



## Nathan Woods Tramples Big Sky

When the sixth round of the AMA West Hare Scrambles Championship Series landed in Big Sky, Montana, everyone knew the event was going to be tough. But as a massive rain drenched the rock-strewn course, the pros realized they had their work cut out for them. At the end of three hours, only eight racers remained on the lead lap, with Nathan Woods leading a then-undefeated Brian Garrahan and Jordan Brandt.

After the race, co-promoter Jamey Kabisch expressed his satisfaction for how the weekend

went. **"We had a sizable increase in racers from last year and have heard a lot of very positive comments from racers about the course as well as the town of Big Sky. The racing was competitive all weekend long. We look forward to seeing this race mature into a mainstay on the national level."** Go to [www.bigskyresort.com](http://www.bigskyresort.com) to stay informed about next year's event.



PHOTO: Ken Lancy



**Big Sky Overall:** 1. Nathan Woods, 2. Brian Garrahan, 3. Jordan Brandt, 4. Ryan Powell, 5. Patrick Garrahan

## Who Says The KTM 350 SX-F Isn't An Off-Road Bike?

Although the new KTM 350 SX-F comes only in motocross trim, off-roaders everywhere are licking their chops at the thought of racing the new, lightweight four-banger in the woods. Factory KTM GNCC rider Nate Kanney became one of the first to test the bike in an off-road setting when he rode a borrowed bike at the ninth round of the Rekluse/AMA National Enduro series in Maine. Despite the fact that Nate is not a regular on in the series, the New Yorker rode the 350 to a solid fourth place finish.

**"I really wanted to get on the podium, but I really rode well and it was good to make a competitive effort at a national enduro and debut the new 350,"** Kanney said. **"The bike was really good, actually. Especially in the second half when other guys were getting tired I was able to keep pushing. It didn't beat me up quite as much as the 450. But of course, it doesn't have the bottom end of the 450, doesn't have the grunt. But it's lighter and altogether I think it's going to be a great bike for off-road racing. For sure, I'm a really big fan of the new chassis."**

Enduros are a far different game than the GNCC series, and when asked if he thought the 350 would be competitive in that series he said, **"By no means is the 350 too slow for anything we are doing, but of course it would lend itself more to certain tracks than to others. It would just be a trade-off like everything else."** To get ready for off-road, Kanney took a stocker and had Factory Connection revalve the suspension, making it a little softer for enduro. He put mousses in tires, installed a spark arrestor, and mounted a 13T countershaft sprocket as well as his regular GNCC hand guards and used his personal handlebar setup. Hold your breath: Rumor has it there will be a 2011 KTM 350 XC-F; they were just making sure they got the settings right!



PHOTO: Shan Moore



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## Quick Tip: Bleeding Your Bib Mousse With Robbie Jenks

Most off-roaders, especially those in rocky areas of the country, run a bib mousse in the rear tire to eliminate the chance for punctures. These foam inserts are designed to simulate a constant air pressure, usually 13 psi. However, certain conditions can cause air to build up in the tire and effectively give the rear tire a much harder feel. Eight-time National Enduro champion Michael Lafferty and his mechanic, Robbie Jenks, have a quick remedy for expanding rear tires.

**"Mike likes to run a mousse in his tires, and basically the mousse will build heat during a race and heat makes air expand so pressure builds up in the tire,"** Jenks said. **"Rocky conditions can make the tire really heat up, so we cut holes in the rear tire with a box knife to allow the heated air to escape during a race."**