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MXGP REGULATIONS

MXGP (MORE THAN 40 RIDERS)

DURATION PER SESSION

MAXIMUM NUMBER OF RIDERS

DAY 1

1 X Free Practice MXGP	40 minutes	TBD
1 X Free Practice MX2	40 minutes	TBD
1 X Free Practice Open	40 minutes	TBD
1 X Qualifying Race MXGP	20 minutes + 2 laps	TBD
1 X Qualifying Race MX2	20 minutes + 2 laps	TBD
1 X Qualifying Race Open	20 minutes + 2 laps	TBD
1 X C-Final (*)	20 minutes + 2 laps	39 riders

DAY 2

1 X Warm-Up B-Final	15 minutes	39 riders
1 X Warm-Up MXN Group 1	15 minutes	30 riders
1 X Warm-Up MXN Group 2	15 minutes	30 riders
1 X B-Final	20 minutes + 2 laps	39 riders
1 X Race, MXN (MXGP + MX2)	30 minutes + 2 laps	40 riders
1 X Race, MXN (MX2 + Open)	30 minutes + 2 laps	40 riders
1 X Race, MXN (MXGP + Open)	30 minutes + 2 laps	40 riders

(*) Will be run only when 37 or more teams are present

EACH TEAM CONSISTS OF THREE RIDERS:

- One rider on an MXGP class motorcycle.
- One rider on an MX2 class motorcycle (the maximum age limit of 23 years in the MX2 class does not apply in the FIM Motocross of Nations).
- One rider on an Open class motorcycle, which meets the requirements of the MXGP or the MX2 class, at the team's option.

RESULTS / QUALIFYING / B-FINAL / C-FINAL:

- The two best results of each team will be taken into consideration.
- In case of a tie, the best result of the third rider will be taken into consideration.
- First place = 1 point, second place = 2 points, third place = 3 points, and so on.
- The best 19 teams in the qualifying races qualify for the FIM Motocross of Nations.
- The team winning the B-Final qualifies for the FIM Motocross of Nations.
- The team winning the C-Final qualifies for the B-Final.

RESULTS / RACES:

- The five best results of each team will be taken into consideration.
- The team winning the FIM Motocross of Nations is the one that has gained the lowest total number of points after adding the five best results of its riders, irrespective of class.
- In case of a tie, the results will be established as follows:
 - A. The team whose riders have obtained the highest number of first places, second places, etc., among the five best results.
 - B. The team whose riders have obtained the highest number of first places, second places, etc., in the last Race (MXGP + Open).
 - C. The team whose riders have obtained the highest number of first places, second places, etc., in the second Race (MX2 + Open).
 - D. The team whose riders have obtained the highest number of first places, second places, etc., in the first Race (MXGP + MX2).
 - E. If a tie still exists, the teams in question will be placed equally.

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OCT 25

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OCT 26

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WEEKEND SCHEDULE

FRI: 4 PM eMTB RACE | SAT: 8 AM ATV MICRO RACE | 8:45 AM BIKE MICRO RACE
9:30 AM YOUTH ATV RACE | 11 AM ATV AMATEUR RACE | 2 PM ATV PRO RACE
SUN: 8 AM YOUTH BIKE RACE | 10 AM AMATEUR BIKE RACE | 1 PM PRO BIKE RACE

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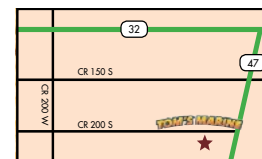


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EVENT SCHEDULE

THURSDAY

Oct 2, 2025

9:00 a.m.	Main Gates Open
12:00 p.m.	Sponsor Village Open
4:00 p.m. - 6:00 p.m.	Happy Hour Track Walk
8:00 p.m.	Sponsor Village Close
11:59 p.m.	Main Gates Close

FRIDAY

Oct 3, 2025

6:00 a.m.	Main Gates Open
8:00 a.m.	Sponsor Village Open
12:00 p.m.	Roger De Coster Pro Paddock Open
2:00 p.m.	Start Practice Group 1
2:25 p.m.	Start Practice Group 2
2:50 p.m.	Start Practice Group 3
4:00 p.m.	Roger De Coster Pro Paddock Close
5:00 p.m.	Nucor MXoN Grand Parade
6:00 p.m.	Sponsor Village Close
7:00 p.m.	Racer X Live powered by Vurbmoto
9:00 p.m.	Rave of Nations Laser Light Show
11:59 p.m.	Main Gates Close

SATURDAY

Oct 4, 2025

6:00 a.m.	Main Gates Open
7:00 a.m.	Sponsor Village Open
8:00 a.m.	Roger De Coster Pro Paddock Open
8:00 a.m.	BLUCRU 125 Free / Timed Practice / Start Test
8:40 a.m.	BLUCRU 85 Free / Timed Practice / Start Test
9:20 a.m.	BLUCRU 65 Free / Timed Practice / Start Test
10:00 a.m.	MXGP Free Practice / Start Test Session
10:50 a.m.	MX2 Free Practice / Start Test Session
11:40 a.m.	Open Free Practice / Start Test Session
1:10 p.m.	BLUCRU 65 Race (12 min + 2 laps)

SATURDAY CONT.

Oct 4, 2025

1:45 p.m.	BLUCRU 85 Race (15 min + 2 laps)
2:30 p.m.	MXGP Qualifying Race (20 min + 2 laps)
3:30 p.m.	MX2 Qualifying Race (20 min + 2 laps)
4:30 p.m.	Open Qualifying Race (20 min + 2 laps)
5:40 p.m.	C-Final Qualifying Race (20 min + 2 laps)
6:30 p.m.	Roger De Coster Pro Paddock Close
6:30 p.m.	Sponsor Village Close
6:30 p.m.	MXoN Jeremy McGrath Holeshoot Challenge
7:00 p.m.	Racer X Live powered by Vurbmoto
9:00 p.m.	Rave of Nations Laser Light Show
11:59 p.m.	Main Gates Close

SUNDAY

Oct 5, 2025

6:00 a.m.	Main Gates Open
7:00 a.m.	Sponsor Village Open
8:00 a.m.	Roger De Coster Pro Paddock Open
8:35 a.m.	B-Final Warm-up (15 min)
9:20 a.m.	BLUCRU 125 Race (25 min + 2 laps)
10:05 a.m.	MXoN Group 1 Warm-up (15 min)
10:25 a.m.	MXoN Group 2 Warm-up (15 min)
11:00 a.m.	B-Final Race (15 min + 2 laps)
12:30 p.m.	Opening Ceremonies
1:10 p.m.	MXGP & MX2 Race 1 (30 min + 2 laps)
2:40 p.m.	MX2 & Open MXoN Race 2 (30 min + 2 laps)
4:00 p.m.	Roger De Coster Pro Paddock Close
4:08 p.m.	MXGP & Open Race 3 (30 min + 2 laps)
5:00 p.m.	MXoN Prize Giving Ceremony
7:00 p.m.	Sponsor Village Close



MXON RIDERS

OFFICIAL RACE PROGRAM 2025



COUNTRY	NUMBER	NAME	CLASS	OEM	TEAM MANAGER
 AUSTRALIA	1	Jett Lawrence	MXGP	Honda	Michael Byrne
	2	Kyle Webster	MX2	Honda	
	3	Hunter Lawrence	OPEN	Honda	
 USA	4	Chase Sexton	MXGP	KTM	Mike Pelletier
	5	Haiden Deegan	MX2	Yamaha	
	6	Eli Tomac	OPEN	Yamaha	
 NETHERLANDS	7	Glenn Coldenhoff	MXGP	Fantic	Barry Forschelen
	8	Kay De Wolf	MX2	Husqvarna	
	9	Calvin Vlaanderen	OPEN	Yamaha	
 SPAIN	10	Ruben Fernandez	MXGP	Honda	Paco Rico
	11	Guillem Farres	MX2	Triumph	
	12	Francisco Garcia	OPEN	Kawasaki	
 FRANCE	13	Romain Febvre	MXGP	Kawasaki	Gautier Paulin
	14	Mathis Valin	MX2	Kawasaki	
	15	Maxime Renaux	OPEN	Yamaha	
 GERMANY	16	Ken Roczen	MXGP	Suzuki	Marcel Dornhöfer
	17	Simon Längenfelder	MX2	KTM	
	18	Maximilian Spies	OPEN	KTM	
 SLOVENIA	19	Tim Gajser	MXGP	Honda	Sašo Kragelj
	20	Jaka Peklaj	MX2	Husqvarna	
	21	Jan Pancar	OPEN	KTM	
 ITALY	22	Antonio Cairoli	MXGP	Ducati	Traversini Thomas
	23	Andrea Adamo	MX2	KTM	
	24	Andrea Bonacorsi	OPEN	Fantic	
 SWITZERLAND	25	Jeremy Seewer	MXGP	Ducati	Mathieu Rebeaud
	26	Nico Greutmann	MX2	Husqvarna	
	27	Valentin Guillod	OPEN	Yamaha	

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MXGP

RIDERS CONT.

COUNTRY	NUMBER	NAME	CLASS	OEM	TEAM MANAGER
LATVIA	28	Karlis Alberts Reisulis	MXGP	Yamaha	Ivanovs Davis
	29	Janis Martins Reisulis	MX2	Yamaha	
	30	Pauls Jonass	OPEN	Kawasaki	
DENMARK	31	Magnus Smith	MXGP	KTM	Thomas Kjer Olsen
	32	Mikkel Haarup	MX2	Triumph	
	33	Mads Fredsoe	OPEN	Husqvarna	
GREAT BRITAIN	34	Conrad Mewse	MXGP	Honda	Mark Chamberlain
	35	Dylan Walsh	MX2	Kawasaki	
	36	Ben Watson	OPEN	Beta	
BRAZIL	37	Enzo Lopes	MXGP	Yamaha	Gustavo Jacob
	38	Tiburcio Bernardo Eto	MX2	Honda	
	39	Fabio Aparecido Dos Santos	OPEN	Yamaha	
CANADA	43	Jess Pettis	MXGP	Yamaha	Kourtney Lloyd
	44	Sebastien Racine	MX2	Yamaha	
	45	Tanner Ward	OPEN	GasGas	
BELGIUM	46	Lucas Coenen	MXGP	KTM	Joel Roelants
	47	Sacha Coenen	MX2	KTM	
	48	Liam Everts	OPEN	Husqvarna	
NORWAY	49	Hakon Osterhagen	MXGP	KTM	Espen Blikstad
	50	Pelle Gundersen	MX2	Husqvarna	
	51	Hakon Fredriksen	OPEN	Yamaha	
REP. OF SOUTH AFRICA	52	Slade Smith	MXGP	Honda	Cheryl McLellan
	53	Camden McLellan	MX2	Triumph	
	54	Cameron Anthony Durow	OPEN	KTM	
ESTONIA	55	Jorgen-Matthias Talviku	MXGP	Yamaha	Martin Arumäe
	56	Joosep Parn	MX2	GasGas	
	57	Harri Kullas	OPEN	Yamaha	

MXON

RIDERS CONT.

COUNTRY	NUMBER	NAME	CLASS	OEM	TEAM MANAGER
 AUSTRIA	58	Pascal Rauchenecker	MXGP	Husqvarna	Karl Schmidinger
	59	Maximilian Ernecker	MX2	KTM	
	60	Marcel Stauffer	OPEN	KTM	
 SWEDEN	61	Isak Gifting	MXGP	Yamaha	Filip Thuresson
	62	Albin Gerhardsson	MX2	Husqvarna	
	63	Anton Gole	OPEN	Yamaha	
 IRELAND	67	Martin Barr	MXGP	Honda	Richard McKeown
	68	Glenn McCormick	MX2	KTM	
	69	Stuart Edmonds	OPEN	TM	
 VENEZUELA	70	Anthony Rodriguez	MXGP	KTM	Nicolas Cardona
	71	Carlos Badiali	MX2	Yamaha	
	72	Lorenzo Locurcio	OPEN	GasGas	
 FINLAND	76	Jere Haavisto	MXGP	KTM	Kusti Manninen
	77	Kasimir Hindersson	MX2	KTM	
	78	Sampo Rainio	OPEN	Beta	
 JAPAN	79	Yuki Okura	MXGP	Honda	Takateru Atsuta
	80	Soya Nakajima	MX2	Yamaha	
	81	Jo Shimoda	OPEN	Honda	
 CHILE	85	Matías Pavez	MXGP	KTM	Matias Horta
	86	Benjamin Garib	MX2	Honda	
	87	Hardy Munoz	OPEN	Yamaha	
 FIM LATIN AMERICA	91	Franklin Noguera	MXGP	Husqvarna	Ramon Pere
	92	Miguel Rojas	MX2	KTM	
	93	Marco Antezana	OPEN	KTM	
 ICELAND	106	Ingvar Sverrir Einarsson	MXGP	KTM	Gunnlaugur Karlsson
	107	Eric Mani Gudmundsson	MX2	KTM	
	108	Eidur Orri Palmarsson	OPEN	Yamaha	



COUNTRY	NUMBER	NAME	CLASS	OEM	TEAM MANAGER
 ARGENTINA	109	Joaquin Poli	MXGP	Kawasaki	Dean Andris Kelly
	110	Felipe Quirno Costa	MX2	KTM	
	111	Agustin Poli	OPEN	Kawasaki	
 PUERTO RICO	112	Sebastian Velez Cardona	MXGP	Kawasaki	Rodriguez Velez
	113	Ivan Aladama Jr.	MX2	GasGas	Joel Juan
	114	Rodny Gonzalez	OPEN	Kawasaki	
 URUGUAY	115	Nicolas Rolando	MXGP	KTM	Lazard Laurent
	116	Alfonso Bratschi	MX2	KTM	
	117	German Bratschi	OPEN	KTM	
 MOROCCO	118	Saad Soulimani	MXGP	TM	Essaadi Intaj
	119	Noam Jayal	MX2	Kawasaki	
	120	Elies Poget	OPEN	KTM	
 ISRAEL	121	Ofir Casey Tzemach	MXGP	Husqvarna	Raz Heymann
	122	Stav Orland	MX2	Yamaha	
	123	Ben Almagor	OPEN	KTM	
 ECUADOR	124	Andres Benenaula	MXGP	Kawasaki	Cristian Leon
	125	Pedro Jose Suarez Jaramillo	MX2	Yamaha	
	126	Jetro Salazar	OPEN	Honda	
 UKRAINE	127	Yurii Naumchyk	MXGP	Kawasaki	Shovsh Oleksandr
	128	Maksym Rososhchuk	MX2	KTM	
	129	Mykola Kubechko	OPEN	Husqvarna	
 MEXICO	130	Yeissen Said Rubalcava	MXGP	Yamaha	Arredondo Garcia
	131	Erick Ismael Vazquez Diaz	MX2	Yamaha	Martín José
	132	Jorge Israel Rubalcava	OPEN	Husqvarna	
 COSTA RICA	133	Yarod Vargas	MXGP	GasGas	Alberto Antillon
	134	Abraham Alfaro	MX2	GasGas	
	135	Jose Pablo Chaves	OPEN	GasGas	



COUNTRY	NUMBER	NAME	CLASS	OEM	TEAM MANAGER
 FIM/FIM ASIA	136	Ben Hallgren	MXGP	Yamaha	Stanley Yasuhiro
	137	Rhowell Matias Mangosong IV	MX2	Yamaha	
	138	Jiraj Wannalak	OPEN	Honda	
 HONDURAS	139	Jose Maria Reyes Perla	MXGP	Honda	Peregrina Oriel
	140	Gerhard Matamoros Nadal	MX2	KTM	
	141	Fabio Jose Hernandez Zelaya	OPEN	KTM	





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AMERICAN SUCCESS STORY

TEAM USA AND

THE MXoN

BY DAVEY COOMBS



Team USA's Eli Tomac (22) grabs a holeshot in the 2024 Monster Energy FIM Motocross of Nations in Great Britain, leading the team to a runner-up finish behind the Australians.

In the years after World War II, the FIM (Fédération Internationale de Motocyclisme) began hosting a motocross team competition called the Motocross des Nations. The goal was to unite motocross racing countries from Europe and around the world to determine the best nation each year. Great Britain won the inaugural event in 1947, held in the Netherlands. It was not until 1970 that a U.S. team entered the annual event for 500cc motorcycles, soon to be known as the Motocross of Nations. Since then, Team USA has played a significant role in the MXoN.

In 1970, three young Husqvarna riders from America were invited to the factory in Sweden for a visit. This was before the AMA (American Motorcyclist Association) Pro Motocross Championship existed, so Mark Blackwell, Bob Grossi, and Dick Robbins were essentially amateurs. By chance, the Trophée des Nations (for 250cc motorcycles) was being held nearby, and Husqvarna helped them register as Team USA, despite the other 12 countries fielding five riders each. The Americans

performed admirably but finished 13th overall—dead last.

The following year, a more official team was formed, led by seasoned racer Bryan Kenney from Cleveland, Ohio. He had spent several seasons racing in Europe and had many contacts to help assemble a proper Team USA for the 500cc Motocross of Nations in France. Kenney recruited Brad Lackey, Barry Higgins, and Swedish transplant Gunnar Lindstrom for the lineup, but Lackey had to withdraw. A fourth rider, John Barclay, was added. The team finished 10th out of 12, with Kenney achieving the first top-twenty finish in Team USA history.

With the sport of motocross rapidly growing in the U.S., the results for American riders began to improve. By 1973, they reached fourth overall, behind European powerhouses Belgium, Sweden, and the Soviet Union. In '74, they secured second overall in Switzerland, finishing only behind Sweden. Then, in 1975, Jim Pomeroy, the first American to win a Grand Prix, also became the first American to win a moto at the Trophée des Nations in Maggiora, Italy.



Pomeroy split moto wins with Belgium's superstar Roger De Coster, a four-time FIM 500cc World Champion by that point.

The Americans finished third overall in that '75 race and seemed ready to take the final step to the top. However, changes were occurring back home. A new emphasis was placed on the recent invention of supercross, essentially a motocross race held in a stadium on a manmade course. This new discipline required a different type of racecraft, emphasizing aggressiveness, great starts, and sprint speed—the opposite of traditional European motocross. As a result, Team USA began sliding backward in the Nations' results, despite the efforts of riders like Bob "Hurricane" Hannah, Chuck Sun, Kent Howerton, Gary Semics, and Tony DiStefano. With supercross dominating the AMA schedule, where more than half the races became stadium events, interest in competing for Team USA in Europe dwindled, leading the AMA to not send a team in 1979 or 1980.

Everything changed in 1981. Frustrations in the U.S. motocross community, with top riders turning down invitations to Team USA, prompted a group of industry friends to form their own team. Bel-Ray's J.J. Hanfield, Hi-Point Racing Products' Larry Maiers, JT Racing's John Gregory, and *Motocross Action* editor Dick Miller decided to raise the funds needed to send a team to Europe. They found willing

partners in American Honda's Dave Arnold and Roger De Coster, who had spent the previous year on the 500cc Grand Prix circuit. Arnold was Honda's team manager, and De Coster was its advisor. They had four young riders in their Honda lineup—Donnie Hansen, Danny LaPorte, Johnny O'Mara, and Chuck Sun—who had combined to win just three AMA races that season. They accepted the challenge and set off for Belgium and Germany to compete in that year's Trophee and Motocross races. What followed were two of the biggest upsets in the sport's history. Using aggressive supercross techniques that had previously hindered the Americans in the late '70s, this "B" team went after the Europeans from the start. Dressed in matching all-white JT Racing gear on their fire-engine red Hondas, they shocked the world by dominating the 250cc Trophee race in the sands of Belgium and then repeating the victory at the 500cc Motocross race in Germany.

Thus began a remarkable run of success for American motocross that stretched through the early 1990s, featuring extraordinary performances. In 1982, Danny "Magoo" Chandler won all four motos over the two events, leading another all-Honda team to victory. In '83, Team USA welcomed riders from other brands, and future AMA Motorcycle Hall of Famers David Bailey (Honda), Mark Barnett (Suzuki), Broc Glover (Yamaha), and Jeff Ward (Kawasaki) again won easily.



(Upper left) Team USA pioneers Barry Higgins and Bryan Kenney in 1971. (Left and above) Johnny O'Mara (48) at the pivotal 1981 Trophee des Nations, where he and teammates Danny LaPorte, Donnie Hansen, and Chuck Sun celebrated Team USA's first win.

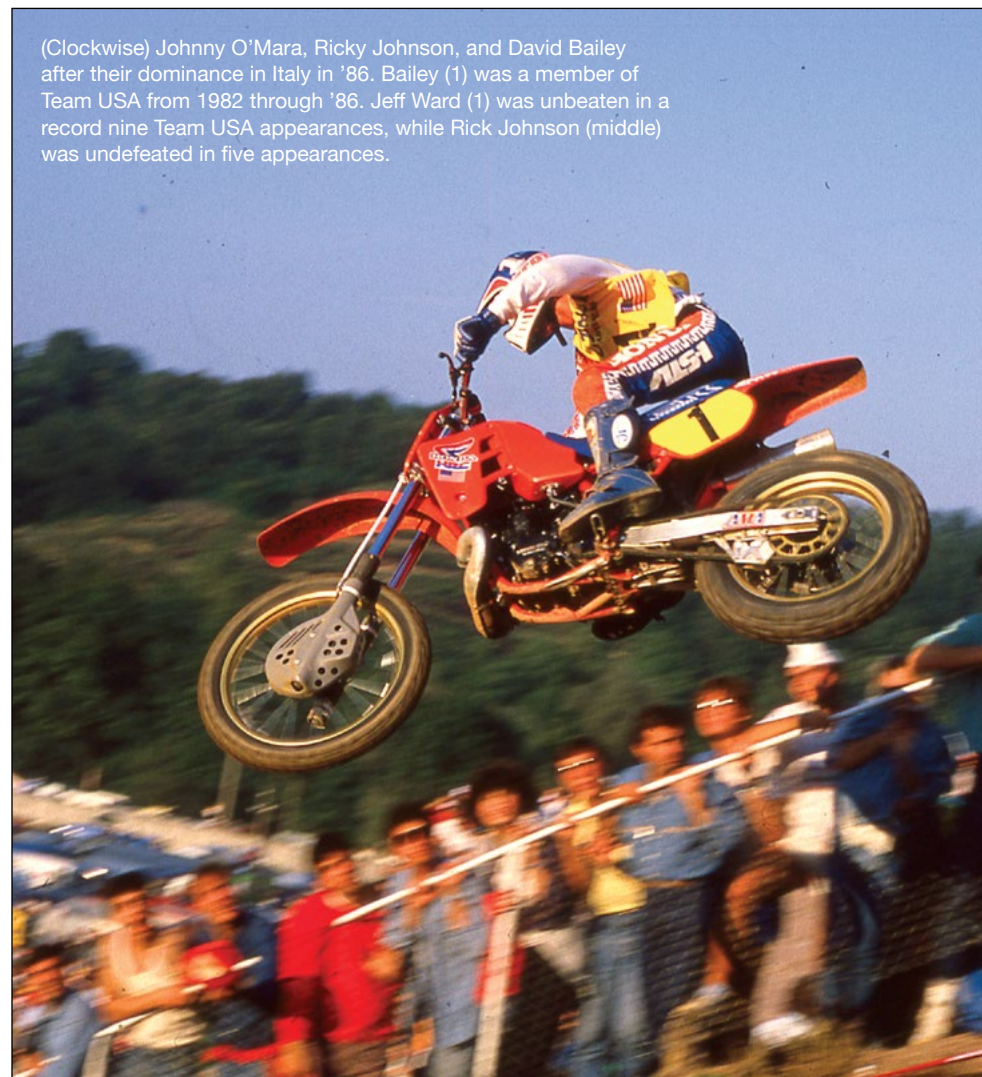
By 1984, after yet another American sweep of the two events, the FIM realized a rule change was necessary to level the playing field and reduce costs. The Trophée and Motocross races were combined into one event for 1985, with teams trimmed to three riders each, piloting motorcycles of three sizes: 125, 250, and 500. Despite these changes, Team USA's Ron Lechien swept both 125 motos, Jeff Ward won both 250 motos, and David Bailey finished second in the Open class, sealing the deal and extending the winning streak to five years.

The 1986 MXoN returned to Maggiora, Italy, where, just a decade earlier, Jim Pomeroy secured Team USA's first moto win. The evolution of the sport was on full display as the American trio of Ricky Johnson, David Bailey, and Johnny O'Mara dominated the competition. In all three motos—125/250, 125/500, 250/500—the Americans finished first and second, with O'Mara famously beating all the other 250 and 500 riders on his 125cc Honda, while Bailey and Johnson crossed the finish line of the final moto with their arms raised together in victory. It marked the peak of Team USA's remarkable winning streak, with seven more years of dominance ahead.

In 1987, the FIM finally awarded the MXoN to the U.S., set for Unadilla Valley Sports Center in New York. Representing the host nation were the season's two best riders—Ward and Johnson—along with sentimental favorite Bob Hannah. Now

in the twilight of his career, this was a swan song for Hannah, who first represented Team USA eleven years earlier. At 31 years old, Hannah rode a 125 Suzuki, hoping to cap his career with a long-awaited MXoN win. Despite heavy rain and an unexpected challenge from rising French star Jean-Michel Bayle, Hannah won his class, and Team USA's streak continued.

Over the next several years, a new generation was expected to continue the streak as riders like Ward, O'Mara, Johnson, and Lechien ended their tenures with Team USA, all undefeated since 1981. Jeff Stanton led three straight wins, with his primary rival, Damon Bradshaw, participating in two of them. When their '92 battle for the AMA Supercross crown came down to the wire in late summer, both decided to take a year off, leaving the streak in jeopardy. Even Roger De Coster did not participate in '92, as his time with Team Honda had ended, and he was now managing a Grand Prix team in Europe. The rest of the world had been catching up, and Team USA narrowly won each of the previous two years. Into this gap left by the departure of talent and experience stepped then-AMA official Roy Janson. Determined to keep Team USA in contention, he made phone calls until he found three willing and able riders to go to Australia: Jeff Emig, Mike LaRocco, and Billy Liles. None had won a title at that point, and little was expected of them. In fact,



(Clockwise) Johnny O'Mara, Ricky Johnson, and David Bailey after their dominance in Italy in '86. Bailey (1) was a member of Team USA from 1982 through '86. Jeff Ward (1) was unbeaten in a record nine Team USA appearances, while Rick Johnson (middle) was undefeated in five appearances.

these Americans were labeled a “B team,” just like a dozen years earlier. However, like in ’81, the upstart team took it to the rest of the world, narrowly edging out the national teams of Belgium, Great Britain, and France.

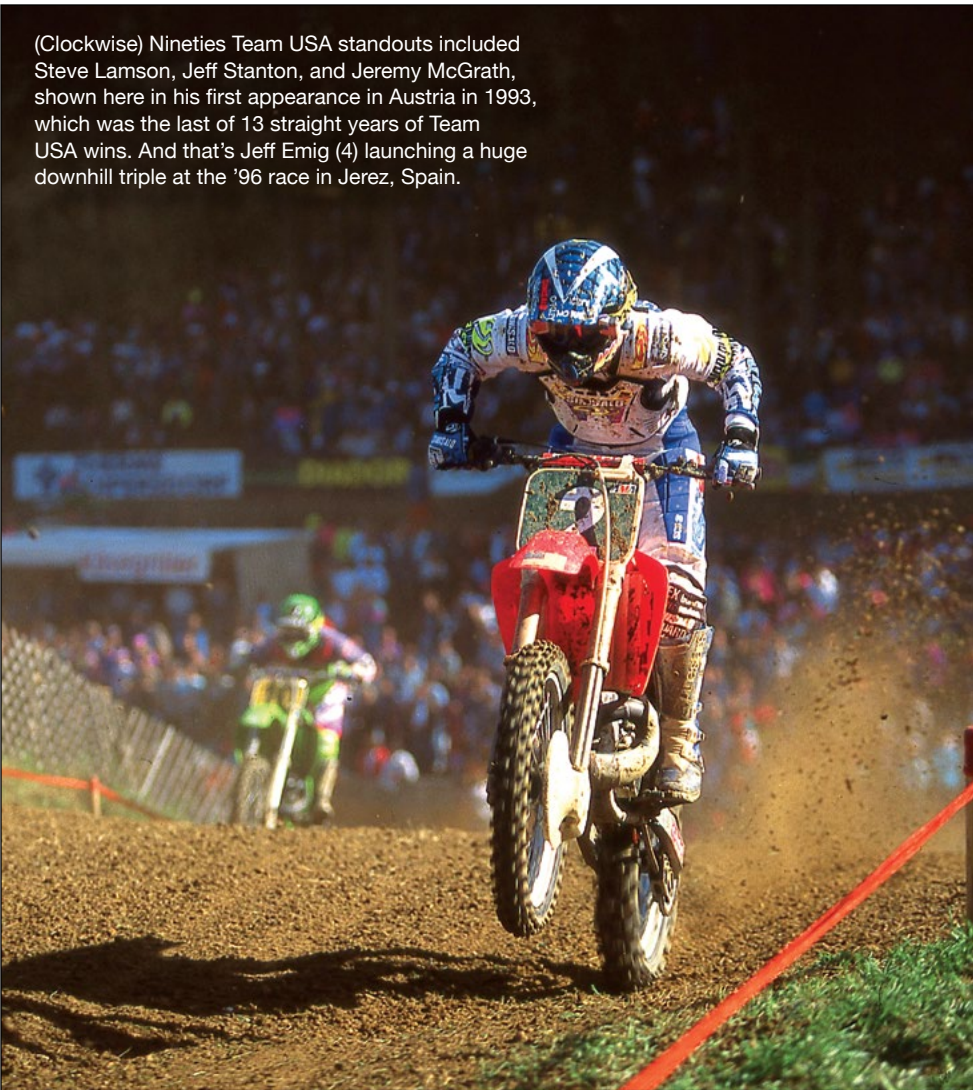
By 1993, the pressure on Team USA had intensified, with the streak at 12 MXoN wins and counting (16 if you included the old Trophée races from ’81-’84). Janson returned as manager, joined by Emig and multi-time AMA champion Mike Kiedrowski. The weak link, in the eyes of the rest of the world, was Jeremy McGrath. In his first year in the 250 class, McGrath dominated AMA Supercross, making him the obvious choice for the race in Austria. However, McGrath had never raced a 250 outdoors, having only competed in the 125 class to that point outdoors, and the MXoN is a high-pressure situation even without the winning streak. McGrath accepted the challenge, raced strategically to finish fourth in his class, and let Kiedrowski and Emig do the heavy lifting, maintaining the winning streak through its 13th year.

All good things must come to an end, and in 1994, Team USA’s winning streak did just that. On the steep hills of an old-school track in Roggenburg, Switzerland, Emig, Kiedrowski, and LaRocco (now managed by Bevo Forti, as Janson was no longer with the AMA) faced a formidable British team that had not won the MXoN in

25 years. The Brits were exceptional that day in the Swiss Alps, finally ending Team USA’s dominance.

One year later, in Slovakia, De Coster returned as Suzuki team manager. However, McGrath chose to skip the MXoN despite winning both the AMA Supercross and 250 Pro Motocross titles. This time, Belgium secured its first win since 1980.

By this point, the American advantage gained from the rise of supercross had faded, but the Spanish organizers of 1996 built a supercross-style track on the infield of the Jerez F1 race circuit. McGrath returned, joined by Emig and 125 specialist Steve Lamson. The trio dominated as they had not since ’86 at Maggiora, with McGrath proving to the world that he was not only the King of Supercross but also fast outdoors. Team USA was briefly back on top, but the next three years would yield lackluster results despite De Coster’s leadership. In 2000, the next American hero emerged in Ricky Carmichael. Already a three-time 125 champion, he moved up to the premier class that year and embraced the challenge of the MXoN, leading 16-year-old Travis Pastrana and journeyman Ryan Hughes into France. Carmichael and Hughes each won their classes, while Pastrana secured an important tenth-place finish after a couple of crashes.



(Clockwise) Nineties Team USA standouts included Steve Lamson, Jeff Stanton, and Jeremy McGrath, shown here in his first appearance in Austria in 1993, which was the last of 13 straight years of Team USA wins. And that’s Jeff Emig (4) launching a huge downhill triple at the ’96 race in Jerez, Spain.

Carmichael would once again lead Team USA in 2005, again in France, after a few confusing years in which the team didn't participate due to the September 11 attacks in 2001, the race being canceled and rescheduled in '02, and various developments and team changes on the national circuit in '04. All of that was behind them as Carmichael, now riding for De Coster's Suzuki team, guided Team USA's Kevin Windham and Ivan Tedesco to a brilliant victory over the home team. What no one realized at the time was that this marked the beginning of another long winning streak for Team USA, lasting seven years through 2011 and featuring incredible performances by the likes of Ryan Villopoto, Tedesco, Tim Ferry, James Stewart, Ryan Dungey, Trey Canard, Andrew Short, and more. Villopoto's four wins during that streak included his remarkable victory at Budds Creek, Maryland, in '07, where he dominated both motos aboard his Kawasaki KX250F four-stroke.

Ironically, the second great Team USA streak ended in 2012 right where the first one had started four decades earlier, in Lommel, Belgium, when a Ken Roczen-led German team won for the first time. It also marked the beginning of a 10-year drought, during which the Americans faced a string of bad luck, unfortunate crashes, and increasingly fierce international competition. During that period, France won five consecutive times, including 2018 at RedBud, Michigan.

It wasn't until 2022 that Team USA won again, returning to RedBud, where Eli Tomac, Chase Sexton, and Justin Cooper finally reclaimed the top spot. This victory also marked Roger De Coster's last win as team leader, as he has now retired after more than 40 mostly successful years. Fortunately, Tomac and Sexton are back on Team USA this time, joined by young Haiden Deegan in his debut at the Motocross of Nations. Will this lineup mark the next chapter in this American motocross success story? The world will find out on Sunday afternoon here at Ironman Raceway! ■



(Insets left) Lots of success at the MXoN for Team USA meant lots of low numbers in the mid-'00s for Ryan Villopoto, Ryan Dungey, Blake Baggett, and Trey Canard. (Right) Dungey celebrates a win on home soil in 2010. (Opposite) Team USA celebrates their most recent win at RedBud in 2022.



THE CONTENDERS | TEAMS TO WATCH

TEAM AUSTRALIA



Team Australia has boasted many legendary talents through the years, from Jeff Leisk to Chad Reed, Michael Byrne, Brett Metcalfe, and more, but only last year did it score a breakthrough first-ever victory at the event. That was no surprise, though, considering the considerable talents of Jett and Hunter Lawrence, now fresh off a 1-2 finish in America's AMA 450 Pro Motocross Championship. Consider 'Nations just another part of the Lawrence takeover of the sport; plus, the team returns Australian 450 National Champion Kyle Webster to the lineup. Webster will race a 250 again here, and he did his job on it a year ago. Hunter and Jett can run with anyone, and they're just as familiar with Ironman Raceway as the actual Americans. Webster also raced the Ironman National earlier this year to learn the track. Two in a row would not be a surprise for this team. ■

2024 RESULT: 1st

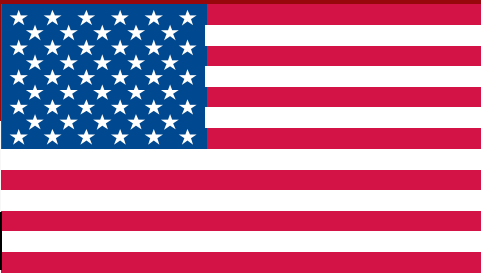
2025 ROSTER

1	Jett Lawrence	MXGP
2	Kyle Webster	MX2
3	Hunter Lawrence	OPEN



THE CONTENDERS / TEAMS TO WATCH

TEAM USA



Home track glory is the goal for Team USA, the winningest squad in the history of the event. The Americans won on home turf as recently as 2022, the only win for the team since 2011. There's momentum this time, though, as two of the three riders on this year's squad were also part of that 2022 triumph at RedBud in Michigan. Eli Tomac is a veteran of many Team USA runs before but only a first-time winner back in '22. He was also part of the underdog team that nearly pulled off the victory in England last year. The ageless Tomac is teamed with the always-fast Chase Sexton, a 1-2 punch that has worked well before. Sexton, from Illinois, is a local to the Midwestern scene and even raced the Ironman GNCC event back in the woods once. The newcomer is the brash Haiden Deegan, easily America's fastest 250 motocross rider and one who doesn't shy away from pressure, trash talk, or the spotlight. All the ingredients are there to win, but this time Team USA isn't the only one racing on familiar terrain. ■

2024 RESULT: 2nd

2025 ROSTER

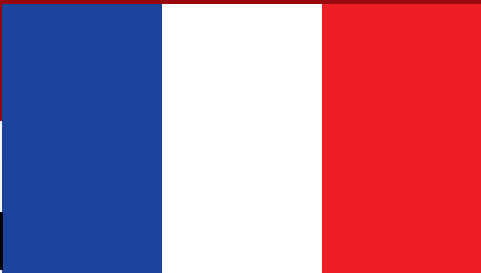
4	Chase Sexton	MXGP
5	Haiden Deegan	MX2
6	Eli Tomac	OPEN





THE CONTENDERS / TEAMS TO WATCH

TEAM FRANCE



No team sweats the details and maximizes the result like France, and that's what led to a recent five-year win streak and a win on home soil in 2023. France is often stronger than the sum of its parts, even when it has great parts! Romain Febvre is coming off a banner year in MXGP, looking for his first world championship in a decade. Maxime Renaux endured another injury-riddled year but has the talent and speed to win on any given day. Mathis Valin is more of an up-and-comer in MX2, but with multi-time MX2 and AMA 250 Supercross Champion Tom Vialle not available this year, he got the call. Again, a win for this squad would appear as an upset, but you can't count out a team that comes in this prepared. Heck, France team manager (and MXoN hero) Gautier Paulin even came to the Ironman National earlier this year to scout the track. France will be ready. ■

2024 RESULT: 5th

2025 ROSTER

13	Romain Febvre	MXGP
14	Mathis Valin	MX2
15	Maxime Renaux	OPEN



THE CONTENDERS / TEAMS TO WATCH

TEAM NETHERLANDS

The Dutch are missing the omnipotence of Jeffrey Herlings but still have one of the strongest rosters on the track. Plus, this squad is super experienced, as it's the same trio that competed in the USA in 2022. Without Herlings, this team probably doesn't have the firepower to outright win motos overall, but De Wolf, who has won the MX2 World Championship before, can run with anyone on a 250. Vlaanderen has shown he can run at the front of the 450 pack on the right day, and Coldenhoff's veteran experience and consistency (third in MXGP this season) means they could podium with the right breaks. Plus, Coldenhoff gives American fans a look at the Fantic 450 machine, which is only now coming to the U.S. One thing that will matter is track conditions. The Dutch riders are always fast on sand; can they bring their front-running speed on Ironman's soil? ■

2024 RESULT: 3rd

2025 ROSTER

7	Glenn Coldenhoff	MXGP
8	Kay De Wolf	MX2
9	Calvin Vlaanderen	OPEN





THE CONTENDERS | TEAMS TO WATCH

TEAM BELGIUM



Belgium is the second-most prolific nation in the history of this competition, but recent times have been lean for the small European country. It's on the verge of a rebirth, with three very young and talented riders who will make noise and could possibly win the whole event. It starts with 18-year-old twins Lucas and Sacha Coenen. Lucas is a sensation, drawing comparisons to Jett Lawrence. This year he moved to the MXGP class on a Red Bull KTM 450 early and gave veteran Romain Febvre all he could handle in a title fight—an amazing performance by a teenage rookie in the premier class. Brother Sacha is an incredible starter, and while crashes have hurt his MX2 title chances, his starts could give him a leg up on other 250s at this race. Liam Everts is the son of all-time King of European Motocross Stefan Everts and grandson of Harry, another legend. GP wins on a 250 are not foreign to Everts, and he can ride the bigger bike (as he will do here) well. This team is young, but it's capable of restoring glory. Plus, Lucas will surely be motivated to introduce himself on an American stage. This could be the perfect weekend to do it. ■

2024 RESULT: 16th

2025 ROSTER

46	Lucas Coenen	MXGP
47	Sacha Coenen	MX2
48	Liam Everts	OPEN



THE CONTENDERS / TEAMS TO WATCH

TEAM ITALY



Modern-day motocross icon Antonio Cairoli has reached ageless status, technically having retired from full-time racing at the conclusion of the 2021 season. Yet the nine-time World Champion is still fast, so while he's now employed as a test rider for Ducati's new entry into the motocross space, he can still jump into races on occasion and run with the best. Another run on Team Italy, where he has appeared more than 15 times, will remind everyone of his ability, even though he turned 40 right before this race. His teammates are impressive, too, with 2023 MX2 World Champion Andrea Adamo enjoying a bounce-back season with third in the final rankings. Fantic-mounted Andrea Bonacorsi had a solid top-ten season in MXGP. This team might be able to fight for the top five, and even a podium with some breaks. ■

2024 RESULT: 8th

2025 ROSTER

22	Antonio Cairoli	MXGP
23	Andrea Adamo	MX2
24	Andrea Bonacorsi	OPEN





THE CONTENDERS / TEAMS TO WATCH

TEAM GERMANY



Germany's path to success in the 'Nations has always revolved around two all-star performances backed by one solid moto from a third rider. While the nation does boast great high-end talent, it usually lacks the three-rider depth of some of the best teams. This year's squad will only go as far as the brilliant Ken Roczen, a champion of motocross and supercross around the world, and, as an American-based rider, someone who knows his way around Ironman. Unfortunately, though, Roczen no longer competes in the full AMA Pro Motocross calendar, and while he's known as someone who can jump right in and match the lead pace, it's hard to count on that. There are no questions with Simon Laengenfelder, who is fighting for the MX2 World Championship this year and ready to battle the world's best 250 pilots. If Roczen can perform like the Roczen of old and Laengenfelder rides to his potential, one solid moto from Maximilian Spies could put the team toward the front. ■

2024 RESULT: 6th

2025 ROSTER

16	Ken Roczen	MXGP
17	Simon Laengenfelder	MX2
33	Maximilian Spies	OPEN



THE CONTENDERS / TEAMS TO WATCH

TEAM GREAT BRITAIN



This is not your traditional Brit roster, as stalwarts Tommy Searle and Dean Wilson are both transitioning away from the highest end of motocross competition, and Max Anstie and his American-based Monster Energy Yamaha Star Racing YZ250F were not available for the event. There's still some talent here, though, as Conrad Mewse often cleans up in the British Championship series and has serious speed. Dylan Walsh races supercross in America and motocross in Canada; he had some ups and downs but is capable. Ben Watson hovers around the top ten in MXGP. The veteran Brit team was often battling right around the podium spot, but this new crop is looking to prove itself on a big stage. ■

2024 RESULT: 12th

2025 ROSTER

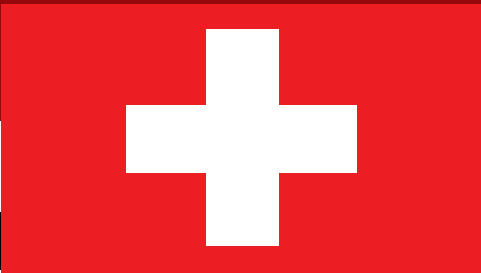
34	Conrad Mewse	MXGP
35	Dylan Walsh	MX2
36	Ben Watson	OPEN





THE CONTENDERS / TEAMS TO WATCH

TEAM SWITZERLAND



Switzerland has enjoyed a decade-long run of solid MXoN performances with (now veterans) Jeremy Seewer and Valentin Guillod teamed with Arnaud Tonus. Tonus is now retired, though, and Seewer's long run of MX2 and MXGP World Championship contention has cooled a bit, as he's now a lead racer for Ducati's new motocross program, which has led to ups and downs this season. Guillod, though, re-emerged in America after his Grand Prix prospects began to dim and showed top-ten speed on the AMA circuit. This also means he knows Ironman. Young Nico Greutman will race MX2 for the team after a solid fourth-place run in this year's European (EMX) Championship for up-and-comers.

2024 RESULT: 9th

2025 ROSTER

25	Jeremy Seewer	MXGP
26	Nico Greutman	MX2
27	Valentin Guillod	OPEN



THE CONTENDERS / TEAMS TO WATCH

TEAM SPAIN



2024 RESULT: 4th

2025 ROSTER

10	Ruben Fernandez	MXGP
11	Guillem Farres	MX2
12	Francisco Garcia	OPEN

Spain was a solid fourth in 2024, but it's missing its biggest star of today and probably the most successful Spanish motocross racer ever: Jorge Prado. The four-time World Champion embarked on an American journey this year that did not at all go to plan, and eventually he and Monster Energy Kawasaki had to agree to disagree and stop working together. Now he's currently stuck looking for a new path in 2026, or possibly patching up that relationship, and in the meantime, he doesn't have a place to race. There's still talent here, though, as Ruben Fernandez is a capable factory Honda pilot who can get starts and open some eyes. Guillem Farres, a former Yamaha Star Racing pilot, will return to the U.S. after a decent top-ten run with Triumph this year in MX2. Pair those two with a fighting Prado, and Spain has podium potential, but without him, they turn to future star Francisco Garcia, who finished third in this year's European (EMX) 250 Championship. He'll have to jump on a 450 for the Open class, but the experience will prove invaluable for the future. ■





BLU CRU YZ WORLD SUPERFINALE

BY AARON HANSEL // PHOTOS COURTESY YAMAHA

There are a multitude of benefits to being a member of Yamaha's BLU CRU, and this year at the Motocross of Nations at Ironman, some club members will get to experience the thrill of a lifetime when they line up on the same track as the world's best superstars in the 2025 BLU CRU YZ World SuperFinale, taking place on the same weekend as the MXoN.

The SuperFinale is a continuation of the success of last year's extremely well-received event, hosted by Yamaha Europe, at the 2024 MXoN at Matterley Basin in England. Yamaha BLU CRU treated a trio of U.S. riders, one from each class (YZ65, YZ85, YZ125), by giving them the opportunity to compete in this special race. USA's Tayce Morgan took full advantage and topped the YZ85 Class. This year, with the MXoN taking place at Ironman Raceway in the United States, 20 U.S. riders will get to experience this once-in-a-lifetime occurrence firsthand when they do battle with other

talented racers from around the world on the same track as the globe's best MXoN racers.

"We are extremely proud to see the YZ BLU CRU FIM World SuperFinale coming to the United States for the first time, and even more so alongside the Monster Energy FIM Motocross of Nations, the most iconic event in our sport," says David Luongo, CEO of Infront Moto Racing. "This partnership with Yamaha reflects our shared commitment to youth development and to offering young riders from all over the world a truly unforgettable racing experience. Ironman Raceway will be the perfect setting to celebrate the future of motocross on the biggest stage possible."

Yamaha has designed the weeklong experience to provide the next generation of racers the chance to see what it's like to be a factory racer, culminating when the riders take to the track on the sport's biggest weekend in the world in front of thousands



of fans. Participants were chosen from BLU CRU invitational events around the country, which took place at Glen Helen Raceway in Southern California, RedBud MX in Michigan, and Oak Hill Raceway in Texas (a fourth invitational event, which will determine eligibility for 2026, will be held in November at Monster Mountain MX Park in Alabama). The top performers in each YZ65, YZ85, and YZ125 class were given the nod to race in the SuperFinale alongside racers from Australia, Canada, Europe, Japan, and more. All riders will line up on equal equipment. Let the best rider win! ■



YZ125: Ages 13 to 16 (Riders must be at least 13 years old and no older than 16 years old at the time of the SuperFinale)

YZ85: Ages 11 to 14 (Riders must be at least 11 years old and no older than 14 years old at the time of the SuperFinale)

YZ65: Ages 8 to 12 (Riders must be at least 8 years old and no older than 12 years old at the time of the SuperFinale)





EVENT MAP

