

VOL:1 ISSUE: 9



52 SIGN UPS & COUNTING!

# *MX124 PHOTOGRAPHY* *NEWSLETTER*

A CHANCE TO SHOWCASE SOME AWESOME PHOTOS  
AND GIVE BACK TO SOME GREAT RACERS!

## AMA SUPERCROSS

With the 2018 supercross season coming to an end the racers made their way to Foxborough last weekend. Warm temperatures and day racing provided some great exciting action. Justin Barcia gave Tomac a run in the heat and looked like he would be a contender for the win.

Though an early crash ended his hopes. Chad reed also looked good but crashed early as well. He put on a dominant performance and came from last to top 5. The real action was up in the front as Eli tomac and Marvin Musquin fought for the win. Musquin would inch his lead each lap but tomac would respond the following lap. Lappers would definitely help tomac. With 2 laps to go tomac was close enough to make his move and put a beautiful pass on Musquin. Musquin would respond with a very aggressive pass that put tomac on the ground on the final lap. Was it too aggressive? Tomac and many fans thought so as they would boo Musquin the entire time after the race ended.



*Musquin ended up with the win, with tomac finishing second and Anderson a consistent 3rd. The feud would spill over to the post-race press conference where tomac and Musquin would argue throughout the entire conference. Will this continue in Utah? With a 32 point lead, can Anderson win his first championship? Will the weather be a factor in Utah? All great reasons to watch supercross this Saturday night!*

## 2018 Point Standings

### 450 class

1	21	Jason Anderson	<b>332</b>
2	25	Marvin Musquin	<b>298</b>
3	3	Eli Tomac	<b>269</b>
4	10	Justin Brayton	<b>247</b>
5	4	Blake Baggett	<b>243</b>
6	34	Weston Peick	<b>219</b>
7	20	Broc Tickle	<b>184</b>
8	15	Dean Wilson	<b>183</b>
9	2	Cooper Webb	<b>181</b>
10	27	Malcolm Stewart	<b>150</b>
11	51	Justin Barcia	<b>145</b>
12	55	Vince Friese	<b>141</b>
13	22	Chad Reed	<b>135</b>
14	69	Tyler Bowers	<b>133</b>
15	14	Cole Seely	<b>124</b>
16	60	Benny Bloss	<b>108</b>
17	94	Ken Roczen	<b>102</b>
18	32	Christian Craig	<b>96</b>
19	39	Kyle Cunningham	<b>87</b>
20	33	Joshua Grant	<b>83</b>

## MSC RESULTS

Round 1: the 2018 MSC season started off with a bang. Although the weather was not on our side with 30 degree temperatures, there was still plenty of great racing. All of the motos were full of action and excitement. We saw some new riders step up and have great performances and some dominant racers continue to dominate.

The best action of the day was in the open and 250 classes. Alex Lewis stepped up to the plate and gave Aaron Lampi a run for his money. Aaron put his work in during the winter and overcame Alex's pressure to win both expert classes. During the plus 50 class, there was a terrible crash between Rob Angot, Mike Hoensch, and Tom Hall. Hoensch and Angot collided in the air and fell on the backside of a jump. With no flagger around to warn the riders, Tom Hall came over the jump only to land on Mike's bike and crashed as well. The crash resulted in a concussion to Hall and a broken collarbone to Hoensch. Hopefully they will both be okay and get back to racing soon. The novice classes showcased some great new talent. The mini classes were full of fun exciting racing. The kids were the most fun to watch as they put on quite a show for everyone. Congratulations to all the winners.

Round 2: the MSC motocross championship took place at the historic Claverack mx track. Finally, some nice weather! The weather brought out tons of riders and some great battles. Full gates in most classes provided some exciting racing! Qualifiers in both 250c and open c took place for the first time this year. There were some new faces on the top step of their class. Congratulations to them all and great job to the Claverack crew for providing an awesome track and a lot of effort to make it a great day for moto!

Here are the current points leaders in each class.

125 2 stroke: Robert Everhart

250 expert: Aaron Lampi

250 amateur: Robert Everhart

250 novice: Kane Spear

250 2 stroke: James Marks

60cc: Mike Gurda V

Collegeboy: James Slaughter jr.

Dual Sport: Nathan Sanford

Jr. mini: Mike Gurda V

Mid mini: Reliy Greiner

Open expert: Aaron Lampi

Open amateur: Robert Everhart

Pee wee open: Eneas Travella

Plus 25 expert: Davey Sterritt

Plus 25 amateur: John Habacker

Plus 25 novice: Dylan Hickey

Plus 30 expert: James McNeill

Plus 30 amateur: James Marks

Plus 30 novice: Brian Miller

Plus 35: Pat Mahan

Plus 40 expert: Andy Marano

Plus 40 amateur: Kenny Dehlin

Plus 40 novice: Walter Decker

Plus 50: Raymond Micucci



**250 west class**

1	23	Aaron Plessinger	<b>177</b>
2	92	Adam Cianciarulo	<b>160</b>
3	17	Joey Savatgy	<b>153</b>
4	28	Shane McElrath	<b>146</b>
5	40	Chase Sexton	<b>132</b>
6	1	Justin Hill	<b>119</b>
7	11	Kyle Chisholm	<b>110</b>
8	32	Christian Craig	<b>106</b>
9	30	Mitchell Harrison	<b>100</b>
10	63	Hayden Mellross	<b>81</b>
11	54	Phillip Nicoletti	<b>77</b>
12	52	Mitchell Oldenburg	<b>75</b>
13	68	Justin Starling	<b>72</b>
14	53	Bradley Taft	<b>64</b>
15	42	Dakota Alix	<b>45</b>
16	59	Cole Martinez	<b>39</b>
17	992	Jean Ramos	<b>39</b>
18	67	Justin Hoeft	<b>31</b>
19	902	Killian Auberson	<b>31</b>
20	217	Ryan Breece	<b>26</b>

**250 east class**

1	1	Zach Osborne	<b>180</b>
2	45	Jordon Smith	<b>165</b>
3	6	Jeremy Martin	<b>157</b>
4	35	Austin Forkner	<b>137</b>
5	38	Luke Renzland	<b>109</b>
6	76	Kyle Peters	<b>107</b>
7	43	Sean Cantrell	<b>96</b>
8	114	Brandon Hartranft	<b>89</b>
9	56	Anthony Rodriguez	<b>72</b>
10	57	John Short	<b>58</b>
11	36	Rj Hampshire	<b>57</b>
12	31	Colt Nichols	<b>54</b>
13	29	Martin Davalos	<b>53</b>
14	49	Nick Gaines	<b>51</b>
15	47	James Decotis	<b>49</b>
16	174	Joshua Osby	<b>49</b>
17	373	Jacob Williamson	<b>49</b>
18	206	Thomas Ramette	<b>44</b>
19	570	Cody Vanbuskirk	<b>43</b>
20	64	Michael Mosiman	<b>40</b>

Plus 60: Jeff Thompson  
Vintage 70: Zach Weaver  
Vintage 90: Steve Ferreira  
Open novice: Kane Spear  
Open mini: Jack Decker  
Pee wee 4-6: Travis Scheider  
Pee wee 7-8: Eneas Tavella

Vintage Y2K: Tim Weaver  
Vintage 90: Steve Patsey

Schoolboy: Aiden Barr  
Sr. mini: Jack Decker  
Women: Amberly Goyette  
Pee wee oil injected: JT Roake



## UPCOMING PHOTO SESSIONS

2018 MSC MOTOCROSS  
SEASON

2018 BMX RACE SEASON

## UPCOMING RACES

### AMA SUPERCROSS:

- Round 16: Salt Lake City. April 28<sup>th</sup> @ 4:30pm
- Round 17: Las Vegas. May 5<sup>th</sup> @ 10pm

### LOCAL MX RACING:

- ROUND 3: APRIL 29<sup>TH</sup> OCFMX
- ROUND 4: MAY 20TH CLAVERACK

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## RIDER SPOTLIGHT: DYLAN ROBERTS

This weeks rider spotlight is on the 2017 plus 25 novice champion Dylan Roberts. From saving our country in the army to taking care of his daughter, Dylan is quite an isperation. Don't let his kindness fool you on the track. He is a totally different animal out there. I know from racing the same class as him! A great competitor and super nice guy off the track. Here's Dylans story.



### What Got you into racing motocross?

My dad got me riding just before I turned 4 out in the yard at our house.

### First Bike?

First toy I had was a little mini bike with no suspension. I quickly broke that bike and my parents got me a Yamaha PW50.

### Where was your first race? How did you do?

First race was back when D34 and MSC ran together. My first few races I was 4 years old. From what my dad tells me we did pretty good.

### Favorite thing about racing?

My favorite thing about racing is the start, the energy is huge. Hearts beating twice the normal rate while you're trying to focus on the gate drop.



amateur class. I left off last year doing really well I expect nothing less this year when I return.

### Favorite Bike Brand?

KTM for my personal preference, goes through the corners effortlessly.

### Favorite Track?

The wick338, two strokes and sand it doesn't get any better.

### 2018 Goals

2018 goals in racing would be getting moto wins and mixing up points for the front runners in the



*With a crazy season like this you never know who will win! So, make sure you go on the website and sign up. It's very easy to do.*

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## Worst Crash & Worst Injury?

I broke my back pretty bad in an Arenacross race. Was able to avoid surgery, I have a few months before I can train hard but I'll be mixing it up before the season is over and the 2019 plan is to chase the +25B class and the dual sport class for fun at Claverack.



## Any advice for kids just starting out?

My advice for the kids is to remember your there for fun! Work hard and try to win but if you don't just practice during the week and try again.

## Racing Career Highlights?

My racing career highlights would be winning the 2017 Msc +25c championship. Also finished a few Jday races and placed well at royal mountain. 2017 was my first full season sense I was on an a kx85 as a kid.

## Any Shoutouts?

I would like to thank all our friends and family on and off the track. A lot of moving pieces go into racing every weekend. The State line riders club out of Pittstown, NY for the land to train. Edelmanns sales and service for keeping us on a running bike.



## HISTORY: AMA Motocross 1994-1996

1994 was a change to Motocross. The old 500 National class was gone, and now the 250s and 125s would run the full twelve-round distance together. The series also garnered better television coverage with a full package on ESPN and ESPN2. The series was building momentum, but its new stars were still in the making. Jeremy McGrath, who proved that '93 was no fluke by absolutely dominating the 1994 AMA Supercross Championship. Outdoors, though, the 250 class was an all-Kawasaki show. Teammates Mike Kiedrowski and Mike LaRocco were going at it for the title! They traded moto wins week after week, and by the midway point of the season the tension was

**WEBSITE.**[MX124PHOTOS@GMAIL.COM](mailto:MX124PHOTOS@GMAIL.COM)**RM125 PROJECT**

You don't realize how many little parts are on your machine. There is a lot! Unfortunately, I didn't realize it either. As I was building this bike I ran across many issues where I needed small parts. For example, all the rubber mounts. If you're not paying attention you can easily forget something goes somewhere and have trouble later on. As I was putting this bike together I got more and more ideas of how to make it unique. I found these clear radiator hoses, which I thought would be a cool addition to the bike. they look cool now but boy were they a pain to put on. I had to make special elbow and bends to make them work. Yes, they work and yes, they are cool to see the coolant circulating throughout the motor.



rising within the Kawasaki semi. At Red Bud, Kiedrowski led the first moto until the last lap, when LaRocco put an aggressive pass on him, knocked him down, and stole the win. Kiedrowski lost it and ghost-rode his bike into LaRocco after the finish! In the second moto, LaRocco led most of the way before tipping over, and Kiedrowski scored the win. The team settled the Mikes down and they promised to play clean for the rest of the year. But they never got a chance to, because at the next round at Unadilla, Kiedrowski got hit in the hand by a rock in practice and broke a bunch of knuckles. He was out and LaRocco won the championship. He would never get to wear his #1 plate from the previous year's 500cc title, but this one would look good in 1995. Some cool story lines were taking place behind him. When Damon Bradshaw retired at the end of the 1993 season, Yamaha snapped up Mike Craig to replace him. For a few months, Craig was on the gas and even won the Tampa Supercross, but then he missed the Gatorback National after supposedly tripping over his gear bag in his hotel room the night before the race and injuring his knee. By summer, Craig was struggling big-time and not even finishing motos. In a rare move, Yamaha sent Craig packing and boosted support rider John Dowd to the factory bike. The 28 year-old Dowd responded by winning at Millville and Broome-Tioga! Jeremy McGrath moved up to the 250 class full-time for 1994 but was still not close to the same rider outdoors that he was in supercross. He failed to win an overall and finished third in the 250 series behind LaRocco and Dowd. '94 marked the last season of racing for Jeff Stanton, the six-time champion in AMA Motocross and AMA Supercross. Stanton crashed hard at the Hangtown National and shook himself up enough to reconsider his future. Then, at his home race two months later, the Redbud Classic, Stanton shocked the crowd and the entire sport by announcing his retirement. He walked away tall and proud, straight into the AMA Hall of Fame. LaRocco, Kiedrowski, and Dowd were all tough, hardworking guys, but they weren't very flashy. The real sizzle came in the 125 class. The pack was stacked with talent. New kids Damon Huffman, Ezra Lusk, Robbie Reynard, and Ryan Hughes were dueling with the stars of the '93 season, Doug Henry and Jeff Emig. And a really young star was born at High Point when 16 year old pro-am rider Kevin Windham led most of the way before Henry pulled off a late-race pass. Yes, lots of talent in this class, but by the halfway point of the series, Henry's consistent teammate Steve Lamson was leading them all in the standings. Emig, now in his fifth year as a pro, really did not want to be in the 125 class at this point, and though he won a couple rounds early, his chase for a second title in this class was done after a big crash at Kenworthys left him with a concussion. Henry was dealing with a strange stomach ailment for most of the season that really hurt his performance. He started getting IVs between motos. The competition wasn't happy, and the AMA passed a



Now that the motor was in and mounted, the swingarm was on and lined up and the radiators were mounted, I thought the hardest parts were finished. I was mistaken. The carb was a nightmare to get onto the boot (as I explained in the previous issue).



The exhaust pip just fit underneath the rads. A custom silencer had to be made. Now I wanted to use my showa sff forks on this bike. one reason is because I personally liked the spring style on my 450. Unfortunately, as I learned the hard way, the showa sff forks do not fit in the rmz 250 triple trees. I spent about 2 hours trying to get them on only to realize they wouldn't work. Next was the electrical parts to be installed. Cdi and coil couldn't go where the schematics show due to the different frame so I put them where I thought would be a good spot.

new rule: if you get an IV between motos, you're out for the day. Henry began to recover from his illness and mounted a late-season charge to claim the championship for the second straight year. But his season ended on an awkward note as he and Spitfire/Pro Circuit Kawasaki's Ryan Hughes brawled on the track at Steel City in the final moto! With the new TV package and new stars in the making, things were looking up for American motocross in 1994 Until September. First, that's where a new sanctioning body named "AIR" was announced that was actually the AMA Supercross promoters thinking about breaking off from the AMA after they couldn't come to terms on a new contract. It only lasted a couple of months, but it served as a precursor to problems to come a few years down the road. Then, in one of the most shocking days in the history of the sport, a British squad of Rob Herring, Paul Malin, and Kurt Nicoll ended Team USA's thirteen year MXdN win streak in Roggenburg, Switzerland. The team of Emig, LaRocco, and Kiedrowski rode well but not well enough. The Brits were led by Malin's miraculous triumph on a 125, as the career journeyman beat Emig and Stefan Everts to win his class. Beyond that, Bob Moore finally achieved the world title he'd been chasing since 1986 in Europe, taking the 125cc Grand Prix Championship. No American rider has won an FIM World Motocross title since. And the winner of the 250cc USGP that year at Budds Creek was Yves Demaria from France. While international success had proven elusive for the Americans for the first time since 1981, the U.S. was still becoming the place where international talent wanted to move. For 1995, three-time world champion Greg Albertyn announced his intention to move to the U.S. and pursue championships like Jean-Michel Bayle had done, as did French prospect Mickael Pichon.

By 1995 a super deep field of talent was ready to challenge for the 250 AMA National Championship. In fact, the '95 field is one of the most start-studded ever, and they would get to battle over the course of the full 12 rounds, instead of the split 250/500 seasons that were run up until recently. Defending Champion Mike LaRocco carried the #1 plate. His teammate Mike Kiedrowski, the '93 champ, was ready to get his title back. Doug Henry and Jeff Emig made the jump from the 125 class with titles in hand, and the two-time race winner John Dowd, was now alongside Emig at factory Yamaha. Further filling out the field was 250 World Motocross Champion Greg Albertyn, who had moved to the U.S. as part of a rejuvenated Team Suzuki effort. Suzuki brought in Roger DeCoster as team manager. Albertyn, a South African, was the first 250 World Champ to leave Europe for the U.S. since JMB a half-decade earlier. So, this move was still met with raised eyebrows, especially since Suzuki hadn't won the 250 National Championship since Kent Howerton claimed it in 1981. At the Gainesville opener, this talent was on full display.



It was rather easy to install although if I have to ever take it apart, I have to take a lot of other parts off to get to it. Next came the wheels. I don't currently have wheels for this bike so I took my rmz450 wheels off and used those. Let's face it, I won't be riding both bikes at one time so for now it's easier just to use those wheels. At this point I thought this bike was almost ready to go. Little did I know that later on I would have a major problem.

### CRASH OF THE WEEK

Crash photos are some of the most exciting pictures a photographer can take. Especially when it's taken right before the crash. Yes, crashing is not a good part of racing but if you can catch that shot at the perfect time, it could be pretty cool

Albertyn had crashed himself out of AMA Supercross immediately, but he showed up ready for the outdoors and snagged the early lead in his very first motocross race in the U.S. LaRocco was soon there, too, and the two 250 champs from '94 duked it out, with LaRocco ultimately winning the moto. But disaster struck in moto two for both, as they each broke wheels and DNFed. Inheriting the lead and his first ever 250 National Motocross victory was Jeremy McGrath. Up until that day, Team Honda's McGrath was considered the ultimate supercross specialist. He won the '93 and '94 AMA 250 SX titles while finishing only third in the '93 125 Nationals and third in the '94 250 Nationals. The riders he would routinely topple for the SX crown like LaRocco, Emig and Kiedrowski would beat him outdoors each season. That was until 1995, when McGrath vowed to up his game. He embarked on a rigorous training program with one of the original stars of American Motocross, Gary Semics. He took outdoor testing more seriously and vowed to prove himself as worthy in motocross as supercross. At the same time, LaRocco continued to step up his supercross game, and was still within striking distance of McGrath in indoor points by midseason. But his run came undone while leading the Charlotte SX. LaRocco cased a jump and broke his arm, ending his supercross campaign and also knocking him out of the nationals. LaRocco's teammate Kiedrowski picked up the slack by dominating Hangtown, the second round, on May 7. Kiedrowski looked unstoppable there, but then couldn't find that magic at the other rounds. Instead, Doug Henry began to step up during his first year on the 250, winning the third round at High Point and closing up to McGrath in points. It all led to a fateful day at Budds Creek. LaRocco had his arm plated and came back to racing early. He led the first moto while Henry and McGrath battled hard for second. Henry held the spot, which would have given him the points lead by the time the moto was over. Instead, he made a mistake that would lead to one of the most memorable and gruesome images in motocross history. Approaching Budds Creek's biggest downhill jump, Henry was trying to out-brake McGrath, only he was unable to actually get on the brakes. Henry launched off the summit practically wide open. He jumped perhaps higher and further than anyone had ever seen a racer go and landed with a massive thud. Experts compared the impact to Henry jumping off of a five-story building. His back practically exploded on impact. At the moment, it appeared the two-time 125 National Champion's career might be over. McGrath came back to win the second moto over Emig. Kiedrowski couldn't find his Hangtown pace. LaRocco would later tear his knee up, Henry was out and Albertyn was crashing all over the place. Emig and McGrath were set to take over the nationals. With these two, you had young, stylish, fun-loving riders who seemed to have a good time wherever they went. The fans picked their favorites and got to watch some great racing. In '95, McGrath



(the photo not the crash). This issues crash pictures are from orange county mx in 2017. Josh flach was on his way to catch the leader and tighten up the points standings when he suddenly went sideways. It could have been a really bad crash but he managed to save it a get back on the track. Take a look for yourself. Would you be able to ride this out or end up face first in the dirt?



clearly had the upper hand and romped to the championship, silencing forever those who said he couldn't ride outdoors. Add McGrath's seven AMA National wins that summer to his 10 wins in AMA Supercross and he was the most dominant in AMA history up to that point. The 125 class provided great drama. After finishing second in the series in 1994, Steve Lamson was the favorite going in after Henry moved to the 250 class. But a knee injury knocked him out of the series early, opening the door for Suzuki's Damon Huffman and Kawasaki's Ryan Hughes. Huffman was smooth and consistent, Hughes ultra-aggressive, and Kawasaki's Robbie Reynard would pop in there and just dominate a race like at the opener in Gainesville. But Reynard always seemed to be coming back from injury, winning, and then getting hurt again. No one could maintain consistency in the class, and soon Lamson had returned to the tour and started lighting it up. Coming from over 60 points down, he kept chopping away at the points lead until the Steel City finale, when he and Hughes squared off for the championship. Hughes won moto one, but Lamson struck back to lead moto two. Hughes started pushing the pace to catch up but couldn't close the gap. Lamson won the moto to seal the title, while Hughes' chain snapped on the last lap. In a memorable scene, Ryno pushed his KX125 across the finish. At the Motocross des Nations in Sverepce, Slovakia, Team USA entered the event in an unfamiliar position, without a win streak. The team of Lamson (125), Emig (250) and Hughes (500) gave it a run, but ultimately came up just short to the Belgian team of Marnicq Bervoets, Stefan Everts and Joel Smets. New stars were born during the 1995 season, and one old one returned, Bradshaw! After sitting out the 1994 season with burn out, Bradshaw came out of retirement at his favorite track, High Point, running number 114. His results were mixed, at best, and he was never a threat to win races. But he was just getting back into it. In contrast to Bradshaw's return, Kiedrowski finished third in the 250 standings and won two nationals. Then he announced his retirement!

After a few years where its competition was beginning to find some championship success, Team Honda started the 1996 season back in its old dominant form. The Red Riders crushed it for most of the season, and the most impressive part was that the team featured just two riders, Jeremy McGrath and Steve Lamson. They were entrusted to go out and win both the 250 and 125 National Championships. Over the past few seasons, Honda lost Doug Henry to Yamaha and Jeff Stanton to retirement. They didn't replace them, but it didn't look like they needed to. Around them, however, change was everywhere. McGrath's 250 motocross rival from the previous year, Jeff Emig, switched from Yamaha to Kawasaki. Yamaha brought in Damon Bradshaw. Suzuki's efforts to find its old glory with Roger DeCoster. They looked good with Greg Albertyn back for his second U.S. season



and Mike LaRocco, the '94 250 National Champion, going yellow. Lots of changes, but it mattered little to McGrath. MC was in his prime, and the King of Supercross put together the best indoor season of his career, winning the first thirteen rounds of the series and threatening a perfect season until Jeff Emig halted the streak in St. Louis at the fourteenth round of the fifteen-race series. McGrath recovered quickly to win the final round, giving him a record-shattering fourteen wins in a single series. At one time, McGrath wasn't known for his outdoor motocross skills, but by '96, he was as fast as anyone on the planet outdoors. In fact, in the midst of his SX run, he also won the first three MX races of the season. At High Point, he showed some cracks, falling back to fifth in the first moto while admitting he just wasn't motivated after racing and winning for about five straight months. Albertyn broke through for his first U.S. moto win but crashed out late in the second moto to throw away an overall. McGrath recovered to win the moto, but Emig collected the High Point overall with a pair of consistent finishes. Emig stepped up his game and challenged McGrath each weekend, but MC was still holding a big points lead. Until Millville, when McGrath tried jumping a massive table-to-table double and cased it, spraining his foot badly. He could barely ride and struggled to score top-ten finishes. Emig went 1-1 and began an impressive streak of holeshots and wins. McGrath pulled off at Washougal and surrendered the points lead to Emig. He came back to go 1-1 at the next-to-last round at Binghamton, setting up an amazing championship finale at Steel City. Emig led the points by just two going into finale. whoever won the race would win the championship. It was on, and it was good. Emig shot out to another holeshot, but McGrath was right there and passed him immediately over a double. Emig struck back with an aggressive pass around a flat corner to retake the lead. What followed was thirty minutes of a nail-biting battle with McGrath applying pressure and Emig riding flawlessly to win the moto. Emig held a significant five-point edge going into moto two. Again, Emig grabbed the holeshot and rode a flawless race, while McGrath got a bad start and never challenged him. In one of the sport's best-ever showdowns of star power in its prime, Emig toppled McGrath to collect the 1996 250 National Championship. McGrath's teammate Lamson didn't have trouble in the 125 class. He was challenged at times by Yamaha's John Dowd and Kevin Windham but his points lead was never in danger. Late in the year, though, Windham began to really find his form, beating Lamson straight-up at the final two rounds. But Windham would have to wait until 1997 to run for the title, because Lamson had already wrapped up his second straight 125 National crown with nine wins. Team USA had slipped from its unbeatable perch at the Motocross des Nations, losing the event to Britain in 1994 and Belgium in '95, but returned with a vengeance in 1996. McGrath, Lamson, and Emig absolutely





dominated the race in Jerez, Spain, winning their classes and reclaiming glory for the stars and stripes. Other efforts back home weren't going as well. Bradshaw had a decent but unspectacular season and was nowhere near the same rider he was four years earlier. Henry won a moto at Washougal to the delight of the fans but was generally a non-factor. Yamaha dropped Bradshaw for 1997, and they announced that Henry would ride an experimental four-stroke bike in the '97 nationals. Suzuki's rejuvenation effort fell short. Albertyn finally won an overall at Unadilla but still crashed too often to challenge Emig and McGrath. And LaRocco wasn't gelling with the radical new RM. Suzuki's 250 team would pick up a huge new star for 1997. So, would the entire 125 class.

Some parts taking from racer x online



**THANK YOU EVERYONE FOR SIGNING UP FOR OUR NEWSLETTERS! TELL YOUR FRIENDS TO SIGN UP! I HOPE YOU ENJOYED IT!!!**





