

VOL:1 ISSUE: 8



48 SIGN UPS & COUNTING!

MX124 PHOTOGRAPHY *NEWSLETTER*

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

AMA SUPERCROSS

Injury list

450 class

- Justin Barcia- broken hand
- Matt Biscalia- hand
- Justin Bogle- broken humerus and small fracture in the 12 vertebrae
- Tyler Enticknap- broken pelvis
- Josh Grant- fractured leg
- Josh Hanson- Broken foot
- Cole Martinez- broken leg
- Fredrick Noren- Tore a ligament in his hand
- Alex Ray- dislocated his wrist
- Ken Roczen- shattered his hand, dislocated his metacarpals and tore multiple ligaments



- Dakota Tedder-
staph infection in his
leg
- Cole Seely-
Fractured sacrum
and pelvis
- Jake Weimer-
broken wrist
- 250 Class
- Jon Ames- Broken
femur
- Ramyller alves-
dislocated shoulder
- Justin Cooper-
broken ribs &
shoulder
- Justin Hill- broken
toe
- Jimmy Decotis-
fractured ribs, L2,
L3 vertebrae
- Dylan Ferrandis-
broken teeth, arm
- RJ Hampshire-
fractured t3, t4
vertebrae, ribs
- Justin Hoefft- broken
feet
- Cameron McAdoo-
fractured hand
- Colt Nichols- broken
arm

2018 Point Standings

450 class

SUSPENSION

Your motocross bikes suspension is a very important component. It can be difficult to understand it sometimes and to find that perfect setup. So, let's dive in and explain more about suspension. Your front fork can affect fatigue, handling, stability and performance. There are many ways to adjust the forks and make them how you want them. You have the compression, rebound, oil weight and viscosity, the valves and springs. In order for your forks to work properly you need the proper spring rate for your weight. If the spring rate is wrong, no amount of adjustment to the clickers will compensate. Most bike are sprung from the factory for a 170lb rider. Then you have your compression dampening and rebound dampening. They control how your bike moves through the stroke. The oil is forced through adjustable valves. The valves control the amount of oil flow and thus control the speed at which the suspension can travel through the stroke. There are different types of valves you can buy threw a suspension tech. back to the dampening, the compression works when the forks are being compress. If it is too soft your forks will bottom out. If it's too stiff they will feel rigid and harsh. You have to find that happy medium that you like and feel the most comfortable. The rebound controls how fast the forks return after being compressed. If your rebound is to stiff your bike may dance around. If it is too soft the forks won't come all the way back, so you won't be using all of your suspension. Sag is a very important part of getting your suspension correctly operating and it balances out the front and the rear of the bike. Sag is used to describe the amount of distance your suspension will travel under weight. If you take your bike off the stand you will notice the suspension compresses (sags) slightly. There are two kinds of sag. Rider/Race sag and Free sag. Free sag is the distance the rear end travels while under its own weight. Rider sag is the distance the rear end travels under the weight of a rider in full gear. Before you begin messing with the clickers, it is important to set the sag of your bike. Too much sag means the bike sits high in the front. This affects the front ends ability to absorb bumps and can make the back of the bike feel harsh. You may also notice the front end will tend to push in corners. Too little sag means the bike is sitting high in the rear and the bike will tend to kick and it can feel like your shock rebound is too fast,

1. Jason Anderson 265 points
2. Marvin Musquin 230 points
3. Justin Brayton 210 points
4. Blake Baggett 194 points
5. Eli Tomac 194 points
6. Weston Peick 172 points
7. Broc Tickle 165 points
8. Cooper Webb 162 points
9. Dean Wilson 138 points
10. Cole Seely 124 points
11. Malcolm Stewart 119 points
12. Justin Barcia 113 points
13. Vince Friese 108 points
14. Ken Roczen 102 points
15. Chad Reed 96 points
16. Tyler Bowers 90 points
17. Josh Grant 83 points
18. Kyle Cunningham 78 points
19. Benny Bloss 78 points
20. Christian Craig 58 points

250 West class

1. Aaron Plessinger 151 points
2. Joey Savatgy 142 points
3. Adam Cianciarulo 139 points
4. Shane McElrath 127 points
5. Chase Sexton 109 points
6. Christian Craig 106 points
7. Justin Hill 105 points
8. Kyle Chisholm 95 points

which can be misleading when you are adjusting your shock rebound. Your rider/ race sag range should be from 96mm to 108mm. your free sag range should be from 22mm to 45mm. your free sag should always be measured after your race sag is set. In the shock you have 3 setting to play with. Your low speed compression, high speed compression and rebound. The compressions refer to how fast the shock is traveling not how fast you're going. Low speed compression works when hitting rolling sand whoops, braking bumps or steep jump faces. High speed compression works best when hitting curbed out jump faces, square edged bumps, supercross style whoops, or hard landings. The shock rebound works the same as the fork rebound. Properly adjusted rebound will help the rear from packing when hitting bumps or kicking around. It also helps to soften landings without bouncing. Yes, suspension can be overwhelming but once you find those perfect settings your riding will improve easily. Best thing to do is keep a book and write down your setting for tracks or conditions. That makes it easier to go back to them quickly without searching all day for the perfect setup.

RIDER SPOTLIGHT: STEVE MORANO

Steve Morano is one of msc's top experts. He is always up front at the races battling with the big boys. He is a very humble guy on and off the track and recently became a father to a



9. Mitchell Harrison 84 points
10. Hayden Mellross 68 points
11. Phil Nicoletti 65 points
12. Bradley Taft 64 points
13. Mitchell Oldenburg 58 points
14. Justin Starling 54 points
15. Cole Martinez 39 points
16. Jean Ramos 39 points
17. Dakota Alix 38 points
18. Justin Hoeft 31 points
19. Killian Auberson 31 points
20. Ryan Breece 26 points

250 East class

1. Zach Osborne 131 points
2. Austin Forkner 124 points
3. Jordan Smith 121 points
4. Jeremy Martin 112 points
5. Luke Renzland 92 points
6. Kyle Peters 85 points
7. Sean Cantrell 59 points
8. Brandon Hartranft 57 points
9. R.J. Hampshire 57 points
10. Colt Nichols 54 points
11. Martin Davalos 53 points
12. Jimmy Decotis 49 points
13. Nick Gaines 42 points
14. Anthony Rodriguez 39 points
15. Dylan Ferrandis 34 points

beautiful baby girl. Let's learn more from one of the coolest father's in our sport.

What Got you into racing motocross?

I used to go to the races with my Dad to watch when I was about 7 or so. He got me a bike when I was 9 but we only rode.

My brother Andy was into racing and he got me racing a few years later!

First Bike?

1982 Honda Cr 60. I remember it was for sale at Ace motocross and we were at the races watching. All I wanted was a bike after seeing the 60cc class

race for the past few years. All kids want a bike, right? The next weekend my Dad came home with the bike in the truck!

Where was your first race? How did you do?

My first race was in May 2002 at Ace motocross in Modena in the 125C class and Schoolboy class on a 97 RM 125. It went ok as I got out of there alive without crashing. Probably was mid pack at best. I've been hooked ever since...

Favorite thing about racing?

The thrill of trying as hard as you can to do something you really love to do!! The fact that you really can't 100% buy your way through without at least some effort.

Favorite Track?

Neither exist anymore but 1 was in Yorktown Ny, a pretty short private track with no jumps but had the best soil for mx I've ridden to date. A friend of ours trucks tons of compost into the track for years and it was so awesome!!! Long Island MX was also really cool. I remember in probably 2006 riding at night there under the lights. Ace motocross was another favorite, my favorite "race" track.

2018 Goals

Attend all the MSC races. Possibly put in effort to at least qualify for LL2018



16. Cameron McAdoo 33 points
17. John Short 33 points
18. Cody Vanbuskirk 28 points
19. Michael Mosiman 26 points
20. Jacob Williamson 26 points

UPCOMING PHOTO SESSIONS

2018 MSC MOTOCROSS
SEASON

2018 BMX RACE SEASON

UPCOMING RACES

AMA SUPERCROSS:

- Round 13: Seattle. April 7th @ 10pm
- Round 14: Minneapolis. April 14th @ 8pm
- Round 15: Foxborough. April 21st @ 3pm
- Round 16: Salt Lake City. April 28th @ 4:30pm
- Round 17: Las Vegas. May 5th @ 10pm

Favorite Bike Brand?

Kawasaki because I like the look of them and I've been riding them for almost 10 years and have had little serious problems



Worst Crash & Worst Injury?

In 2008 at Moto town indoor mx in CT, I went to race in early February after a long offseason of no riding. Last moto of the night I got arm pump and kept pushing, I whiskey throttled off of a long extended tabletop with a really steep lip and ghost rode once in the air! I landed about 50-60 feet from takeoff onto my feet and broke my right heel. That was tough.

Any advice for kids just starting out?

Always stay on the safe side of your abilities, and we all progress and get faster at different rates. So, don't put pressure on yourself to go for something that scares you until you're ready for it. You can't progress when your hurt!!!

Racing Career Highlights?

Doing well the past few years in the MSC series.

Any Shoutouts?

Big thanks to Andy Morano for everything! (coach<sponsor<racer) Briana (Fiance, Team Manager, Great mother of our daughter!) Big Dawg Miller

HISTORY: AMA Motocross 1991-1993

1991 would be a big year for American Motocross because of an historic season from a visiting Frenchman that changed the whole



LOCAL MX RACING:

- **ROUND 1: APRIL 15TH OCFMX**
- **ROUND 2: APRIL 22ND CLAVERACK**

DID YOU KNOW MX124 PHOTOGRAPHY DOES ALL TYPES OF PHOTO SHOOTS! IF YOUR INTERESTED IN BOOKING A SESSION, DO SO ON MX124PHOTOS.COM

Mx124 photos has a supercross fantasy game. It is fun, exciting and there is prizes at the end of the season! 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.



NEED BIKE WORK? CALL ONE OF THE BEST LOCAL SHOPS_AROUND.

landscape of global motocross. In the two years leading up to 1991 Jean-Michel Bayle served notice that he could win indoors and outdoors on any sized bike. He won 125, 250 and 500 Nationals, as well as a handful of AMA Supercross mains, within the first calendar year of his U.S. campaign. So, when he put a stop to teammate Jeff Stanton's championship winning streak at two with a resounding AMA Supercross Championship, Stanton seemed to begrudge not only Bayle's seemingly effortless natural ability, but his close friendship with Honda team manager Roger DeCoster as well. There was also an issue with the fans. This was the era of the first Gulf War, and the announcers in the AMA Supercross series fanned flames of resentment towards the foreigner by simply being over-the-top, pro-American in their race calls. JMB used the abrasive booing for motivation, and that made the fans boo him even more. Not a great moment for anyone, including Stanton and Bradshaw, both of whom seemed to get pulled into it simply because they were American heroes. It got worse when the outdoor motocross season started and JMB began to assault Stanton's reign there. The Frenchman got a huge break at the second round at Hangtown when a massive storm turned the OHRV Park into a muddy mess, with a river running right down the middle. It was so deep that Stanton's bike drowned out, as did Jeff Ward's, Damon Bradshaw's and more. Bayle kept his Honda CR250 out of the water and managed to finish second behind the upset winner, Honda privateer John Dowd, in the first moto. The second moto was scrapped due to the rising waters, and so Bayle left Hangtown with a 22-point swing on Stanton and everyone else. With the series only lasting seven races, Bayle rode cautiously, never pushing it to the point where he might risk his lead. Stanton would end up winning four of the seven races, but due to his inconsistency he was still 26 points behind Bayle when the series ended at Southwick. JMB won the '91 AMA 250 Motocross title without winning a single race! In the 500 class Bayle won more races. He split the six wins with Jeff Ward, but it was his consistency that paid off. Bayle outpointed Ward by nine and claimed his third championship of the season. It was a feat that had never been done in the history of motocross, and will not be done again anytime soon, as the 500cc class and 250cc classes would eventually be merged into one, making a triple championship season impossible. The 125 class would see Mike Kiedrowski, now on Kawasaki, return to his winning ways in the class. Even though Guy Cooper put up an excellent title defense, winning more nationals than anyone in the class with five, he still came up 16 points shy of keeping the #1 plate. But the real story in the 125 class was taking place behind Kiedrowski and Cooper, as Mitch Payton of Pro Circuit fielded his first full-on racing team, the Peak/Pro Circuit Honda crews of Jeremy McGrath, Brian Swink, Steve Lamson and Jeromy Buehl. McGrath and Swink took the Regional SX titles, and Swink handed Payton his first

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RM125 PROJECT

About a year goes by and the bike didn't get touched. Life got in the way. My fiancé and I had moved, I was working a lot and slowly the project bike had moved to the back of my mind. Don't get me wrong, I always thought about how I was going to finish it but just didn't have the time. So, while it collected dust it got me thinking how much fun a 125 would be. Maybe I had made the wrong choice with a 250 motor. Sometime over the summer a friend of mine posted on

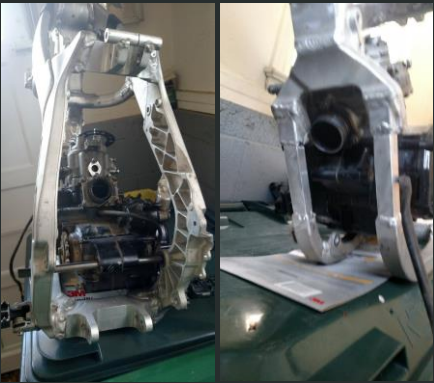
AMA 125 National win. Over in Europe, America had another banner year as Trampas Parker became the first American to win two world titles, out-lasting Mike Healey for the #1 plate after getting a little help from Jeff Stanton at the series-finale in Japan. In the 125 class Donny Schmit gave up the #1 plate to his young teammate Stefan Everts. Team USA won another Motocross des Nations. Their eleventh in a row. Stanton once again led the way, with Kiedrowski and Bradshaw in support.

Jean-Michel Bayle's takeover of American motocross in 1991 was a shocker, but his motivation for the 1992 season was just as surprising. At about the same time JMB was getting the #1 plates bolted onto his 1992 Honda CRs, he announced he would quit motocross and supercross at the end of the season and embark on a road racing career for 1993. JMB did not have the same motivation for dirt bike racing in 1992, while his Honda teammate Stanton showed up leaner, meaner, and determined to regain the titles he'd lost in '91. But both of them would soon have to take a back seat to Team Yamaha's Damon Bradshaw. Bradshaw won five SX races in a row early in the '92 Camel Supercross campaign, while Stanton and Bayle were struggling on their new Hondas. But Bradshaw crashed away his entire points lead at Indianapolis and let the Honda boys back in the hunt. What followed was a battle for the supercross points lead between the three, with Bayle showing occasional, inspired glimpses of his '91 form, Bradshaw riding aggressively, and Stanton staying in the hunt in his typical workmanlike form. Back then, the supercross and motocross tours overlapped. Stanton and Bradshaw battled hard at the early national rounds with the supercross title hanging in the backdrop. Then things got crazier when the Rodney King riots led to a virtual shutdown of the Los Angeles Coliseum area, which was scheduled to host the supercross finale. The race had to be delayed a month, from June to July, and it would take place the weekend after the fifth AMA National round at Red Bud, and during the day. Coming into Red Bud, Stanton and Bradshaw had each won two 250 nationals each. But Bradshaw crashed at Red Bud and tore his ACL, a complete disaster, considering the SX finale was coming up in Los Angeles the very next weekend! In one of the most memorable supercross races ever, Bradshaw locked up under the pressure in L.A. Stanton won the race. Bradshaw fell back through the field and lost the points lead and the championship, although he never blamed the knee injury. Stanton won the title for Honda. Bradshaw then took the rest of the year off for ACL surgery, and when he returned to racing the next year, he was not the same. A few weeks after his dramatic supercross championship victory, Stanton polished off the 250 National Motocross title in Troy, Ohio. But all was not well within the Honda camp. By this point, Bayle and Stanton had grown to totally

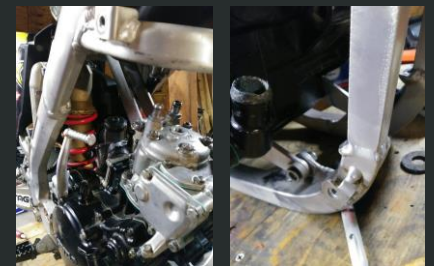
Facebook how he was looking for yz motor parts. It was the perfect opportunity to get rid of my 250 motor and get myself a 125. Once I brought it to him, he started inspecting it and realized how much was wrong with this motor. It had cracks on the bottom, a messed up clutch cover and broken case. all these things I didn't even notice when I got it originally. This motor was pretty much a paper weight. Luckily, he only needed the guts of the motor which were in good shape. Unfortunately, he didn't want to give me the price I needed to get a 125 motor. At this point I had thought my hopes of building a 125 motor were gone and I was stuck with this paper weight. After negotiating a bit his friend mentioned how he had a 1990 cr 125 motor just sitting at his house (which was a great motor from honda) and offered that as a trade. i was sold! He had the complete motor and the electrical system for it. It was the perfect deal for me! Next came November. Work had slowed down, and I had free time again to finish this thing! I started by pulling the motor apart and inspecting it. Overall it was really good! I didn't have to split the cases. I just had to clean it out with kerosene because the motor was dirty from sitting. The cylinder was just honed so that was in great shape. My buddy had a new top end kit from his

dislike each other. At the San Jose SX they collided and Bayle crashed out of the supercross title chase. Bayle was unhappy, even though he said he wasn't that interested in winning it anyway, and at the supercross final in L.A. actually tried to help push Bradshaw in order to help Damon win the title over his own Honda teammate Stanton. Bayle was also going to Europe between races to do road race testing. The Bayle-Stanton-Bradshaw trio completely owned the sport in 1992. With the 250 Supercross and 250 National Championships in his pocket, Stanton was looking to match Bayle's '91 feat of winning three titles in one year by taking the 500 National crown. But Mike Kiedrowski, the 1991 125 AMA National Champion, was going for his first crack at the 500 title. It was close, but the Kiedrowski out-dueled Stanton by three points to land the title. It's amazing that Stanton broke into the pro ranks as a big-bore specialist but was never able to win the 500 championship. Meanwhile, the legendary Jeff Ward won the last national of his career at Steel City and took third in the 500 Championship, one spot ahead of Bayle. Like Bayle, Ward retired at the end of the season. In the 125 class, Kawasaki hired Mike LaRocco and bumped him down to the 125 class to take Kiedrowski's place. The move worked, as LaRocco won two of the first three 125 Nationals and immediately opened up a massive points lead. At midseason, Yamaha's Jeff Emig caught fire and started winning races, but LaRocco was running in points lead protection mode and seemed to have the title in hand, until he suffered through one of the worst days of bad luck in racing history. At the next-to-last round at Steel City, LaRocco's bike broke in both motos, due to two completely unrelated mechanical problems. Emig made up 47 points in one day, then dominated the Budds Creek finale with 1-1 scores while LaRocco ran into trouble again via a bent shifter. Emig won six of the last seven races while LaRocco had mechanical trouble in three of the last four motos. In dramatic fashion, Emig won his first National Championship, a good ending to the season for Yamaha considering the disappointment of Bradshaw in supercross. The pressure and stress were coming from all angles in this season. With Team USA's massive Motocross des Nations win streak building and building, Stanton, Kiedrowski, Bradshaw, and Ward all turned down the team invite. A so-called B Team was put into action, with American 500 GP contender Billy Liles teaming with LaRocco (on a 250) and Emig in Manjimup, Australia. And the B Team won it. Over in Europe, an American won a world title for the fourth year in a row as Chesterfield Yamaha's Donny Schmit won his second title, holding back the likes of fellow Americans Trampas Parker, Mike Healey, Bob Moore, and Bader Manneh. This was the pinnacle of American involvement on the FIM World Championship circuit.

old cr125 that I was able to use for my motor. I completed the motor before setting it in the frame. Next was to get the frame welded. I found a welder who welded my frame in a few hours and did an amazing job!



After that it was time to set in the motor and make my supports. That was where the fun really began! Once I got



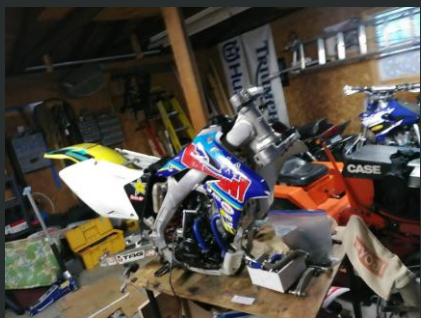
the motor set inside and mounted it, I had to line the swingarm up. This was actually harder than it seems. I had to make spacers for the motor. This was a trial and error type



deal. I had to order some parts. Back to eBay I went! I needed a carb, an exhaust, rads and hoses. The carb was off a 1990 cr, I used a new fmf exhaust and a stock silencer.

By the time the season's AMA Motocross Nationals kicked off at Gainesville, Florida's Gatorback Cycle Park in March, the sport had been rocked by Jeremy McGrath's early surge through his rookie AMA 250 Supercross season. McGrath had shown some promise in some 250cc mains late in the '92 season, but no one could have predicted he would show up at the first round of the AMA Motocross Championship having won four of the seven AMA Supercross mains by that point. Young MC was set to race the 125 Nationals by Honda, but he had never been as strong outdoors as indoors. He shocked everyone in Gainesville by leading the final moto and heading to the opening round 125 overall win. But someone forgot to give the memo to veteran privateer Erik Kehoe. In a memorable moment, Kehoe was chasing McGrath on the last lap when pinned his Honda of Troy CR125 up the final jump and never shut off. He launched an unimaginable distance, way over McGrath's head, to steal the moto win in dramatic fashion. McGrath still won the overall but the moto win marked the last great moment in Kehoe's racing career. Mitch Payton's outfit delivered three 125 AMA Supercross Championships in two years, but for 1993, Honda dismissed Payton's effort and rejoined the class with McGrath and ex-Yamaha privateer Doug Henry. Payton scraped together a Kawasaki effort, claimed the 125 West SX title with Jimmy Gaddis, and won the overall at the Unadilla National with Englishman James Dobb. But at that time, Payton's team was not a contender for outdoor championships, and Team Honda wanted that 125 National Championship back. Meanwhile in the 250 class, Kawasaki workhorse Mike Kiedrowski was ready to take the final step in his slow, steady ascension to the top of American motocross. With Jean-Michel Bayle gone for road racing, Jeff Stanton and Damon Bradshaw were expected to battle for the '93 title. But Kiedrowski stepped up his game and won Gainesville over both. The 1992 500cc AMA Motocross Champ kept rolling, winning Southwick, Budds Creek, Unadilla, Red Bud, and Kenworthys en route to a washout in the series. Bradshaw won at his adopted home track at High Point, but otherwise, no one could top mk. As for Bradshaw, the bitter loss of the previous year's AMA Supercross title seemed to wreck havoc on his mind and heart. Although he won a handful of races, he just wasn't the same. After an obvious slowdown on the racetrack that summer, on September 27, 1993, he shocked the motocross world by announcing that he was retiring from the sport and walking away from what was up to that point the most lucrative motocross contract in the sport, \$450,000 a year from Yamaha. Bradshaw was burned out, and while he would eventually come back a year and a half later, his best days were behind him. Team Kawasaki had a good run in 1993, as its KX250 was becoming the toughest bike in the field. Team Honda had won the previous four 250 AMA Motocross Championships, but by the end of the season Kiedrowski's only competition was coming from his

The radiators I got for a rmz, so the mounts would line up perfectly. The hardest part was putting the carb into the boot. I guess the cr carb was a little bit wider than the rmz boot. No big deal, I just had to heat up the boot to make it soft enough to get it over the carb. The exhaust fit like a glove. I just had to make an extension pipe for the silencer to line it all up. I purchased these clear radiator hoses (which you will see pictures of in the next issue) which is one of the coolest parts of this bike! you can actually watch the coolant circulate. It was really starting to look like a bike and was really cool to see what I had done!



NEW SECTIONS

Starting in the following issue there will be 2 new sections to this newsletter. There will be a section on a breakdown of the msc races from this year and a section showcasing and talking about a crash

Kawasaki teammate Mike LaRocco. LaRocco missed Gainesville with a broken wrist from supercross, but by the final round of the 250 series at Glen Helen, he was back up to speed, and he won. That Glen Helen race: was the first and only "one-moto" national. The series was experimenting with different rule and schedule changes, and they decided to run a single-moto race at Glen Helen and on a Saturday as a test run for improved TV coverage. On an incredibly hot day in San Bernardino, LaRocco topped the field. He carried that momentum into the 500 series, which at this point had become a shell of its former self at just four rounds. The AMA announced the series would go away after the season, and the 250 class would race the full twelve rounds in 1994. Yamaha and Suzuki had long abandoned building 500 motocross bikes, leaving just Kawasaki and Honda to battle for the title each year. Stanton was determined to get that elusive big-bike championship, and he rode well in '93, but LaRocco outlasted him to win the championship by nine points. It was the first National Championship for LaRocco's career and helped soothe the pain of losing the 1992 125 National Championship in heartbreaking fashion. Back in the 125 class, McGrath's MX skills didn't quite hold up. His new Team Honda teammate Henry won round two at his native Southwick. Then the defending class champ, Jeff Emig, caught fire on his Yamaha and won round three at High Point. But Henry proved stubborn, and he and Emig battled for the championship. It was a great fight, and Henry ultimately emerged with the championship. Where many 125 National Champions had developed from the top of the amateur ranks, Henry made his name following the nationals as an unknown privateer without an amateur record to speak of. Henry delivered both the 125 East SX title and the 125 AMA National Championship. Henry was all grit, but if you were looking for the next super-talent from the amateur ranks, he showed up at the Steel City finale. Team Kawasaki's Robbie Reynard won the Steel City race at just 16 years old, becoming the youngest AMA National Motocross race winner ever. After the 1992 Motocross des Nations debacle where the big names like Stanton, Bradshaw, and Kiedrowski bowed out of the race, the AMA put pressure on the riders by letting fans vote for the team. They elected '92 hero Emig for the 125 and Kiedrowski for the 500. But 250 Supercross Champion McGrath got the 250 vote, and he had never raced outdoors on a 250. MC was admittedly nervous for the race in Austria, but he rode to solid top-seven finishes in his motos. Emig and Kiedrowski held up to their end, and Team USA had won the event for a thirteenth straight year. But it was getting tougher and tougher each time. The sport was entering a strange place. At the end of the 1993 season, Bradshaw would announce his retirement at age 21. The pressure to win had sapped Damon's drive, and although he stood to make a lot of money through his massive Yamaha factory contract, he was so burnt out on racing that he decided to walk away

picture I took. 2 cool sections to look forward too!

from it all. Rick Johnson retired in 1991, and Jeff Ward and Jean-Michel Bayle retired at the end of the 1992 season. The sport was in need of new heroes.

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!!!

