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Joe Gibbs Racing 2016 Supercross & Motocross Overview

The Autotrader/Monster Energy/Yamaha Team was founded by Coy Gibbs, son of NFL Pro Football Hall of Fame Head Coach Joe Gibbs, who has won three Super Bowls, four NASCAR Sprint Cup Series Championships and four NASCAR XFINITY Series Championships. The team made its debut on Jan. 5, 2008 in Anaheim, Calif., at the opening round of the Monster Energy AMA Supercross Championship.

The fledgling team had only modest goals for its 2008 rookie year, with more aggressive plans for the future. Even so, the innovative new entry to action sports garnered a substantial amount of media attention and was fortunate to have Toyota and Yamaha back their effort right from the start.

Josh Grant was hired on for 2009, and exactly as they had done in NASCAR, the young team won the first race of just its second season at the Monster Energy AMA Supercross Championship season opener on Jan. 3, 2009 at Angel Stadium in Anaheim, Calif. Grant would go on to capture the team's first motocross win later that year on July 4 at the Buchanan, Mich. round of the Lucas Oil AMA Motocross Championship Series.

Justin Brayton joined Grant in 2010, and immediately served notice by winning the Bercy Supercross in Paris, France prior to the start of the regular season. Unfortunately, injury hampered the team during the 2010 season. Grant suffered a crash just before the start of supercross, forcing him to sit out the entire series. The team hired veteran racer Michael Byrne to substitute for Grant to insure its sponsors received the exposure of two bikes on the track. Brayton, in his premier class rookie debut earned his first Supercross Class podium at the Seattle, Wash. round on April 24 with a third-place overall finish, and earned an impressive fifth overall in series points.

Just prior to the start of the Monster Energy AMA Motocross Championship Series, it was Brayton who was injured and missed the first few rounds with fractured ribs. Both riders were healthy for X Games 16, and on July 29 in Los Angeles, Grant and Brayton took both the Gold and Silver Medals respectively in the highly publicized Super X competition.

Brayton would go on to earn a podium finish on Sept. 4 at the Delmont, Pa. round of the motocross series. He then captured two podium finishes during a visit to the Monster Energy Australasian Supercross Series (third overall at the Newcastle round on October 16 and third overall at the Canberra round October 23) in Australia before winning the Launceston, Tasmania round on October 30. Brayton strung two consecutive wins together by following his Tasmania performance with a win at the 25th annual Geneva Supercross in La Voie de Moens, Geneva, on December 3 – 4, making 2010 the best year of his career.

From the inception of the team, Davi Millsaps had been one of the riders Coy Gibbs had wanted to hire, and in 2011 the then 22 year-old from Tallahassee, Fla. accompanied Brayton in contesting the Monster Energy AMA Supercross and Lucas Oil AMA Pro Motocross Championship Series while Grant left for a ride with American Honda. Millsaps ran the number 18, the first number run by Joe Gibbs Racing in NASCAR and currently on Kyle Busch's M&Ms/ Interstate Batteries Toyota Camry. Millsaps, who claimed nine amateur national titles, a 250SX East Supercross Championship (2006) and numerous podium finishes including wins in the premier class, brought new expectations to the team. Millsaps was recovering from major injuries sustained during the summer of 2010, and as he gained strength and endurance, he started to show his speed.

Brayton stormed into the 2011 Monster Energy AMA Supercross Championship season winning his first heat race. He posted several top-five finishes en route to ninth in series points. He sprained his ankle at the last round of the supercross series forcing him to miss the first four rounds of the Lucas Oil AMA Pro Motocross Championship, even so, he fought his way to a seventh overall in series points.

Millsaps had four top-five finishes and finished eighth in Monster Energy AMA Supercross. He earned a second overall at the Wortham, Tex. round of the Lucas Oil AMA Pro Motocross Championship, and led nearly the entire first moto at the Buchanan, Mich. round before injuring his knee. The injury required surgery, forcing him to miss the remaining races of the 2011 series.

Millsaps returned to the Autotrader/Monster Energy/Yamaha Team healthy and fit for 2012. The team also announced the signing of multi-time champion James "Bubba" Stewart. After a few months however, it was mutually decided that Stewart should pursue other opportunities and leave the team. Stewart earned three podium finishes and two wins in the 11 races he was with the team. Millsaps delivered in Stewart's absence having the best supercross season of his career in the premier class. He earned five podium finishes and claimed second overall in series points.

The Autotrader/Monster Energy/Yamaha Team brought up a young privateer, Gavin Faith to ride Stewart's bike starting at the Seattle, Wash. round of the series. Faith's best finishes were 14th overall at both the Salt Lake City, Utah and Las Vegas, Nev. rounds.

When the racing moved to the outdoors and the Lucas Oil AMA Pro Motocross Championship Series began, the team recruited another young privateer to ride Stewart's vacated bike, Kyle Regal. Regal's best finish was a 13th overall at the Budd's Creek, Md. round of the tour. Millsaps struggled with injuries throughout the motocross season. He missed several races, but still managed two top-five overall finishes and ninth in series points. Millsaps elected to join the west coast based Rockstar Suzuki team for 2013.

Familiarity was the theme for 2013 as both Brayton and Grant returned to the Autotrader/Monster Energy/Yamaha Team. "I am excited to be back, it's like a family at JGR and the bike is really good," said Brayton. "Justin always gives 100% and takes great care of our sponsors, we are glad to welcome him back to the team," commented team owner, Coy Gibbs. Brayton celebrated his return almost immediately winning the Genoa Supercross in Italy, placing third at the Bercy Supercross in France, and winning the Geneva Supercross in Switzerland prior to the 2013 season starting in America.

"I have kept in touch with Coy and the guys since I left, and am really comfortable with everyone there. I know these guys work hard, and along with Yamaha, have a lot of resources behind the scenes. I am excited about being back at JGR," said Grant upon his return. "Grant will always have a special place with us after winning Anaheim and Red Bud his first year on our team," said Coy Gibbs. "He has a ton of talent and we are excited to have him back."

The highlight of the 2013 season was Brayton's Gold Medal performance at X Games 19 in Los Angeles, Calif. on Aug. 3. Brayton won the event in front of a worldwide audience in dramatic fashion with a last lap pass to take the win. In Monster Energy AMA Supercross, Brayton scored 11 top-10 finishes and one top-five finish for eighth in series points. Grant earned a top-10 at the second round, but then suffered an injury causing him to miss the remainder of the series. In Lucas Oil AMA Pro Motocross, Brayton earned three top-10 and one top-five finish to claim 11th in series points. Grant had three top-10 overalls, a top-five and an overall podium at the Red Bud round in Buchanan, Mich. He was 10th in the series. Grant also earned a top-10 overall at the 2013 Monster Energy Cup in Las Vegas, Nev.

Grant and Brayton stayed with the team for the 2014 racing season. In addition, JGRMX announced that they would support Phillip Nicoletti, a determined privateer in a new developmental pilot program. Nicoletti, who is from New York and had been training not far from the team's North Carolina headquarters was working hard, but like many struggling racers lacked the resources available to top-tier teams. The concept was to offer him an opportunity to showcase his talents, while simultaneously giving the team immediate access to a replacement rider familiar with its equipment should one of the two primary team riders suffer an injury.

Supercross and motocross are the original extreme sports offering unparalleled excitement to fans and unfortunately, this sometimes equates to frequent injury. JGRMX began a trend of replacing injured riders early in the team's history rather than just fielding the remaining rider, as the sport has

done historically. This was done because JGRMX is a sponsor-driven operation, rather than one fielded solely by an OEM, and JGRMX wanted to insure its sponsors received the visibility promised.

Typically when a substitute rider is needed, the season is in full swing and finding a rider is difficult. In addition, the rider must adapt to the new bike and team immediately, which can be challenging on short notice. JGRMX, along with Thomas Fichter, CEO of N-Fab, and Dr. Maresca, of St. Lawrence Radiology, teamed up and provided Nicoletti with an opportunity to practice and ride on full factory-backed equipment, and be ready in an instant's notice to substitute for Brayton or Grant when either of them was required to miss an event due to injury. Nicoletti was scheduled to race six events under the JGRMX tent alongside Brayton and Grant, and any additional races that Brayton or Grant were not attending due to injury.

The highlight of the 2014 supercross season was Brayton leading 13 laps en route to second place at the Phoenix, Ariz. round. He won three heat races and scored six top-five and 12 top-10 finishes. Even though he missed four rounds with injuries, he claimed seventh in series points. Of note, up to the Houston, Tex. round of the series (14 of 17), Brayton held the current record for consecutive starts at 44, which included 18 top-10 results.

After a seventh place at the opening round, Grant suffered a hard crash in practice at round two in Phoenix, Ariz. The effects would linger limiting his ability to ride and train during the week, but a determined Grant gave his best efforts during the following three races after the crash. Following the events, the team felt it was wise to have him rest and fully recover for a few weeks. Nicoletti got the call and was on the gate for the San Diego, Calif., round alongside Brayton. Nicoletti earned his way into the main event in San Diego, and then all three subsequent mains he was asked to contest while Grant recuperated. When Brayton was out the last four rounds, Nicoletti substituted for him during those events. His best finish in supercross was a 13th in Daytona Beach, Fla. Grant returned at the Atlanta, Ga. race earning ninth. He earned five top-10 finishes and 16th in series points.

Grant began the 2014 Lucas Oil AMA Pro Motocross Championship Series with a win in the first moto at the opening round at Glen Helen Raceway in San Bernardino, Calif. A crash at the start of moto two had Grant charging through the pack, and he was able to salvage 15th to earn fifth overall. Brayton was recovering from a knee injury and was not at Glen Helen. Nicoletti was scheduled to race the event, and was 12th overall. Brayton returned to racing at round four, Blountsville, Tenn. The event marked the first time JGRMX had three riders under the team canopy, as Nicoletti joined Grant and Brayton. Nicoletti raced as a third rider again at the Unadilla, NY event. Grant earned three top-five overalls, and seven top-10 finishes to claim eighth in series points. Brayton collected one top-five and six top-10 results earning 13th in series points despite missing three rounds early in the series, and sitting out the Crawfordsville, Ind. event after tweaking his knee during practice. Nicoletti raced six rounds of the motocross series earning two top-10 finishes, a ninth at the Budd's Creek, Md. round, and an eighth at the Unadilla, NY event. With his limited schedule, he was able to claim 15th in series points for the season.

For 2015 the team proudly announced the addition of Justin Barcia and Weston Peick racing the full season, with Nicoletti racing the Lucas Oil AMA Pro Motocross Championship Series and substituting for either Barcia or Peick if necessary during the Monster Energy AMA Supercross Championship Series. In addition to Barcia and Peick, JGRMX was excited to share that Autotrader joined the effort as title sponsor.

Previously with American Honda, Barcia has had an illustrious amateur and pro career. As an amateur, Barcia claimed 25 major titles, including four at the prestigious AMA National Amateur Championship at Loretta Lynn's ranch in Tennessee. Barcia is a two time 250SX East champion, the 2012 Monster Energy Cup champion, and a frequent visitor to the podium in both supercross and motocross. Internationally, he has won the Genoa Supercross in Italy, two King of Bercy titles in Paris, France, and was on the overall podium with Team USA in the Motocross of Nations in 2012.

During his debut year with the Autotrader/Monster Energy/Yamaha Team Barcia was victim to a cracked pelvis early during Monster Energy AMA Supercross. Due to the long recovery necessary he was able to race only eight of 17 events, during which he earned five top-10 and one top-five finish. In Lucas Oil AMA Pro Motocross Barcia earned two wins, five podiums, two top-five, two top-10s, and third overall in series points. The honor of being team captain and one of three riders selected to represent the United States in the 2015 Motocross of Nations was bestowed on Barcia, and he did not disappoint winning his division (MX1) and helping Team USA earn second overall for the event.

Peick is arguably one of the hardest working riders in the sport today. Peick's story is one of determination and perseverance. Riding since the age of four, and competing since he was 15, Peick earned seven amateur titles before turning professional in 2009, without factory support. Riding as a privateer he placed ninth overall in his first professional race in the premier class at Glen Helen Raceway on May 23, 2009. He was the top privateer in the 2014 Monster Energy AMA Supercross Championship Series and finished seventh in the Lucas Oil AMA Pro Motocross Championship Series riding with the RCH Suzuki Team.

In 2015 Peick wasted no time creating a buzz with his new team riding in a podium position for 17 laps at round two of the Monster Energy AMA Supercross Championship in Phoenix, Ariz. Had he not suffered a broken foot in the closing laps he would have been third, as it was he finished fourth and turned a lot of heads. He went on to claim his first career podium at the Santa Clara round of the series, and backed that accomplishment up with a repeat performance at the final round in Las Vegas, Nev. In Lucas Oil AMA Motocross Peick claimed four top-10, and three top-five overall finishes, including a moto podium at the Sacramento, Calif. round. Peick then went on to have a successful off-season racing internationally earning second at the inaugural Supercross Sofia in Sofia, Bulgaria, and winning the coveted King of Lille-Bercy in Paris, France.

Nicoletti was not scheduled to race Monster Energy AMA Supercross in 2015 but due to injuries sustained at different times to both Barcia and Peick Nicoletti contested 10 events with his best finish being two 13th place results twice, once in Dallas, Tex., and again in Indianapolis, Ind. In Lucas Oil AMA Pro Motocross Nicoletti claimed seven top-10, and two top-five finishes with a career first moto podium at the San Bernardino, Calif. round.

Monster Energy joins the effort for 2016, headlining with Autotrader and Yamaha, with Toyota also still a major supporter of the team. The team will once again be led by Jeremy Albrecht, the team manager since the inception of the program. Prior to becoming the Autotrader/Monster Energy/Yamaha Team manager, Albrecht was one of the most successful tuners in the history of the sport, earning 11 major titles with multiple riders. Albrecht is looking forward to a successful 2016 racing season.

The Autotrader/Monster Energy/Yamaha Team is unique in that it is not based on the west coast. Instead, the team shares a 150,000 square foot building with Joe Gibbs Racing's NASCAR XFINITY Series operations just down the street from the team's NASCAR Sprint Cup Series headquarters giving JGRMX a wealth of resources and engineering acumen at its ready disposal. The Sprint Cup complex is a 144,000 square foot building that has areas open to the public for visiting, and sponsors often use the banquet and theatre areas for meetings and employee gatherings. The engineering and CNC machine fabrication capabilities lend themselves to the team's ongoing research and development advancements. State-of-the-art on-site custom designed engine and suspension dynamometers provide endless opportunities for refinement and testing new innovations.

Several years ago JGRMX began a retail engine and suspension performance initiative that led to an amateur support program that just in its first year yielded numerous amateur national titles. The team was the first in the U.S. using Pirelli tires and has become a distributor for the brand at the amateur national races, and runs a support program including a website accepting sponsorship applications. In addition, jgrmx.com now offers numerous parts developed by the race team, and well as other merchandise and JGRMX team apparel. This area of the organization is growing rapidly and offers a meaningful connection to the motocross lifestyle in addition to being a racing team by connecting and interacting with enthusiasts in a way that directly impacts their personal motorcycling experience.

Historically, motocross teams have been operated by motorcycle manufacturers whose primary goal was to sell product to consumers and enhance their brands through racing, exactly like NASCAR was 30 years ago with automobile manufacturers. Much like the NASCAR teams of today, the Autotrader/Monster Energy/Yamaha Team's focus is on creating exposure and value for its sponsors, both endemic and outside of the motorcycle industry. Coy Gibbs sees the future of motocross following in the footsteps of NASCAR, with independently owned manufacturer backed teams fueled by the enthusiasm of entrepreneurs and funded by outside of the industry main stream sponsors eventually becoming the norm rather than the exception.



Phillip Nicoletti Weston Peick Justin Barcia

Autotrader/Monster Energy/Yamaha Team Fast Facts

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| Team Name: | Autotrader/Monster Energy/Yamaha Team |
| Team Manager: | Jeremy Albrecht |
| Riders: | Justin Barcia, #51, Weston Peick, #28, Phil Nicoletti, #34 |
| Race Tuners: | Ben Schiermeyer (Barcia), Glenn Dobson (Peick), Billy Felts (Nicoletti) |
| Motorcycles: | 2016 Yamaha YZ450F |
| Classes Raced: | Supercross Class (Monster Energy AMA Supercross Series and FIM World Championship) 450 Class (Lucas Oil AMA Pro Motocross Championship) |
| Suspension: | Kayaba works rear shock, Kayaba works air fork |
| Frame: | Stock Yamaha |
| Footpegs: | JGR performance titanium |
| Wheels/hubs: | Excel A60 rims with Kite hubs built by Dubya, USA |
| Swingarm: | Stock Yamaha |
| Brakes: | Galfer Performance |
| Motor: | Stock Yamaha with JGR modifications |
| Tires: | Pirelli |
| Clutch: | Hinson Clutch Components |
| Graphics: | Dirt Candy |
| Bodywork: | Cycra |
| Oil: | Maxima |
| Handlebars: | Renthal |
| Sprockets: | Renthal |
| Grips: | Renthal |
| Exhaust: | FMF |
| Levers: | ARC |
| Pistons: | JE |

Connecting Rod: CP-Carrillo
Filtration: FRAM
Camshafts: Web Cam
Valve Train: Xceldyne
Tools: Motion Pro
Fuel: VP Racing
Drive Chain: RK Chain
Mapping: GET by Athena
Team Headquarters: Huntersville, North Carolina
Official Website: jgrmx.com
Transporter: Freightliner Cascadia tractor and 53' High Tech trailer with two slide outs

Team Sponsors: Autotrader.com, Monster Energy, Yamaha, Toyota, N-FAB, Interstate Batteries, Sport Clips Haircuts, Wienerschnitzel, FRAM, FMF Racing, St. Lawrence Radiology, KMC Wheels, Cycra, Maxima, Hinson Clutch Components, Renthal, Dirt Candy, SCOTT USA, Pirelli, Web Cam, GET by Athena, CV4, Xceldyne, Dubya USA, Kite Hubs, Excel Rims, Galfer Performance Brakes, Matrix Concepts, JE Pistons, CP Carrillo Rods, Carbon Raptor Hard Carbon Coatings, Motion Pro, VP Racing Fuels, Mechanix Wear, Asterisk, and Strayer University.

The Sport of Supercross

- The second most attended motorsport in the U.S.
- Going into its 42nd year
- Produced inside the most prestigious stadiums across North America
- American supercross is considered the world's premier action sports venue
- The 17-round 2016 season starts January 9, in Anaheim, California, and concludes May 7, in Las Vegas, Nevada
- 2015 attendance was 779,000 (averaging 49,000 per event)
- 2015 pit attendance by fans was in excess of 335,000, where the JGRMX team is an engagement point
- 2015 television package included 11 live broadcasts on Fox Sports 1, four on Fox Sports 2, and one on Fox totaling 4,773,000 live viewers
- Fox Sports 1 re-aired 22 shows, and Fox Sports 2 repeated 18 shows for an additional 1,486,000 viewers

The Sport of Motocross

- Purchased in 2008 by the Daytona Motorsports Group (DMG), led by Roger Edmondson and Jim France, Vice Chairman/Executive Vice President of NASCAR
- Attendance has risen from 203,600 in 2009 to 286,000 in 2015 (an increase of 41%)
- 12-race series starts in May and ends in September
- The venues are rural areas throughout America
- There are two races, or "motos" for each class, with the overall best results of the two 30-minute-plus-two-lap motos determining the overall finishing order
- Live television viewership in 2015 was 3,224,000

- 2015 television package included coverage on NBC, the NBC Sports Network, and MAVTV

Rider Profile, Justin Barcia, #51 ***AutoTrader/Monster Energy/Yamaha Team***

Motorcycle: JGRMX Modified Yamaha YZ450F

Classes: Supercross (Monster Energy AMA Supercross Championship)
450 Class (Lucas Oil AMA Pro Motocross Championship)

Birth Date: March 25, 1992

Birthplace: Paterson, N.J.

Residence: Greenville, Fla.

Height: 5' 8"

Weight: 155 lbs.

Turned Pro: 2009

Marital Status: Single

Twitter: @justinbarcia

Instagram: instagram.com/justinbarcia

FaceBook: facebook.com/justin.barcia

Website: justinbarcia.com



Justin Barcia joined the Autotrader/Monster Energy/Yamaha Team in 2015 after an illustrious amateur and pro career. As an amateur, Barcia claimed 25 major titles, including four at the prestigious AMA National Amateur Championship at Loretta Lynn's ranch in Tennessee. Barcia is a two-time 250SX East champion, the 2012 Monster Energy Cup champion, and a frequent visitor to the podium in both supercross and motocross. Internationally, he has won the Genoa Supercross in Italy, two King of Bercy titles in Paris, France, and was on the overall podium with Team USA at the Motocross of Nations in 2012 and 2015.

RACING HIGHLIGHTS

2015. *Barcia was victim to a cracked pelvis early during his inaugural Monster Energy AMA Supercross season with the Autotrader/Monster Energy/Yamaha Team. Due to the long recovery necessary he was able to race only eight of 17 events, during which he earned five top-10 and one top-five finish. In Lucas Oil AMA Pro Motocross Barcia earned two wins, five podiums, two top-five, two top-10, and third overall in series points. The honor of being team captain and one of three riders selected to represent the United States in the 2015 Motocross of Nations was bestowed on Barcia, and he did not disappoint winning his division and helping Team USA earn second overall for the event.*

2014. *Barcia finished fifth in Monster Energy AMA Supercross series points despite missing two rounds. He landed on the podium four times. After four rounds of the Lucas Oil AMA Pro Motocross Championship Series, he suffered an ankle injury that required surgery and forced him to retire from the series.*

2013. *Barcia won his first Monster Energy AMA Supercross race in the premier class at the Phoenix, Arizona round. He would win again at the Seattle, Washington event, earning fourth in overall series points. In Lucas Oil AMA Pro Motocross, Barcia finished third overall in just his first full season in the 450 Class. He was awarded the AMA 450 Class Rookie of the Year Honors. Barcia then traveled to Europe winning*

the Genoa Supercross in Italy, and then to Paris, France where he won the Bercy Supercross for the second time.

2012. *Barcia repeated as the 250SX East Champion in Monster Energy AMA Supercross, winning six of nine races including the Dave Coombs Sr. East West Shootout in Las Vegas, Nevada. After consistently finishing in the top-five in the Lucas Oil AMA Pro Motocross Championship Series in the 250 Class, including five moto wins, Barcia earned second overall in the series. He then was awarded the honor of representing Team USA in the 23rd annual Motocross of Nations helping the team to an overall third-place podium finish.*

2011. *Earned the Monster Energy AMA Supercross 250SX East title with podium finishes at every round. When his teammate Trey Canard was injured during the Lucas Oil AMA Pro Motocross Championship Series, Barcia was given the chance to ride the 450 in the premier class during the last four rounds. He earned five moto finishes and won the second moto at the Southwick, Massachusetts round.*

2010. *Barcia debuted in the Monster Energy AMA Supercross 250SX East Series with five podium finishes to earn second in series points. In 250 Class Lucas Oil AMA Pro Motocross, he was second overall at three rounds, and earned two moto wins taking fifth in series points. He was invited to compete in the internationally acclaimed Bercy Supercross in Paris, France, where he won the event in the premier class earning his first King of Bercy title.*

2009. *Debuted as a professional at the start of the Lucas Oil AMA Pro Motocross Championship in the 250 Class. He earned eight podium moto finishes, including a win at the Southwick, Massachusetts round to earn fifth in the series. He was named the MX Sports Pro Racing 250 Class Rookie of the Year.*



Rider Profile, Weston Peick, #28 *Autotrader/Monster Energy/Yamaha Team*

Motorcycle: JGRMX Modified Yamaha YZ450F
Classes: Supercross (Monster Energy AMA Supercross Championship)
450 Class (Lucas Oil AMA Pro Motocross Championship)
Birth Date: Nov. 20, 1990
Birthplace: Riverside, Calif.
Residence: Wildomar, Calif.
Height: 5' 11"
Weight: 200 lbs.
Turned Pro: 2009
Marital Status: Single
Twitter: @westonpeick
FaceBook: facebook.com/Weston.peick
Instagram: Instagram.com/westonpeick



Weston Peick joined the Autotrader/Monster Energy/Yamaha Team at the start of the 2015 season. Arguably one of the hardest working riders, Peick's story is one of determination and perseverance. Riding since the age of four, and competing since he was 15, Peick earned seven amateur titles before turning professional in 2009. Racing as a privateer, he placed ninth overall in his first professional race in the premier class at Glen Helen Raceway on May 23, 2009. Peick enjoyed the best season of his career in 2015, earning podiums and capping the season off by winning the 2015 King of Lille-Bercy Supercross title.

RACING HIGHLIGHTS

2015. *Peick wasted no time creating a buzz with his new team riding in a podium position for 17 laps at round two of the Monster Energy AMA Supercross Championship in Phoenix, Ariz. Had he not suffered a broken foot in the closing laps he would have been third, as it was he finished fourth and turned a lot of heads. He went on to claim his first career podium at the Santa Clara round of the series, and backed that accomplishment up with a repeat performance at the final round in Las Vegas, Nev. In Lucas Oil AMA Motocross Peick claimed four top-10, and three top-five overall finishes, including a moto podium at the Sacramento, Calif. round. Peick then went on to have a successful off-season racing internationally earning second at the inaugural Supercross Sofia in Sofia, Bulgaria, and winning the coveted King of Lille-Bercy in Paris, France.*

2014. *With support from Motosport.com and Fly Racing, Peick earned two top-five finishes in Monster Energy AMA Supercross in route to 12th overall for the season. Peick was the top privateer. He was then signed by RCH Team to contest the Lucas Oil AMA Pro Motocross Championship where he finished in the top-10 in more than half of the events and earning a career-best seventh in series points.*

2013. *Peick earned five top-10 finishes and a seventh in Monster Energy AMA Supercross for 12th in series points. As a privateer, Peick was only able to contest five rounds of Lucas Oil AMA Pro Motocross, but he still earned 17th in series points, finishing as high as fourth overall at the Tooele, Utah round.*

2012. Peick contested the Monster Energy AMA Supercross Series in the premier class as a privateer. He was signed as a replacement rider for the injured Austin Stroupe by the Star Valli Yamaha Team mid-way through the season and finished 15th in series points. He rode only two rounds of Lucas Oil AMA Pro Motocross before leaving for Europe where he had wins in Tempere, Finland and Athens.

2011. Peick rode for the Rock River Team as a privateer in Monster Energy AMA Supercross earning 20th in series points. He signed a deal to ride for the Chaplin Kawasaki Team for Lucas Oil AMA Pro Motocross, but the team was not able to secure funding and the opportunity never came together. Peick then went racing on his own earning 17th in 450 Class series points as a full privateer.

2010. Peick rode as a privateer under the Rock River Team tent earning 26th in Monster Energy AMA Supercross and 22nd in Lucas Oil AMA Pro Motocross 450 Class series points for the year.

2009. Debuting as a professional in the 450 Class, Peick earned ninth overall in his first attempt at the opening round of the Lucas Oil AMA Pro Motocross Championship at Glen Helen Raceway in San Bernardino, California on May 23, 2009.



Rider Profile, Phillip Nicoletti, #34 *Autotrader/Monster Energy/Yamaha Team*

Motorcycle: JGRMX Modified Yamaha YZ450F

Classes: Supercross (Monster Energy AMA Supercross Championship)
450 Class (Lucas Oil AMA Pro Motocross Championship)

Birth Date: March 4, 1989

Birthplace: Cohecton, N.Y.

Residence: Chesterfield, S.C.

Height: 5' 11"

Weight: 175 lbs.

Turned Pro: 2006

Marital Status: Single

Twitter: @filthyphil49



Phillip "Phil" Nicoletti has shown unwavering determination throughout his career. Posting good results on what most would consider sub-par equipment he caught the attention of Thomas Fichter, CEO of N-Fab, and Dr. Maresca of St. Lawrence Radiology who both placed their support solidly behind Nicoletti helping him debut in the premier class in 2013. In 2014 Coy Gibbs made room for the determined kid from New York on the Autotrader/Monster Energy/Yamaha Team with continued support from Fichter and Maresca. Nicoletti will substitute for Barcia or Peick in Monster Energy AMA Supercross if one of them is unable to compete due to injury and race all 12 AMA Motocross Championship rounds in 2016.

RACING HIGHLIGHTS

2015. Nicoletti was not scheduled to race Monster Energy AMA Supercross in 2015 but due to injuries sustained at different times to both Barcia and Peick Nicoletti contested 10 events with his best finish being two 13th place results twice, once in Dallas, Tex., and again in Indianapolis, Ind. In Lucas Oil AMA Pro Motocross Nicoletti claimed seven top-10, and two top-five finishes with a career first moto podium at the San Bernardino, Calif. round.

2014. Nicoletti was scheduled to contest six events, and be ready to immediately step in as an Autotrader.com/Monster Energy/Yamaha Team rider in the event Josh Grant or Justin Brayton was unable to compete due to injury. Nicoletti came to the aid of the team on seven occasions ensuring two bikes were on the track for team sponsors. Nicoletti stepped in for the injured Grant at round five of the Monster Energy AMA Supercross Championship. He made the main and made the next main as a substitute before his first scheduled event, the Atlanta Supercross where he again made the main. He followed with his best supercross result in Daytona where he earned 13th. He raced six of the 12 AMA Motocross Championship rounds earning two top-10 finishes with his best finish of eighth at the Unadilla round. He was 15th in series points despite racing only half of the schedule.

2013. Nicoletti debuted in the premier class riding for the N-Fab Ti-Lube Yamaha team with backing from his long-time supporter Dr. Maresca and N-Fab CEO Fichter. He struggled at first as many rookies do, but then strung off nine qualifying rides in a row. In motocross, Nicoletti had two top-10 overall finishes, his highest a seventh at Southwick, the toughest course on the circuit. He had eight top-10 individual moto results and was only outside of the top-15 overall results three times.

Autotrader/Monster Energy/Yamaha Team

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2012. Mechanical issues plagued Nicoletti at the outset of the 2012 supercross season. He was able to earn two top-five and one top-10 finish in 250SX East competition. As the issues with his equipment continued into the motocross season, he and his team mutually agreed to part ways. Determined to succeed, Nicoletti showed up at the Southwick round on a year-old privateer machine and raced near the front of the field before another mechanical issue took him out of the moto. He rebounded with a 13th in the second moto. He then scored two back-to-back top-10 overall finishes at Unadilla and Steel City (both eighth overall).

2011. Nicoletti secured a Monster Energy backed ride racing the Australian Motocross Nationals earning a solid third overall in the series. He may very well still have been in Australia to this day as he had offers to race there in 2012, but a miscommunication regarding his Visa caused him to be banned from visiting the country for three years.

2010. Nicoletti raced 250SX West supercross earning three top-10 results and eighth in series points. He contested the 250 Class in motocross finishing in the points at five events with his best an 11th overall at the Pala round.

2009. Nicoletti qualified for two rounds of 250SX East competition finishing 18th in both. He raced a limited motocross schedule with his best result a 20th at Steel City.

2008. Raced a limited number of 250SX East supercross with his best finish a 16th in Atlanta. Also competed in the 250 Class in motocross, earning points five times and an eighth overall at the Steel City round.



Meet Jeremy "J-Bone" Albrecht



Jeremy Albrecht is JGRMX's team manager. The 44-year old from Reche Canyon, Calif., is a motocross veteran, having ridden and wrenched motorcycles for years. Albrecht raced as an amateur for several seasons before becoming a mechanic in 1990 for his brother Joel on the professional circuit. In 1993, Albrecht worked with X-Games gold medalist Tommy Clowers, and in 1995 he paired with Jeff Emig, one of the top motocross riders of the 1990s. Emig coined the nickname "J-Bone." Albrecht accompanied Emig to four titles, assistance that helped earn Emig a 2004 induction into the AMA Motorcycle Hall of Fame. Following his tenure with Emig, Albrecht became James "Bubba" Stewart's mechanic in 2002, where the duo produced

seven championships. In all, Albrecht has 11 major championships as a tuner, eight AMA Mechanic of the Year awards, two LiveNation Mechanic of the Year titles and the 2006 Mechanix Wear Outstanding Achievement award. Albrecht resides in Concord, N.C. with his wife Jackie and sons Trevor and Nathan. In addition to his duties with JGRMX, he also co-promotes the annual Surfercross event going into its thirteenth year.

Career with Emig 1996 motocross champion

1997 supercross champion, motocross champion, world champion (five-race series)

1998 paired with Emig

1999 worked most of the year with Emig (Emig left near the end of season)

2000 paired with John Dowd

2001 spent one year in shop as test mechanic with Ricky Carmichael

Career with Stewart

2002 125 motocross champion

2003 125 supercross west champion

2004 125 supercross east champion, 125 motocross champion

2005 paired with Stewart, no championships

2006 supercross GP world champion

2007 AMA supercross champion, supercross GP world champion

Other

MX Des Nations with Emig (1997, Belgium)

MX Des nations w/Carmichael (2000, France) won

MX Des Nations w/Stewart (2006, England) won

Live Nation Mechanic of the Year 1997 and 2007

AMA Mechanic Awards – Eight

Mechanix Wear Outstanding Achievement Award 2006

Meet Coy Gibbs



The youngest of two sons of Pro Football Hall of Fame Head Coach and championship NASCAR team owner Joe Gibbs, Coy is the key driver of the JGR professional supercross and motocross program (JGRMX). He has always been an action sports enthusiast. As a young boy, Coy had a very successful BMX career, winning championships at the expert level. He also rode motocross with his brother, J.D., and has followed professional motocross and its evolution with great interest.

Prior to forming JGRMX, Coy was with the Redskins as Offensive Quality Control Coach. This was a natural role for him, having grown up on the sidelines of RFK Stadium.

As a collegiate player, Coy was a stand-out linebacker at Stanford from 1991-1994. He led the Cardinals in tackles his senior season with 84 (51 solo), and was a key member of the PAC-10 co-champion team that beat Penn State in the Blockbuster Bowl in 1992.

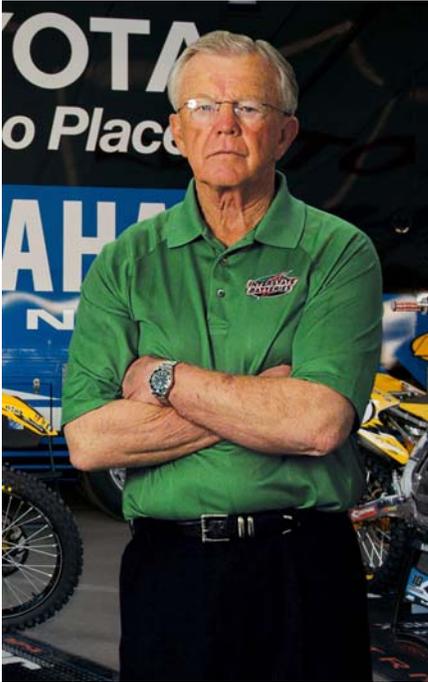
After Stanford, Coy worked as a lower assembly specialist for the Joe Gibbs Racing NHRA Funny Car driven by Cruz Pedregon. "It was the worst job you can have in drag racing. You are basically on your back and having stuff poured on you all day," he said. Coy enjoyed working with the drag racing team, but soon had the itch to try racing himself.

He built a late-model race car and picked up driving experience by entering races at local tracks, running 40 races in one year. Hard work paid off for him in 1999, when he began racing in the NASCAR Slim Jim All-Pro Series. He went on to win Rookie of the Year honors and finished 10th in drivers points.

In 2000, he started a Truck Series program at Joe Gibbs Racing (JGR), assembling a team that included himself as the driver. In 2001 he had two top-five finishes and seven top-10 finishes. In 2002 he led the program to a 10th overall with 14 top-10 finishes. He then went on to compete in the XFINITY Series at JGR. Coy finished his rookie season with two top-10 finishes. Since then, the JGR XFINITY program has grown into a key element of JGR now fielding a multi-car effort with its own 100,000-plus square-foot race shop, and five XFINITY Series Championships to its credit.

Coy and his wife, Heather, live in Cornelius, N.C., with their four children, Ty, Elle, Case, and Jett.

Meet Joe Gibbs



A successful organization starts with its people. This has long been the philosophy of Joe Gibbs. It helped carry him to three Super Bowl Championships, led to his induction into the Pro Football Hall of Fame and has been a defining principle behind building Joe Gibbs Racing (JGR) into one of NASCAR's most successful racing organizations. This core philosophy also guides Gibbs' latest project: "*Game Plan for Life*," which is the title of his *New York Times* best-selling book and its corresponding ministry. Gibbs assembled a team of 11 experts to respond to the issues a national survey revealed to be the most pressing in men's lives. The results are a modern day game plan for a successful life based on God's Word.

JGR has experienced amazing success and growth since Gibbs founded the operation in 1991. Beginning its first season of racing in 1992 with just 18 crew members, JGR now employs close to 550 people. Despite the immense growth, the company remains defined by the same principles of its founder: integrity, a relentless work ethic, determination, perseverance and team-building. Those principles have been the driving force behind JGR's success including well over 200 overall wins in NASCAR, four NASCAR Cup Series championships (2000, 2002, 2005 and 2015), and four NASCAR XFINITY Series championships (2008 owner's and 2009 driver's with Kyle Busch, 2010 owner's, and 2012 owner's).

Gibbs was applying character based leadership long before he started in NASCAR. After 17 years of serving as an assistant coach to several college and NFL teams, Gibbs was hired as head coach of the Washington Redskins in 1981 and his determination and perseverance was immediately on display when the team lost its first five games. The Redskins rebounded to finish that season 8-8 and the following season he led the Redskins to their first Super Bowl Championship in franchise history. Over the decade that followed he led the Redskins to three more Super Bowls, including victories in Super Bowl XXII following the 1987 season and Super Bowl XXVI after the 1991 season. Over that time he became one of the winningest coaches in NFL history, but he would retire from the NFL following the 1992 season to turn his attention to his family and the new race operations. Four years later he received the NFL's highest honor, induction into the Pro Football Hall of Fame in 1996.

JGR made its debut in 1992, and it was only a year later they claimed their first victory when Dale Jarrett won the 1993 Daytona 500, known as the Super Bowl of racing in the No. 18 Interstate Batteries car.

From that first victory, the growth and success of JGR has been extraordinary. In 1999 Gibbs realized that multi-car teams were becoming more prevalent and successful than their single-car counterparts. He brought Tony Stewart into the Cup Series with crew chief Greg Zipadelli and sponsor The Home Depot. The collaboration was immediately successful from the outset. Bursting onto the NASCAR Cup scene in the No. 20 Home Depot car, Stewart became the winningest rookie in series history with three wins en route to the Rookie of the Year title and a fourth-place position in the championship point standings.

In 2000, the No. 18 team with Bobby Labonte and the No. 20 team with Stewart proved to be a formidable one-two punch. The two drivers combined to win 10 of the series' 34 races, with Labonte winning four events en route to his first career NASCAR Cup Series championship. Just two years later it was Stewart's turn, as the Indiana native scored three wins during the 2002 campaign and captured his first NASCAR Cup title.

In 2004, Gibbs shocked the sports world when he accepted an opportunity to return to the NFL for the team and fans he loved. With his eldest son J.D. running the day to day operations at JGR, Gibbs was joined by his youngest son Coy, who served as an offensive assistant on his coaching staff at the Washington Redskins. Once again, Gibbs went to work and in 2005 the franchise returned to the playoffs and earned its first playoff victory in six years.

While Gibbs was working to restore the Redskins winning tradition, the team he built at JGR continued to flourish. In 2005, JGR expanded to a third team as FedEx came on board to sponsor the new No. 11 team. That same year Stewart captured his second and JGR's third Cup Series Championship. Denny Hamlin joined the No. 11 FedEx team and went on to earn the 2006 NASCAR Cup Series Rookie of the Year honors.

One of the greatest challenges of Gibbs' career would come in his final season with the Redskins in 2007 when star player Sean Taylor was murdered in his Miami home. Despite the tragedy, Gibbs managed to steer the Redskins to victories in their final four games to secure yet another playoff season for the team.

When the season concluded, Gibbs made the decision to spend more time with his family and is now back with sons J.D. at JGR and Coy, who left his post at the Redskins following the 2006 season to start JGRMX, a professional motocross team based near JGR's NASCAR operations in Huntersville, N.C. Just as JGR had done in NASCAR, in just the first race of only its second season, JGRMX captured its first victory in Jan. 2009 when rookie rider Josh Grant won the Monster Energy AMA Supercross season opener in Anaheim, Calif.

When Gibbs returned to JGR prior to the start of the 2008 season, he had a new manufacturer, Toyota, a new sponsor for the No. 18 team, MARS Foods (M&Ms), and a new driver in Kyle Busch. In addition, JGR learned during the season that Tony Stewart would be leaving after the conclusion of the racing season to start his own race team. Despite all the changes, JGR proved its foundation strong once again as Busch won a remarkable eight times in the Cup Series and, for the first time, all three JGR drivers qualified for NASCAR's Chase for the Cup.

The 2009 season saw the debut of Joey Logano who took the place of Stewart. Logano became the youngest driver to start the Daytona 500 at the age of just 18 when he climbed behind the wheel of the No. 20 Home Depot Toyota and the youngest winner in Sprint Cup history when he captured his first win at New Hampshire in June, at 19 years one month and four days old. He went on to receive Rookie of the Year honors, the youngest to earn the distinction in the 55 years of the sport's existence.

In 2010 Joe Gibbs Racing had a phenomenal year. The team won the most races and led the most laps in Sprint Cup competition, finishing the Chase for the Cup in second place with Hamlin. In XFINITY Series racing, Busch led the team with a record 13 wins bringing the team its third Series championship in as many years.

The 2011 season saw Hamlin winning one race with 14 top-10 finishes, and Busch having four wins and 18 top-10 finishes. Logano won the Pole at Watkins Glen, finished third at the Coca-Cola 600 and had six top-10 finishes. In the XFINITY Series, Busch won eight races with Logano and Hamlin each winning an event.

In 2012, the success continued as the team's effort broke the 100 Sprint Cup win milestone with Hamlin. In addition, each of the three Sprint Cup Series drivers won an event with Hamlin winning five races, more than any other driver. The JGR drivers amassed nine XFINITY Series victories and for the fourth time in five years, captured the XFINITY Series Owner's Championship.

In 2013 Matt Kenseth, Elliot Sadler and Brian Vickers joined the team, with Logano moving to Penske Racing. Busch and Hamlin each extended their contracts with the team. The team had one of its best years to date with 12 Sprint Cup victories and Kenseth nearly winning the championship. Once again, each of the Sprint Cup Series drivers won at least once.

JGR again contested for the championship in 2014 with Hamlin a contender with just a few laps to go in the final race. Hamlin finished the season third in points. All three drivers were in the top-10 with Kenseth finishing the season seventh in points and Busch 10th.

For the 2015 season, JGR expanded, adding a fourth NASCAR Sprint Cup Series team as Carl Edwards joined JGR line-up with support from ARRIS, Stanley and DeWalt. In addition, Mexican driver Daniel Suarez joined the operation to compete fulltime in the XFINITY Series as JGR continues to lead NASCAR's diversity initiative. 2015 was an outstanding year for JGR, with

each Cup Series driver winning races, Suarez taking Rookie of the Year honors, and Kyle Busch, after missing 11 races due to injuries sustained during a crash at Daytona Motor Speedway in Feb. came back to win the 2015 Sprint Cup Series Championship.

In addition to working daily with J.D. at JGR and Coy at JGRMX, Gibbs continues to work to further spread the message of "*Game Plan for Life*" and remains committed to Youth for Tomorrow, a home he founded in Bristow, Va. that is now licensed to house up to 106 troubled boys and girls ages 11-18. He and his wife Pat currently reside near JGR's Huntersville, N.C. headquarters and enjoy spending time with their eight grandchildren.



The Autotrader/Monster Energy/Yamaha Team



2016 Monster Energy AMA Supercross Championship Schedule

Jan. 9, Anaheim, Calif. Angel Stadium

Jan. 16, San Diego, Calif. Petco Park

Jan. 23, Anaheim, Calif. Angel Stadium

Jan. 30, Oakland, Calif. O Co. Coliseum

Feb. 6, Glendale, Ariz. University of Phoenix Stadium

Feb. 13, San Diego, Calif. Petco Park

Feb. 20, Dallas, Tex. AT&T Stadium

Feb. 27, Atlanta, Ga. Georgia Dome

March 5, Daytona Beach, Fla. Daytona Intl. Speedway

March 12, Rogers Centre, Toronto Ont.

March 19, Detroit, Mich. Ford Field

April 2, Santa Clara, Calif. Levis Stadium

April 9, Indianapolis, Ind. Lucas Oil Stadium

April 16, St. Louis, Mo., Edward Jones Dome

April 23, Foxboro, Mass. Gillette Stadium

April 30, East Rutherford, N.J. MetLife Stadium

May 7, Las Vegas, Nev. Sam Boyd Stadium



2016 Monster Energy AMA Supercross Broadcast Schedule

(All times EST)

- Jan 9, 10:00 p.m., Anaheim, Calif., live on Fox Sports One
- Jan. 16, 10:00 p.m., San Diego, Calif., live on Fox Sports One
- Jan. 23, 10:00 p.m., Anaheim, Calif., live on Fox Sports One
- Jan. 30, 10:00 p.m., Oakland, Calif., live on Fox Sports One
- Feb. 6, 10:00 p.m., Glendale, Ariz. Fox Sports Two/Fox Sports One*
- Feb. 13, 10:00 p.m., San Diego, Calif., live on Fox Sports one
- Feb. 20, 8:00 p.m., Dallas, Tex., live on Fox Sports One
- Feb. 27, 7:00 p.m., Atlanta, Ga., live on Fox Sports Two/Fox Sports One*
- March 5, 10:00 p.m., Daytona Beach, Fla. live on Fox Sports One
- March 12, 7:00 p.m., Toronto, Ont., live on Fox Sports One
- March 19, 7:00 p.m., Detroit, Mich. live on Fox Sports Two
- April 2, 10:00 p.m., Santa Clara, Calif., live on Fox Sports One
- April 9, 7:00 p.m., Indianapolis, Ind., live on Fox Sports One
- April 16, 3:00 p.m., St. Louis, Mo. live on Fox
- April 23, 4:00 p.m., Foxborough, Mass., live on Fox
- April 30, 3:00 p.m., East Rutherford, N.J., live on Fox Sports One
- May 7, 10:00 p.m., Las Vegas, Nev., live on Fox Sports One
- * First hour on Fox Sports Two, second hour on Fox Sports One



2016 Lucas Oil AMA Pro Motocross Championship Schedule:

May 21 Sacramento, Calif., Hangtown Motocross Classic

May 28, San Bernardino Calif., Glen Helen National

June 4, Lakewood, Co., Thunder Valley National

June 18, Mount Morris, Pa., High Point National

June 25, Blountville, Tenn., Muddy Creek National

July 2, Buchanan, Mich., Red Bud National

July 9, Southwick, Mass., Southwick National

July 16, Millville, Minn., Spring Creek National

July 23, Washougal, Wash., Washougal National

August 13, New Berlin, N.Y., Unadilla National

August 20, Mechanicsville, Md., Budd's Creek National

August 27, Crawfordsville, Ind., Ironman National

Motocross Glossary

250SX and 250 Class: This class was formerly called the 125 class as the bikes were 125cc two-stroke models. Up until just a few years ago, all of the motorcycles in this division had 125cc two-stroke motors. A little over a decade ago, four-stroke motors were allowed, and due to the differing power characteristics displacements of up to 250cc were permitted to race in the class. In 2015, there are no two-stroke motorcycles in the 250 classes at professional races. All of the motorcycles in the class are 250cc four-stroke models. The 250 classes are far from a beginner or junior class. While the 450SX and 450 Classes are the premier classes (mostly on 450cc equipment), the 250 classes sometimes have former world and national champions competing for the coveted Lucas Oil AMA Motocross 250 Class and/or Monster Energy AMA Supercross 250SX Championship titles. The class name was changed from the 125 Class to the Lites Class in 2005, and subsequently the name has been changed simply to the 250 Class in motocross, and the 250SX Class in supercross. In supercross the 250SX Class is broken into two divisions, east and west, as the riders compete for regional titles rather than contesting the entire series as the 450SX riders do.

AMA: The abbreviation for The American Motorcyclists Association. Founded in 1924, the AMA is a non-profit organization which exists to support motorcyclists in United States. AMA Pro Racing, a subsidiary of the AMA acts as the sanctioning body for nearly all professional motorcycle racing events, and a large number of amateur events as well. Winning an AMA Supercross or AMA National Motocross title is considered the highest achievement in off-road motorcycle racing in the world. Learn more: www.amaproring.com.

Arenacross: A series similar to Supercross except it is run in arenas rather than stadiums. Arenacross has become a stepping stone to supercross for aspiring athletes. Learn more: www.arenacross.com.

Bam Bam: Autotrader.com/Monster Energy/Yamaha Team rider Justin Barcia's nickname, sometimes known for aggressive riding, he earned the nickname early in his professional career. Other names that have stuck with the friendly and enthusiastic young rider are Wild Child, and Frog.

Berm: Sometimes man made in supercross, or formed naturally when many riders go around a corner over and over causing a dirt pile to build up much like a banked turn, this is referred to as a berm.

Case: When a rider attempts to jump over an obstacle, such as a second or third jump, and instead lands on the last part of the obstacle it is termed as casing. This is due to the fact that the engine "cases" just above the frame rails are what slams into the last part of the obstacle upon landing.

Cross Rut: During the course of a race, both in supercross and motocross, especially motocross, ruts naturally form as the riders circulate the track. Often these ruts become deep and can line the faces of jumps as well as other parts of the track. The term cross rut, or getting cross rutted, describes when a rider places his or her front wheel in a rut and the rear wheel does not follow in the same rut, but rather jumps into another rut. This results in a loss of control and frequently causes riders to crash.

Doubles: Riders commonly jump gaps between two jumps, which are called double jumps or doubles.

Endo: When a rider inadvertently gets thrown over the front of the motorcycle in a crash it's called an endo. Endos can be violent, since the forward momentum of the motorcycle is carried into the crash and the motorcycle often lands on the rider during an endo.

Factory: Term used when referring to either a factory (original equipment manufacturer) backed rider or team. Example, Justin Barcia is a factory Yamaha rider. Riders who do not have the backing of a factory are typically referred to as privateers.

FIM: FIM is the acronym for the Fédération Internationale de Motocyclisme, which organizes the World Motocross Championship Series, currently divided into three distinct classes: MX1, MX2, and MX3. Race duration is slightly longer at 35 minutes plus two laps, while the series is longer than the U.S. series, generally incorporating over 16 rounds (rather than 12). The FIM started the World Motocross Championship Series in 1957 using a 500 cc engine displacement formula. In 1962 they introduced a 250cc class and in 1975, a 125cc class was introduced. Prior to 1957, the championship was known as the European Championship. The FIM is also involved in sanctioning the Monster Energy AMA Supercross Series in the U.S, making that series a world championship series.

Four Stroke/Two Stroke: Modern off-road motorcycle racing is done with either a two-stroke engine, or a four-stroke engine. The four-stroke delivers a smooth broad range of power, and the two-stroke delivers a snappy less controllable burst of power. The four stroke sounds more like a high performance car engine, and the two-stroke like a chainsaw (most chainsaws have two stroke engines). The sport is graduating to nearly all four-stroke motors, with two-strokes still found in the amateur ranks, especially on smaller machines raced by children.

Freestyle Motocross: Freestyle motocross is more of a contest than a race, with judges picking the winner. Made popular by the X Games, Gravity Games, Dew Tour and now Red Bull X Fighters competitions, riders execute difficult stunts such as back flips for the crowds and television cameras.

Frog: One of Justin Barcia's nicknames, Bam Bam and Wild Child are also commonly used.

Gnarly: First heard by the mainstream when Jeff Spicoli used the slang in the 1982 movie, Fast Times at Ridgemont High, action sports enthusiasts had been using the term long before then. The term is commonly used to express approval for a spectacular occurrence, such as an amazing pass, jump, crash, etc. Likewise, it can also be used to describe a bad occurrence, like someone was injured, and so on.

GYTR: GYTR (Genuine Yamaha Technology Racing) is Yamaha's in-house research and development engineering team offering a full line of performance products to the racing public utilizing Yamaha motorcycles, ATVs, and watercraft.

Heat: Supercross has heat races which allow riders to move directly into the night's main event, if a rider does not transfer from a heat, he must then qualify through a semi (450SX only), or the last chance qualifier (both 450SX and 250SX have a last chance qualifier, or LCQ).

High-Side/Low-Side: If a rider is leaning into a turn, suddenly gets traction and is pitched up and over to the opposite side of which he or she was leaning, then it's termed a high-side, conversely, if the machine slides out and falls over to the side it was already leaning, it's called a low-side (low-side crashes are of course favored by racers over the dreaded high-side).

Holeshot: The start of both motocross and supercross races has all of the riders on a backward falling starting gate leading into a right or left hand turn. The rider to emerge from the first turn in the lead is said to have got the holeshot.

Huck a Buck: Coined by former champion and supercross announcer Jeff Emig, this term describes what happens when a rider begins to lose control in a whoop section (see Whoops below) and the motorcycle starts to swap from side to side and buck the rider like a rodeo horse. A Huck a Buck situation does not always result in a crash, but it is a tense moment for the rider and causes the rider to use considerable energy if he or she is able to save it.

Knobby: The tires used in off-road competition are called knobbys. This is because they have rubber blocks, or knobs protruding upward away from the tire to create traction on loose surfaces. Major tire manufacturers such as Pirelli provide custom engineered tires and technical support at the events to select teams, including the Toyota/Yamaha/JGRMX Team.

LCQ: The LCQ is the last chance qualifier, which is the final opportunity for a rider to make the main event in supercross, or be on the gate for the first moto in motocross. Riders try and avoid the LCQ if possible, as the racing tends to be very aggressive since only the first few finishing positions transfer, and these races are usually short.

Loop-Out: The opposite of an endo, the loop-out occurs when the motorcycle flips over backwards in a crash. This is the preferred crash of the two, and riders can usually (but not always) emerge from a loop-out in much better shape than riders who suffer an endo, which can pitch riders violently over the front of the motorcycle.

Loretta Lynn's Amateur National Championship: One of the largest amateur national races held each year is at Loretta Lynn's dude ranch in Tennessee. The event attracts families with young children and older racers (over 40, etc.). Winning a title at "Loretta's" is a great start to a pro career. Learn more: <http://www.mxsports.com>.

Main: Slang for main event, the main event in Monster Energy AMA Supercross is 20 laps for the premier class, and 15 laps for the 250SX division. Only riders who qualify through timed practice, then heat races, potentially semis, and a last chance qualifier can race the main event.

Mini Olympics: Along with Loretta Lynn's, the Mini Olympics is another one of the major amateur national events. Held in Florida each year during Thanksgiving week, children as young as four years-old can compete for national attention.

Motocross: Racing off-road motorcycles on natural terrain. There are hundreds, if not thousands of locally based "grass roots" motocross tracks across the U.S. that hold organized amateur racing each weekend. The premier series in the world is the Lucas Oil AMA Pro Motocross Championship. Riders from around the globe travel to the U.S. to test themselves in this series. The format is two races (motos) lasting 30 minutes plus two laps with the best combined results determining the winner. There is a premier class (450 Class) and a 250cc division called the 250 Class. Learn more: www.promotocross.com.

OW: Yamaha creates several special parts strictly for the use of its top professional racing teams, these parts are termed "OW" parts. OW parts cannot be shared with any outside persons or entities, and the teams return the parts at the end of each racing season. See works parts below.

Premier Class: The 450SX (supercross), and 450 Class (motocross) were formerly called the 250 classes, stemming from the cubic centimeter displacement of the engines commonly used in the past. Until a few years ago, the bikes were all two-stroke motorcycles (with 250cc engines). Over the past several years, four-stroke 450cc machines have become the favorite of premier class riders. The 450SX and 450 Classes are the premier classes where the best riders test themselves for the most prestigious championships in the world, the Monster Energy AMA Supercross and the FIM World Supercross Championship and the Lucas Oil AMA Pro Motocross Championship titles.

Privateer: Term describing a rider racing without factory backing. Privateers pay most of their own expenses and generally aim to impress a factory in hopes of a factory backed contract.

Quadruples: Sometimes, especially in supercross, very gifted riders can clear four jumps at once, which is called clearing the "quad."

Qualifying: Both supercross and motocross use timed practice as qualifying to allow riders to transfer to the night show in supercross, or to earn a spot on the gate in motocross.

Rut: Whereas a berm is a dirt pile above ground level, a rut is created by spinning rear wheels below ground level. Ruts can form anywhere on race tracks, typically in turns, but sometimes in whoops, and even on jump faces. Negotiating ruts through whoops or on the face of a triple jump can be very difficult.

Rhythm Section: Rhythm sections, or lanes as they are sometimes called are typically straight sections on Supercross tracks (though they are found on motocross tracks as well) where the rider can choose various jumping patterns through the section. For instance the rider may clear two jumps, land, clear two more, then single into the next turn, or perhaps clear three, then use a single to leap into the next turn, and so on.

Scrub: When a rider scrubs, he or she is attempting to make their motorcycle fly through the air as low as possible so the machine can land and return putting power to the ground. James "Bubba" Stewart is closely associated with the scrub, or what was initially called the "Bubba Scrub." In 2003, racing at Budd's Creek on a 125 Stewart won the first moto after missing several rounds of the 2003 motocross season due to an injury sustained at the final round of the supercross series. In the second moto, he was caught up with another rider and went down in the first turn. He started in 40th place and began moving through the pack. David Bailey, a former champion in his own right, was the color commentator on the television broadcast. As Stewart carved through the pack to the front Bailey (and everyone else) was in awe of how Stewart would turn down his front wheel leaving the faces of the jumps and peaks of the hills at Budd's Creek so as to stay low to the ground reducing his hang time and getting his rear wheel back to the ground sooner than the other riders. Stewart was able to catch and pass the leader before the moto ended taking the overall for the day, and introducing the Bubba Scrub to the world of motocross. Today, the scrub, or scrubbing, is commonly used by most professional riders, and even amateurs.

Semi: In supercross the 450SX Class has heat races, then semis, then a last chance qualifier to allow riders to advance to the main event. The 250SX Class has heat races, and then a last chance qualifier, without the opportunity to transfer through a semi.

Supercross: Racing off-road motorcycles in stadiums with all man made obstacles. The Monster Energy AMA Supercross Series, an FIM World Championship is the premier supercross series in the world. At a typical supercross, 500 truck-loads of dirt are brought in to build the track which takes about 3 days. The format is qualifying heats with 22 riders for the 450SX main event lasting 20 laps, and the 250SX division main event has 22 riders lasting 15 laps. Learn more: www.supercrossonline.com.

Supermoto: A form of racing that combines motocross skills with road racing. The track is part pavement, part dirt, and has both man made "urban" jumps as well as natural jumps. The machines start out as motocross bikes but are turned into hybrid motocross-road-race motorcycles with large brakes and slick tires, but still retain a fair amount of suspension travel for the dirt sections. This form of racing became very popular for a brief time in the 2000s. The AMA held a championship series for the discipline from 2003 through 2009, and the X Games included Supermoto as an event from 2004 through 2009. The discipline was formed when in 1979 ABC Wide World of Sports held an event attempting to find the best overall motorcyclist on a course combining flat track, motocross, and road racing. The race was termed "Superbikers" and was a broadcast success. Supermoto then became popular in Europe before making its resurgence in the United States. Since its cancelation from the AMA and X Games, the sport has all but vanished from the U.S.

Swap: A swap, or swapping is when a rider is navigating rough or rutted terrain and the rear wheel hops and jumps toward the front of the machine, sometimes resulting in a crash if the machine is too sideways to stay upright when the rear wheel touches back down on the ground.

Table Top: A jump found in both motocross and supercross that is in effect, a double jump with the gap filled in so that there is a flat surface between the take off and landing.

Triples: Triples are very common in Supercross. Basically, triples are three jumps, each about 21 feet apart. Jumping from the first jump, over the middle jump, and landing on the far jump is called "tripling." Typically, a set of triples in supercross is approximately 65 feet from the take off ramp to the landing ramp.

Wild Child: One of three nicknames that have stuck with Justin Barcia, Frog and Bam Bam are also frequently used terms.

Whip: When a rider flies off a jump and swings the rear end of the bike sideways. Sometimes whips are for fun, or to add style, and sometimes the force of a whip can help keep the bike low so the rider can get back to the ground sooner so power can be returned to the ground as quickly as possible.

Whoops: Arguably the most treacherous part of the race course. Always found in supercross, and sometimes in motocross, these stutter bumps are much like moguls in skiing. They are usually about three feet tall and each bump is about four to six feet apart. The best riders attempt to carry enough speed to "skim" the tops so that their wheels only hit the tips of the bumps, never dropping into the valleys. Less skilled riders will often try to double and triple through the whoop sections.

WMA: The Women's Motocross Association. Learn more: <http://womensmotocrossassociation.com>.

Works: The special parts provided only to the factory teams are called "works" parts, which are custom designed and fabricated to maximize performance. These

parts are often made of exotic light weight metals are very expensive. Yamaha's works parts are designated "OW."

Works Bike: The bike of a full factory rider. These machines can cost up to \$100,000 to produce, as compared to the stock version found in dealer showrooms that costs less than \$10,000.

Yard Sale: Motocross slang for a spectacular crash (as things end up all over the place).

YZ: Yamaha competition off road motocross motorcycles have been designated "YZ" since the 1970s. The Autotrader/Monster Energy/Yamaha Team races 2016 Yamaha YZ450F models.