

"We're teaching them to take the shortcut – that a weasel on top is better than a hero dicing through the pack."

Irate Husky Fan

I have been a longtime subscriber to your magazine and won't be returning this renewal. Why? Well, simply put, it gets old seeing reports on people who pay you the best ad dollars while you ignore the true essence of the sport. Your magazine, I assumed, was an unbiased publication that dedicated itself to the sport, not to the dollars it makes.

What about Husqvarna? They have been building a far superior and less expensive line of bikes that are 50-state street-legal for over 14 months now, yet your magazine cover story makes it seem as though KTM are the ones who were finally offering such a vehicle. Your lack of coverage on Husky, and many other brands as a whole, has always left me slightly dismayed but this last issue is – to me – an outright falsification and very misleading.

I understand you get more ad dollars from KTM, however, I didn't think it meant you would report untruths as fact. Basically denying Husqvarna its rightful spot seems almost to me as though you wish them to fail. Keep in mind, it is competition among manufacturers that ends up in the best overall consumer products being available to the general motorcycling public – the same public that buys your magazine as well as spends thousands of dollars annually on its advertiser's products.

Perhaps this will be an eye-opener for many people as to what your articles really are – just masked advertising under the guise of journalistic articles. I am very disappointed in what you have done. And I will make my feelings public to as many people as I possibly can. Many of whom, I assure you, are/were *Cycle News* readers and subscribers.

Thomas A. Gardner
via the Internet

If we made it seem like the KTM was the only street-legal off-road motorcycle in the world, then we were in error in doing so. But you accusing us of selling out to advertisers makes the hair on the back of my neck stand up. For your information, my good friend Eraldo Ferracci, the Husky importer in the U.S., spent a whopping \$108 on advertising in the issue you are referring to. KTM, on the other hand, spent \$36. So much for that theory... Editor

Irate Husky Fan II

The future got here a few years ago with the street-legal Husqvarna TEs! Where have you guys been?

Mark Astorga
via the Internet

Irate Husky Fan III

The future came last year with the new street-legal Husqvarnas! Your cover is a little late.

Darrin Beattie
via the Internet

Irate Husky Fan IV

In case you didn't know, Husqvarna is in its second year of street-legal dirt bikes. Not just a 450 and an open bike, but a 250 as well. I don't remember seeing a full cover shot of a Husky with that bold claim. Does Husky not advertise enough with *Cycle News*?

Husky is a smaller company in the U.S., but its bikes sold out early last year and will sell out early again this year as well – despite larger numbers being imported. My local shop has demo days in about a week's time and there are riders from California and Montana scheduled to arrive.

I have owned three of the latest-generation Huskies and all have been stone reliable and simple to maintain. If you do a comparison, make sure you have someone try checking the valves on all the bikes and that alone should add many points to the Husky's tally.

KTM seems to have borrowed the Husky 450's bore and stroke; maybe now they'll borrow a color scheme that doesn't make me want to yak?

Greg Matty
Kirkland, WA

Elmer Symons

Last night I attended the memorial for fallen rider and true gentleman – Elmer Symons. It's times like these that I get reminded of what these professional athletes go through for our entertainment, and I am humbled.

We, as fans, owe these gladiators a very large thank you! Out of the several hundred people I spoke with and shook hands with in this celebration of life, I met an absolutely amazing man: Chris Blais. I will never be able to put into words what an absolute gentleman Chris is. The exhaustion from the previous three weeks bled from his pores, yet he carried himself like no other competitor I have ever met!

Congratulations on an amazing Dakar, Chris – and thank you!

Darren Maddox
via the Internet

The Fuel Issue

When is the AMA or FIM, or whoever is in charge of Supercross now, going to let this fuel issue go? I just read where the three riders were penalized after the last round and I'm so sick of this. I have been watching Supercross since 1986 when I was 7 years old, and I don't care if they run rocket fuel.

A good Supercross rider will finish well with or without "special fuel." I have been hearing for years that they want Supercross to be like NASCAR (this is Supercross, *not* NASCAR). Well, with all the penalties I have been seeing, it looks like NASCAR more and more every year. AMA, throw the fuel rule out the window and bring back the old numbering system so we can actually see who deserves a factory ride.

Travis Pilant
Sedalia, MO

Move Of The Year

For me, the best racing moment of last year was when the King (Jeremy McGrath) punted the punk kid (James Stewart) off the track as payback for the stupid (and dangerous) move that took both of them out at Anaheim. Thanks MC for making us vet riders proud. We've got to keep these younger riders in line!

Now, don't think I'm a Stewart hater. I highly respect his talent, hard work and what he has attained. I, with many others, are looking for a maturing in his decision-making and respect for other riders. Without it, we may not have the opportunity to enjoy his talents in future years due to injury or other events. And the start of the 2007 season was not too encouraging.

As for the latest fuel controversy, the AMA needs to put this to bed once and for all. It is out of hand! The AMA should provide the same fuel to every racer, fill the tanks and seal them with some tamper-proof seal. Action must take place immediately, or it could severely damage the creditability of the series.

Don Wallace
Redlands, CA

Lites

So the AMA split the Lites class into an East and West series so the up-and-comers could save money by not having to drive across the country. That makes some sense. But now fans are worried because Christophe Pourcel is going back to France, which might create a Ryan Villopoto runaway. Well, what happened to Mike Alessi?

He lives up the street from Glen Helen, but decided to ride the East Coast series? I feel the AMA should put stipulations on the Lites class to compel the young riders to compete in their regional series so they'll learn that character matters, even if they are scared of the local competition.

Chad Reed didn't run back to Australia, or head to Europe, when Bubba and RC ganged up on him. He rides because he knows the title isn't over until the last race is finished. And last year while the world was fittingly praising Valentino Rossi, our American hopeful hung in there to claim the number-one plate in MotoGP.

Nicky's perseverance was legendary and Valentino's integrity in defeat clearly shows his greatness. And I won't go into all of the others like Wardy, Doug Henry, Albertyn, Pastrana...

So what are we teaching the kids when they're allowed to run away when they see the GOAT's little twin coming down from Washington looking for a race? We're teaching them to take the shortcut – that a weasel on top is better than a hero dicing through the pack.

As an embarrassed KTM owner, at least I've got Chris Blais.

Jef Morgan
via the Internet