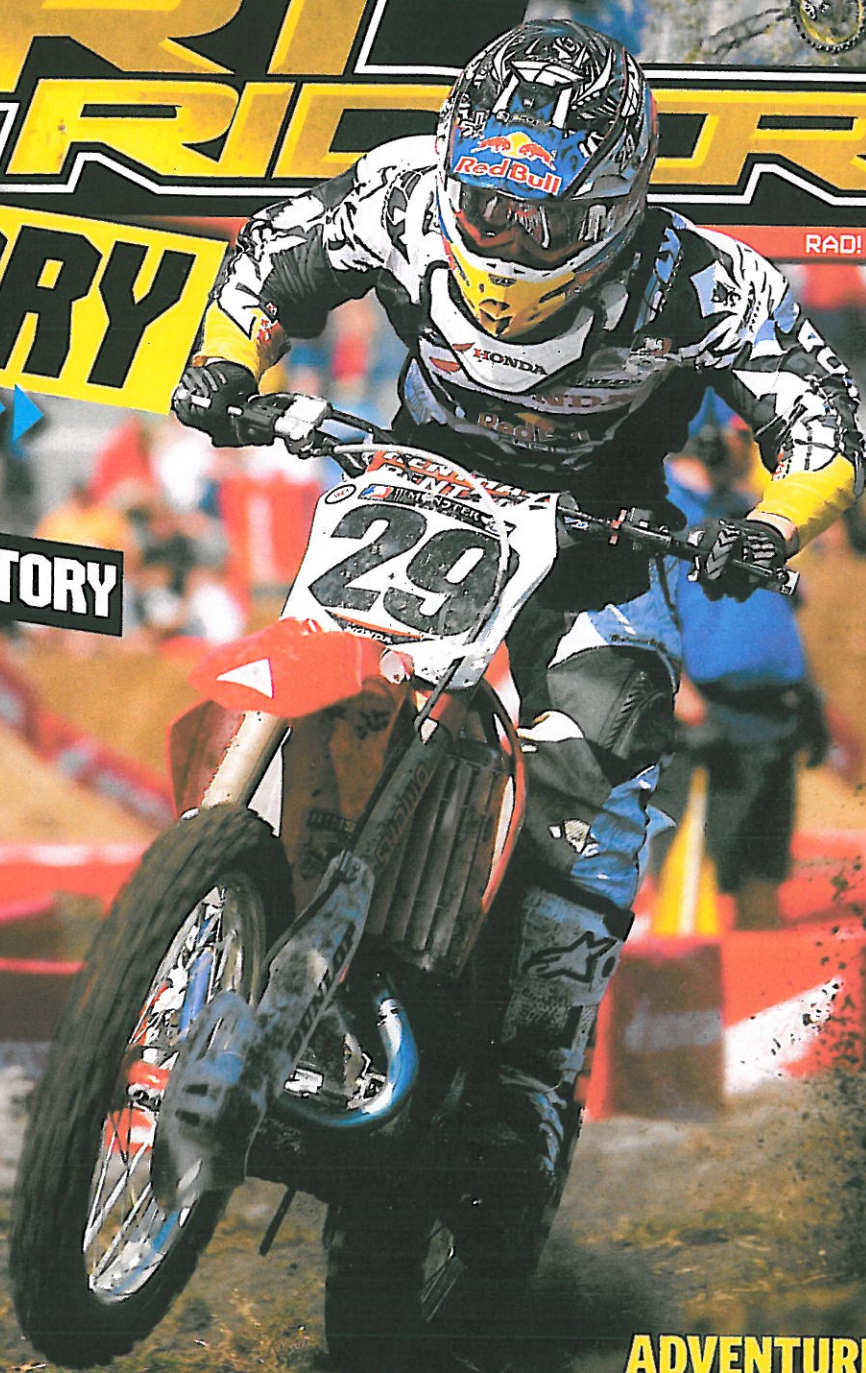
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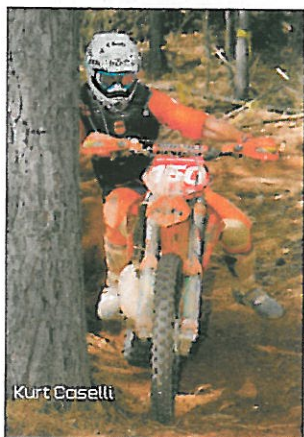


GNCC Update

With KTM choosing to replace mega-champ David Knight in the GNCC series with Californian Kurt Caselli, it was looking like the GNCC title might return to American hands for the first time in four years. Apparently, FMF Suzuki rider Josh Strang and Geico Kawasaki pilot Paul Whibley didn't get the memo on that issue (they may have been home in New Zealand at the time).

So far Strang's teammate Charlie Mullins is the only American rider to nab a win, and he seems to be one of several fast riders who have the pace to run at the front. In fact, a group of five or six riders were all within 20 seconds of the lead as late as four laps into round four in South Carolina! But in the end, it was all Strang, and since he came from dead last after a fall in the first turn and he is the only two-time winner of the 2009 season, he is a good bet for the title. Although fast, Caselli is still coming to grips with speeding through tress. He was sixth in class but well off the pace of the leaders.

On a brighter note for the U.S., the young riders in the XC2 class (Pro 250cc four-stroke) are becoming the stars of the program. Kailub Russell, son of GNCC mainstay Jeff Russell, ended up third overall in South Carolina and for a while was the overall leader on time. With his dad a national enduro champion, Kailub should continue to shine. Other second- and third-generation racers like Cory Buttrick and Eddie Lojak also show great potential. These riders came up out of the GNCC youth classes, to which former national hare scrambles champion Scott Plessinger's son Aaron looks like the heir apparent.



Kurt Caselli

PHOTOS: KAREL KRAMER

New Hardware From Fox Shox

Fox Shox has an all-new shock out for current model MX bikes called the Podium RC3. It is conventional looking on the outside, until you see the extra adjuster near the reservoir. That's a Bottom Out Control, and you can adjust the last $\frac{3}{4}$ inch of travel with this clicker. Also ingenious is the way the shock spring preload adjuster works. Called F.A.S.T., it uses a clamped threaded adjuster that has the spring pinned to it. Loosen the 4mm Allen and then just turn the spring; no more hammers and punches. Dirt Rider has the Podiums mounted up on our 2009 Honda CRF450R and Kawasaki KX250F for further evaluation. You'll be seeing a *DR Tested* soon!

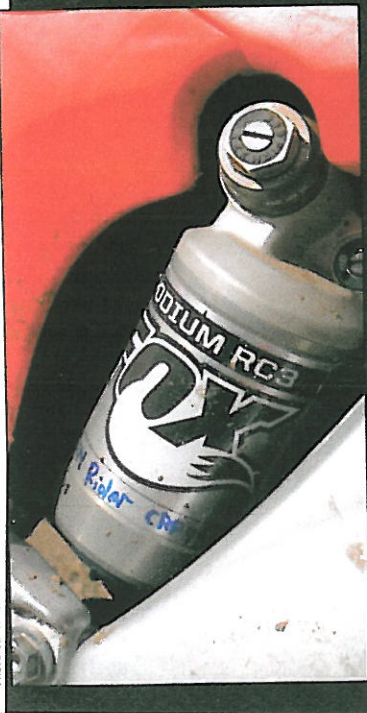


PHOTO: JIMMY LEWIS



PHOTO: KAREL KRAMER

Husqvarna Factory Rider For A Day

Husqvarna has a program that honors past champions and members of the armed services by inviting them to ride a factory-prepped 450 at GNCC rounds. Each invited rider gets a bike prepped by Wyatt Seals (a one-time wrench for Jeremy McGrath) and are invited to pit out of the factory Husky pits. For the Pirelli Big Buck round in South Carolina, the lucky man was Staff Sergeant Toby Atkins. Atkins has been in the service six years, and he has been riding for 22 years and racing for five. Despite a poor start, Atkins worked up to second overall in the morning race. That means he topped former national enduro champion and 1980s Husqvarna star Terry Cunningham! Kudos to Husky for supporting the troops...even one soldier at a time is great.