

Chapter 1 : The Great History of Supercross - Moto-Related - Motocross Forums / Message Boards - Vital

Great book to have of one wants to know the history with a small recap of all the seasons till Nice pictures.. All in all a nice book to have if you are in to supercross.

Again, speed gets the hype in a one-race battle. The significance of this race is that it was the first time Stewart and Reed ever raced each other. They would meet up a few more times throughout their careers. This was before quadding was really a thing. He was on a , by the way. On the second lap, though, he crashed. He got back up and wadded it really hard one lap later. Stewart suffered a broken collarbone, which would cost him the chance to defend his National Motocross Championship. Andrew Short scored the upset Vegas win, the first of his career. It was great racing from beginning to end, as Roncada was the first rider to straight-up match Stewart in speed all year. Fonseca led while Pastrana and Ramsey went back and forth for second. Pastrana bobbed and Ramsey locked down second, then Fonseca nearly crashed and Ramsey took the lead. Pastrana tried to respond by jumping a triple that was not doable on his "he came up short and cased it hard. A lap later, Fonseca went down in the whoops and Pastrana reclaimed second, but by then, Ramsey had set sail en route to the win. At the end they were all still within six seconds of each other, with fifth-place Justin Barcia, the first non-Pro Circuit Kawasaki rider, finishing over fifteen seconds back. Instead, they both suffered bike problems almost immediately and failed to finish the race. Ryan Dungey picked up the win, which, that year, awarded a Toyota Tundra pickup. Dungey would win the Shootout again in , and with it, another Toyota truck! Tallon, on a Suzuki, won; Tyson finished third on a Kawasaki, the only time in AMA Supercross history that brothers ended up on the same podium. How deep was the field?

Chapter 2 : Alexander the Great - HISTORY

Called The Great History Of Supercross, it is indeed, just that. It's loaded with photos, and many of the photos are of the "old days" of SX, starting back in There are plenty of photos of.

The History of Supercross - Bits Encircling yesteryear. Supercross, a derivative of motocross, has its own niche in the arena. The history of supercross would be virtually non-existent if not for the amazing television coverage given to the sport. Advertising and hype precede the events, generally offering top competition, great money purses and trophies, and held in large cities where attendance is guaranteed even if only locals are able to attend. Events are slower than motocross because of the technical skill required for successful negotiation of the track. Yes, the risks are greater, but the crowds and the riders love it. The history of supercross involves manmade tracks and off-road bikes. Heavy competition and deliberately difficult tracks create a challenge in finishing. Indoor racing pretty much eradicates weather problems. That means the construction of obstacle courses filled with turns, twists, small hills and jumps will not suffer from outside interference like weather and people sneaking in to practice in the arena. The area, built to specific degrees, ensures maximum challenge and qualified skill. This has led to racing teams and circuits, both feasible due to the large advertising market and draw to fans. Professional events have increased viewing for local amateur events, as well, since viewing the action in person holds more appeal than only seeing it on television. Motorcycle associations govern and sanction the supercross events, adding to their own niche in the history of supercross. Clear Channel Entertainment presented worldwide competition via television. A likeable enthusiast, he built the positive reputation for all branches of motocross during the s. He is one of two riders in AMA racing to have won championships in cc and cc motocross and Supercross competition. Payton raced with his parents and brother, James Jr, advancing to competitive racing. At age 17, he won the cc class in desert racing. The following year his racing career ended with an injury. Purchasing a local Husqvarna shop while he was still 18, he started tuning and designing parts with some of the biggest motocross teams seeking his skill. Honda recruited Payton to run its team in and he accepted, running other teams as well. His privateer teams have won 26 AMA championships since Wrapping it up and putting it in a nutshell, skill, risk, television coverage, advertising, fan support, locale and branding are the factors that have created the history of supercross. Those bit by the sport continue to work to improve it. The worldwide competition and television coverage encourage fans to attend local amateur events, producing more champions for the years ahead.

Chapter 3 : The Great History of Supercross: calendrierdelascience.com

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The live action begins at After the conclusion of Race Day LIVE, fans can switch to one of several online streaming services to watch all the races in both classes. It is recommended to confirm the network providing coverage of the AMA Supercross is available before purchasing a subscription. How to watch Anaheim 1 live without cable For fans who wish to watch AMA Supercross live without cable, there are several well-known online streaming services to choose from. It will be imperative for fans looking to cut cable to ensure their online streaming service provides FOX and FS1 among their list of channels. By doing so, they can enjoy all the live coverage of the action at Anaheim one with the online streaming service of their choice. Anaheim 1 live free online streaming services There are more and more online streaming services popping up every year which will provide a seemingly endless array of options to watch AMA Supercross. Four of the most well-known online streaming services are highlighted below. Fans are advised to check out complete channel listings of each online streaming service to determine the right choice for them. Subscribers have the option to stream up to five devices at one time so everyone in the household can watch their desired station. The channel selection includes live TV, news, and sports which can be streamed across a multitude of devices. Up to three simultaneous streams are offered on numerous devices. Six accounts can be placed on one household and users can be notified when Anaheim 1 is set to begin. A VPN allows it user to surf the web anonymously to prevent spying from others. Supercross fans on the go can use a VPN to tune into the AMA Supercross live stream without worrying about the security of their device. In order to set up a VPN, follow these steps: Sign up for the service of your choice and download it Launch the app on your Mac or PC to get started When the app is open, choose a server to connect to The location of the server you connect to is your virtual location When you find the server that best suits you, select that option To ensure your VPN is working, check your IP address to see if it is the location you selected ExpressVPN “ is available in 94 countries around the world which offers top notch security. There are no restrictions and users can stream or download anything with their IP address hidden. IPVanish “ has a zero-logs policy to protect the identity of its users. The privacy of its users is protected by not recording any activity when connected to its apps. Every aspect of IPVanish is run internally to ensure information is protected at all times. One NordVPN account can protect as many as six devices at one time. There are over 5, servers available in 62 countries to ensure a high-speed internet connection. Users can browse the internet and stream at ease that their privacy is protected. Supercross format The festivities for Anaheim 1 begin at Supercross fans will have the opportunity to meet their favorite riders and teams and enjoy interactive activities. Riders will complete practice and qualifying throughout the day until the main event begins at 6: The best riders in the SX and SX take the stage to compete in their heats in order to qualify for their respective main event. The top 22 riders in each class qualify for the main event where they will earn points in the class standings. Anaheim One Track The Supercross track at Anaheim 1 features a plethora of challenging obstacles for riders to overcome. Riders must contend with whoop sections, rhythm sections, and triple jumps. Some of the turns on the course have banked berms, but there are flat turns as well. The track at Anaheim 1 is designed for the best riders in the world as novice riders would have a difficult time completing one lap. In each class, the fastest 40 riders qualify where they will compete in two heats and the last chance qualifier to earn their way into the main event. Their riders drive cc four-stroke motorcycles. The class is separated into an east and west region and one region will compete every week with the exception of the series finale. The final race of the season is an East-West Shootout. The bikes are bigger, contain more power, more torque, and are harder to control than the bikes in the lower class. The bikes in the SX can outjump the smaller bikes and can make passes accelerating harder out of turns. Thus, the fastest riders fans will see at Anaheim 1 will all compete in the SX class. Supercross is related to Motocross but contains off-road motorcycles which compete on indoor, man-made tracks consisting of steep jumps and a series of obstacles. Supercross race tracks tend to be constructed inside large sports stadiums. AMA Supercross falls

under the broad term motorcycle sport. The term can include races where riders compete in a timed-event on a track or in various events where individual motorcycle skills are put to the test. Competitions can include riders going thru courses which contain a series of twists and turns and traverse over diverse terrain. Motorcycle racing can include both on-road and off-road racing. FIM breaks motorcycle racing into four general categories with each category containing several sub-categories. AMA Supercross is a sub-set of Motocross. It is indoor Motocross, but is more technical and contains lots of jumps in comparison. Over the years, there has been a surge in the popularity of Supercross in the United States with events usually taking place in football, baseball, and soccer stadiums. Last Words The Anaheim 1 round of the AMA Supercross season is sure to leave fans on the edge of their seats as the very best in motorcycle racing compete for a championship in their respective classes. Fans have a variety of options to watch AMA Supercross online and they are not going to want to miss out on any of the action that will be on display.

Chapter 4 : Great Shootouts in Supercross History - Supercross - Racer X Online

This is a book that any supercross fan must have. It tells you the history of supercross back in the days of Bob Hurricane Hannah, Ricky Johnson, David Bailey, Jeff Ward, Damon Bradshaw and Jeff Chicken Matiasevich.

Tweet on Twitter The history of motocross racing began in the United Kingdom in the early s. Bikes were equipped with swinging fork rear suspensions and rigid frames, more suitable for the rough roads. The fastest rider to the finish would win the intense competition on off-road terrain. The first British off-road event was held in at Camberley and is known as the earliest origin of modern motocross. Event became more popular during the 30s, so many teams and companies joined the competition. Laps and obstacles such as jumps were added to the tracks. The bikes were very similar to those used on streets at that time. In , it was upgraded to a World Championship and in a cc two-strokes category was created. The technological evolution led to the development of the two-stroke engine into a heavier four-stroke. The best drivers from Belgium and Sweden dominated the sport, and companies from Japan started to produce high-quality vehicles. The history of motocross racing during the 60s is dominated by evolution, both for the drivers and the motorbikes. Britain, Czechoslovakia and Sweden created many lighter, maneuverable models. The championship was won by a cc Suzuki. Japanese manufacturers rivaled European counterparts. In the early 80s, they created water-cooled machines equipped with a single-shock absorber rear suspension, the first of their kind. Americans were no match for the experienced Europeans in those early years, they rarely qualified on a top ten position. As the sport became more popular, American riders learned new techniques and gained more experience. In , Brad Lackey was the first American in the history of motocross racing to win a Grand Prix world championship with his cc class bike. Danny LaPonte captured the cc series a few weeks later. Environmental laws in California compelled producers to develop four-stroke eco-friendly bikes in the 90s. Manufacturers begun competing with four-stroke engines and many European firms also embraced the new technology. This caused the biggest change in the history of motocross racing. Sub-disciplines like arenacross, extreme freestyle motocross and supercross emerged.

Chapter 5 : Motocross - Wikipedia

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History[edit] Motorcross first evolved in the U. Off-road bikes from that era differed little from those used on the street. The intense competition over rugged terrain led to technical improvements in motorcycles. Rigid frames gave way to suspensions by the early s, and swinging fork rear suspension appeared by the early s, several years before manufacturers incorporated it in the majority of production street bikes. Companies such as Husqvarna from Sweden, CZ from the former Czechoslovakia and Greeves from England became popular due to their lightness and agility. By the s, advances in two-stroke engine technology meant that the heavier, four-stroke machines were relegated to niche competitions. They dominated the event, placing their lightweight two-strokes into the top six finishing positions. The typical two-stroke air-cooled, twin-shock rear suspension machines gave way to machines that were water-cooled and fitted with single-shock absorber rear suspension. By , the displacement limit of a four stroke power motocross bike was up to cc in the class, to incentivize manufactures to further develop the design for use in motocross. European firms also experienced a resurgence with Husqvarna, Husaberg , and KTM winning world championships with four-stroke machinery. The sport evolved with sub-disciplines such as stadium events known as supercross and arenacross held in indoor arenas. Classes were also formed for all-terrain vehicles. Freestyle motocross FMX events where riders are judged on their jumping and aerial acrobatic skills have gained popularity, as well as supermoto , where motocross machines race both on tarmac and off-road. Vintage motocross VMX events take place - usually[quantify] for motorcycles predating the model year. This section needs additional citations for verification. Please help improve this article by adding citations to reliable sources. Unsourced material may be challenged and removed. There are four classes: Competitions consist of two races which are called motos with a duration of 30 minutes plus two laps. The championship consists of twelve rounds at twelve major tracks all over the continental United States. There are three classes: Motocross des Nations[edit] Main article: Motocross des Nations The annual Motocross des Nations is held at the end of the year when National and World Championship series have ended. There are three motos with two classes competing per moto. The location of the event changes from year to year. Freestyle Motocross "superman seat-grab" Freestyle Motocross FMX , a relatively new variation of supercross, started out by the South African champion, Marco Urzi, does not involve racing and instead it concentrates on performing acrobatic stunts while jumping motocross bikes. The winner is chosen by a group of judges. The riders are scored on style, level of trick difficulty, best use of the course, and, frequently, crowd reactions. Supermoto A Supermoto rider on the road Supermoto uses motocross bikes converted for racing on tracks consisting of three sections, flat dirt, dirt obstacles, and paved road. The bikes have special road-racing tires with grooved tread to grip both the pavement and dirt. Some tracks for these race events have jumps, berms, and whoops like motocross tracks. For special events, the Supermoto track may incorporate metal ramps for jumps that can be disassembled and taken to other locations. Supermoto races may take place at modified go-kart tracks, road racing tracks, or even street racing tracks. Supermoto got its start in the US the late s when TV journalist Gavin Trippe envisioned a racing event that would prove who the best motorcycle racer was and from to , he organized a yearly event called "The Superbikers", which pitted the top riders from three disciplines, flat track , road racing and motocross against one another on modified bikes raced on special tracks on the television show. After , the sport declined and received little exposure in the US, but in Europe, it started gaining popularity, and in it was revived in the US, when the name became Supermoto. Throughout the United States and the United Kingdom there are many quad racing clubs with enduro and quadcross sections. GNCC Racing began around and includes hare scramble and enduro type races. To date, events are mainly held in the eastern part of the United States. GNCC racing features many types of obstacles such as, hill climbing, creek and log crossings, dirt roads and wooded trails. Championship mud racing CMR [20] saw its infancy in as leaders of the ATV industry recognized a need for uniformity of classes and rules of various local mud bog events.

Providing standardized rules created the need for a governing body that both racers and event promoters could turn to and CMR was born. Once unified, a true points series was established and led to a national championship for what was once nothing more than a hobby for most. In the finalized board of directors was established and the first races were held in The year included Mud Bog and Mudda-Cross competitions, but the and future seasons will only have Mudda-Cross competitions. Supercross Supercross is a cycle racing sport involving specialized high-performance off-road motorcycles on manmade dirt tracks with steep jumps and obstacles. Compared to regular motocross, Supercross tracks generally have much shorter straights and tighter turns. Professional Supercross contest races are held almost exclusively in professional baseball and football stadiums. The Supercross season takes place during the winter and spring months, with races in a different city every weekend. The class is split into two series—the East and the West Coast. The class has one large series where they travel from east to west for the race and even go to Canada for a couple rounds. Racers only get a month or two off out of the year between the Supercross and the motocross series. Sidecarcross A Zabel engined sidecar outfit. The premier competition, the Sidecarcross World Championship, is contested on European tracks only and almost exclusively by Europeans. Motocross sidecars are purpose built frames that resemble an ordinary motocross-cycle with a flat platform to stand on attached to either side and a handlebar at waist height to hold on to. The side of the "chair" slang for the platform usually follows the side of the road the nation in question drives upon, but not always. The passenger balances the bike by being a counterweight, especially in corners and on jumps. It is driven on ordinary crosstracks. It is very physically demanding, especially for the passenger. Ordinary engines can be used, but size matters and two engines purpose built for sidecars exist, Zabel Germany and MTH Austria are most common. Four-strokes are getting more common, usually KTM Austria. Dirt Bike Sizes [21] The most common dirt bike sizes are 50cc, 70cc, cc, cc, cc and cc. Pit bikes and mini-motocross[edit] This section needs additional citations for verification. July Learn how and when to remove this template message Two riders go into a corner at a mini-motocross event in West Virginia. Pit bikes are small motorbikes that participants in powersports events use to ride around the pits, which are the staging areas where team support vehicles are located. More recently, they have been used in races held on either supercross or motocross tracks. Numerous performance and aesthetic upgrades are often applied to pit bikes. Originally, there was only one way to acquire a pit bike. Of course, a rider could also buy a used bike. Since, manufacturers like Thumpstar have begun designing, manufacturing, importing, and selling already complete pit bikes. These bikes are less expensive, and require less time to complete. A typical pit bike is usually a small dirt bike, but it has become common to be able to buy pit bikes with street-style wheels and tires. Pit bikes with street tires, as opposed to knobby tires, are used in Mini Supermoto Racing. Pit bikes are frequently heavily customized with decorative add-ons and performance-enhancing parts. Many riders and mechanics bore-out or replace engines in order to increase displacement and therefore power output. Heavy duty suspension systems, are often a necessary addition, since the stock mini-bike suspension was designed for a small child. Wheel, brake, and tire upgrades are sometimes performed to improve handling. Pit bikes also have their own separate competitions held with classes generally corresponding to wheel size. This is a notable difference from Motocross and Supercross competition, where classes are separated by engine displacement. Pit bike racing is a relatively new niche of motocross, and as such, there is no official governing body similar to the AMA.

Chapter 6 : history - Supercross

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Visit Website When Alexander was 13, Philip called on the great philosopher Aristotle to tutor his son. Visit Website Alexander was just 16 when Philip went to battle the Byzantiums and left him in charge of Macedonia. Alexander put his vigor and bravery on display, and his cavalry decimated the Band of Thebes. Alexander Becomes King In B. Just 20 years old, Alexander claimed the Macedonian throne and killed his rivals before they could challenge his sovereignty. He also quashed rebellions for independence in northern Greece. Alexander appointed the general Antipater as regent and headed for Persia with his army. They crossed the Hellespont, a narrow strait between the Aegean Sea and the Sea of Marmara, and faced Persian and Greek forces at the Granicus river; victory went to Alexander and the Macedonians. Alexander then headed south and easily took the city of Sardes. But his army encountered resistance in the cities of Miletus, Mylasa and Halicarnassus. Under siege yet not beaten, Halicarnassus held out long enough for King Darius III, the newest Persian king, to amass a substantial army. Gordian Knot From Halicarnassus, Alexander headed north to Gordium, home of the fabled Gordian knot, a group of tightly-entwined knots yoked to an ancient wagon. Legend had it whoever unwound the knot would conquer all of Asia. As the story goes, Alexander took on the challenge but was unable to unravel the knot by hand. He took another approach and sliced through the knot with his sword, claiming triumph. Battle of Issus In B. As it became clear Alexander would win the battle, Darius fled with what remained of his troops, leaving his wife and family behind. His mother, Sisygambis, was so upset she disowned him and adopted Alexander as her son. By now it was clear that Alexander was a shrewd, ruthless and brilliant military leader—in fact, he never lost a battle in his life. He rejected a plea from Darius for peace and took the towns of Byblos and Sidon. He then laid siege to the heavily-fortified island of Tyre in January B. But Alexander had no navy to speak of and Tyre was surrounded by water. Alexander instructed his men to build a causeway to reach Tyre. All went well until they came within striking distance of the Tyrians. He was sidelined at Gaza, however, and forced to endure another lengthy siege. After several weeks, he took the town and entered Egypt where he established the city that still bears his name: Alexander traveled to the desert to consult the oracle of Ammon, a god of supposed good counsel. Legends abound about what transpired at the oracle, but Alexander kept mum about the experience. Still, the visit furthered speculation Alexander was a deity. Following fierce fighting and heavy losses on both sides, Darius fled and was assassinated by his own troops. Finally rid of Darius, Alexander proclaimed himself King of Persia. With Bessus out of the way, Alexander had full control of Persia. Proskynesis To gain credibility with the Persians, Alexander took on many Persian customs. He began dressing like a Persian and adopted the practice of proskynesis, a Persian court custom that involved bowing down and kissing the hand of others, depending on their rank. The Macedonians were less than thrilled with the changes in Alexander and his attempt to be viewed as a deity. They refused to practice proskynesis and some plotted his death. Increasingly paranoid, Alexander ordered the death of one of his most esteemed generals, Parmenio, in B. Alexander Kills Cleitus In B. Pushed too far, Alexander killed Cleitus with a spear, a spontaneous act of violence that anguished him. Some historians believe Alexander killed his general in a fit of drunkenness—a persistent problem that plagued him through much of his life. Alexander struggled to capture Sogdiana, a region of the Persian Empire that remained loyal to Bessus. Supposedly, one of those on the rock was a girl named Roxane. As the story goes, Alexander fell in love with Roxane on sight. He married her despite her Sogdian heritage and she joined him on his journey. Alexander Enters India In B. Some tribes surrendered peacefully; others did not. Even so, after a fierce battle in a raging thunderstorm, Porus was defeated. One event took place at Hydaspes which devastated Alexander: Alexander wanted to press on and attempt to conquer all of India, but his war-weary soldiers refused, and his officers convinced him to return to Persia. So Alexander led his troops down the Indus River and was severely wounded during a battle with the Malli. After recovering, he divided his troops, sending half back to Persia and half to Gedrosia, a desolate area west of the Indus River. A

Mass Wedding In early B. Wanting to unite the Persians and Macedonians and create a new race loyal only to him, he ordered many of his officers to marry Persian princesses at a mass wedding; he also took two more wives for himself. But after Alexander took a firm stand and replaced Macedonian officers and troops with Persians, his army backed down. To further diffuse the situation, Alexander returned their titles and hosted a huge reconciliation banquet. Death of Alexander the Great By B. Thanks to his insatiable urge for world supremacy, he started plans to conquer Arabia. After surviving battle after fierce battle, Alexander the Great died in June B. Some historians say Alexander died of malaria or other natural causes; others believe he was poisoned. Either way, he never named a successor. Nonetheless, many conquered lands retained the Greek influence Alexander introducedâ€”some cities he founded remain important cultural centers even todayâ€”and Alexander the Great is revered as one of the most powerful and influential leaders the ancient world ever produced. Sources Alexander the Great.

Chapter 7 : How to Watch: Anaheim 1 RD1 Supercross Live Stream

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Starting way back at Anaheim Angel Stadium on January 8, it was clear who the front-runners for the title would be. Certainly favorites in any series that they participate, James Stewart, Ryan Villopoto, Ryan Dungey and Chad Reed are multi-time champions both indoors and out. Throwing out the first W of the season was Villopoto, who rode a solid, consistent and blazing fast main event to make a convincing argument that his alignment with trainer Aldon Baker had done wonders for him through the off-season and while recovering from a horrific leg injury suffered during the season. Another thing that became apparent as early as round two and with the benefit of hindsight was that, despite multiple former champs and an especially talented and motivated rookie Trey Canard, two riders were going to set themselves apart speed-wise from the rest of the pack. Those riders were Stewart and Villopoto. While James picked himself up, it was Villopoto who managed to capitalize on his mistake and go on for the win - which was the beginning of yet another pattern that emerged as the season rolled on: Chad Reed, in the meantime, was struggling with first turn incidents that kept him from getting up front and running the top pace from the beginning of each main event, thereby keeping him out of the big points-paying spots in the top three. Also having issues getting the holeshot and being the chased instead of the chaser was Dungey, who was yet to lead the pack into turn one to see if he could set a winning pace out front. Oakland, a new stop on the series, was our first glimpse of the James Stewart that many expected to make short work of the series, with a display of riding that had him blow past all of the top guys en route to his second win of the season. That proved to be incorrect. With the Stewart train on seemingly solid rails and chugging along with full force and the points lead over Villopoto, it was the thus far consistent Ryan Dungey who experienced the unthinkable that night in Anaheim. Still credited for 19th place and awarded one point, it was a points-sucking blow that the defending champ would spend the rest of the season trying to recover from. Drama and intrigue were at a fever pitch by this point, as Stewart and Villopoto distanced themselves just a bit from the other three heading into the first of the east rounds. It was just the break that Canard and Dungey needed to gain some points on the others - RV, Reed and Stewart - who were all laying in turn one after the melee. The points chase was now tighter than ever, and it was going to get even better over the hump of the series mid-point. It was another wet San Diego race weekend that allowed Chad Reed to snag his first win of the season, which also set things in motion that would swing momentum his way over Dungey and Canard, and even possibly getting into the heads of Stewart and Villopoto. Over the early season demons in the first turn, Chad strutted into San Diego like any previous multi-time race winner would have, and strutted out with a win and the points lead. Stewart was able to reach the podium after carefully negotiating the slick surface for third place, but Dungey made up another couple of points on him by nailing second. It was Villopoto who this time suffered the most, earning only 14 points on the night while his main competition fared much better. If Houston was a barn-burner as far as the points chase was concerned, it was Atlanta that was an insane asylum. One of the best battles between Reed and Stewart of the entire season ended up with Villopoto and Dungey beating them both after they took each other out a couple of times before limping in and shaking their heads across the finish line. It was clear that the pre-season aligning of friendships between the two formerly bitter rivals had taken a backseat, as they seemed to be finding each other on the track with greater and greater frequency - and typically with aggressive moves by each to put the other behind. Atlanta proved to be another defining moment in the series, and one in which Villopoto re-established himself as the front-runner, when he again let the race come to him as he rolled past the mayhem for another win - his third of the season. Daytona International Speedway always provides great racing, whether it be on two wheels or four, and on this night in March the racing was definitely that and more. Heading into the main event, the matchup seemed to be rather solid between four of the top five, with the exception being Dungey, who suffered a mechanical DNF in his heat while winning that forced him into

the LCQ and a terrible gate pick for the main event. When Stewart got the holeshot, he began to check out - in a big way. Putting a couple seconds per lap on his competitors by completely jumping over a tricky section of that slowed others down, James was on cruise control when the track reached up and grabbed him, resulting in the most spectacular and terrifying crash of the season thus far. Guess who was able to capitalize on the mistake yet again? The big 2 Monster Energy Kawasaki kept the ball rolling in Indy with a relatively unremarkable win that opened his points gap up just a bit, which was a good thing because it all would come crashing down in Jacksonville the following Saturday. This was not one of those seasons. When the unthinkable happened and James Stewart crashed his way out of the main event without even making a single lap, Villopoto must have known that somebody, somewhere, had plans for him to be the champion of the AMA Supercross Series. With those two out of the mix, the show became about the dueling Hondas of Reed and Canard out front, and when Canard came out on top he had moved himself close enough to the others to become the fifth real threat for the title. Things were getting even more interesting. In another crash-fest for Stewart, he managed to this time put Villopoto on the ground with him, which sent the 2 into the mechanics area costing valuable time and, ultimately, key points in the championship battle. Things were dismal in the San Manuel Yamaha camp heading into St. With only two podium appearances in the previous seven rounds, James Stewart must have switched into do-or-die mode by this point, as the supercross title was quickly slipping from his grasp. Louis was a glimmer of hope. In an emotional win that actually had him shedding tears on the podium, Stewart decimated the field for an easy win. It was more of the mid-season Stewart in Salt Lake City, as James crashed while leading the main event once again, ending up 10th while Ryan Villopoto cruised by him once again for the victory. There were nine points between Villopoto and Reed and, after all of the players made it through their heat races unscathed, the main event proved to be somewhat predictable. Villopoto took a solid third place finish for the final round in the series, and with that took home his first ever Supercross class AMA and FIM championship. Clearly his own worst enemy, not to mention the worst enemy of Reed and Villopoto, James seemed to go through several transitions as the season progressed. It was almost surreal to witness his repeated crashes while running away with wins, or the multiple times he put himself and others onto the ground and affected the points chase by inopportune and somewhat dangerous block pass attempts, or just plain lapses in judgement. Stewart was without a doubt the driving force in the series, and everyone else just needed to stay out of his way and let him self-destruct.

Chapter 8 : Xavier Audouard (Author of The Great History of Supercross)

Here is a quick history of Supercross formats. FORMAT ONE: THREE MOTOS In the beginning (to), Supercross mimicked the motocross events of the day with a three-moto format.

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