

VOL:1 ISSUE: 14



63 SIGN UPS & COUNTING!

# *MX124 PHOTOGRAPHY* *NEWSLETTER*

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

## AMA MOTOCROSS

With 3 rounds left in the 2018 ama motocross series, it is clear who will probably win both titles. I say probably because anything can happen, but it is shaping up to be a tomac and plessinger season. Tomac is on another level. The speed he shows in the recent motos have been incredible. Imagine if he got holeshots in those motos? He would be gone! It would be amazing if tomac is on the motocross of nations usa team. Maybe he can keep up with herlings this time. Roczen is getting better and better each week and is starting to look like his old self. Can he keep it up injury free? Although plessinger isn't winning motos, he is the most consistent 250 rider out there. If he keeps his consistency up, he will wrap up the title easily. Alex martin has had to many bad motos and he needs a miracle and a string of moto wins to have a chance at the title. Unadilla, budds creek and Indiana are the final 3 races of the year. With the toughest track on the circuit



next, how will the top racers  
stack up? Will someone  
unexpected grab the win? We  
will find out Saturday at  
una\*\*\*\*indilla!

## MX Point Standings

### 450 class

1	1	Eli Tomac	401
2	25	Marvin Musquin	386
3	94	Ken Roczen	330
4	51	Justin Barcia	330
5	4	Blake Baggett	301
6	34	Weston Peick	247
7	60	Benny Bloss	224
8	54	Phillip Nicoletti	217
9	46	Justin Hill	132
10	39	Kyle Cunningham	130
11	121	Cody Cooper	121
12	2	Cooper Webb	106
13	48	Henry Miller	75
14	73	Brandon Scharer	75
15	21	Jason Anderson	73
16	44	Lorenzo Locurcio	71
17	86	Dylan Merriam	69
18	907	Ben Lamay	65
19	718	Toshiki Tomita	59
20	146	Jake Masterpool	53

## MSC RESULTS

Rounds 9 & 10 of the msc mx series were held at Diamondback mx. With 2 weeks off in between the races, it gave the racers a chance to go to other tracks and prepare for an exciting round of racing.

Round 9 at Diamondback Finally had some nice weather. The track was dry, and they actually had to water it. The racing was exciting, and the turnout was great. It was a double points weekend, so the best of the best came out. Vince Kline dominated the 60cc class much like he has done every race3 he has entered this year. Aaron Lampi won both 250 a and open a classes, extending his points lead. There were plenty of battling in all the motos and overall a great day of racing.

Round 10 at Diamondback was held about 2 weeks after the last race and yet again the weather was beautiful. Two races in a row was a miracle lol. With a bunch of riders preparing for Loretta lynn's amateur national, the turnout was not as great as the last. Still had some great battles and good racing. Aaron Lampi dominated the expert classes again. Robert Everhart is taking the 125 2-stroke championship by storm with his 2-1 finishes for 1<sup>st</sup> overall. He has won most of the races this year in that class. Another great day of racing in the books.

Here are the current points leaders in each class.

125 2 stroke: Rob Everhart

250 expert: Aaron Lampi

250 amateur: Rob Everhart

250 novice: Zach Weaver

250 2 stroke: John Spiegel Jr.

60cc: Mike Gurda

Collegeboy: Amberly Goyette

Dual Sport: Nathan Sanford

Jr. mini: Blake Shaver

Mid mini: Reliy Greiner

Pee wee open: Eneas Travella

Plus 25 expert: Davey Sterritt

Plus 25 amateur: John Habacker

Plus 25 novice: Shane Quenneville

Plus 30 expert: Davey Sterritt

Plus 30 amateur: Tim Plaza

Plus 30 novice: Shane Quenneville

Plus 35: Jeremy Byrnes

Plus 40 expert: Andy Marano

Plus 40 amateur: Steve Bosko



**250 Class**

1	23	Aaron Plessinger	371
2	26	Alex Martin	312
3	62	Justin Cooper	267
4	28	Shane McElrath	251
5	35	Austin Forkner	238
6	36	RJ Hampshire	230
7	45	Jordon Smith	225
8	40	Chase Sexton	222
9	17	Joseph Savatgy	214
10	24	Dylan Ferrandis	204
11	6	Jeremy Martin	176
12	64	Michael Mosiman	160
13	30	Mitchell Harrison	115
14	133	Jordan Bailey	110
15	1	Zachary Osborne	105
16	43	Sean Cantrell	103
17	31	Colt Nichols	102
18	66	Cameron Mcadoo	91
19	182	Garrett Marchbanks	87
20	114	Brandon Hartranft	56

## UPCOMING PHOTO SESSIONS

**2018 MSC MOTOCROSS  
SEASON**

**2018 BMX RACE SEASON**

## UPCOMING RACES

### AMA MOTOCROSS:

- **Round 10: Unadilla.**  
**August 11<sup>th</sup> @ 1pm,**  
**3pm & 7:30pm**
- **Round 11: Budds**  
**Creek. August 18<sup>th</sup>**  
**@ 1pm & 3pm**

Open expert: Aaron Lampi  
Open amateur: Rob Everhart  
Open novice: Ryan Sciortino  
Plus 60: Jeff Thompson  
Vintage 70: Zach Weaver  
Vintage 90: Thomas Smyth  
Open mini: Jack Decker  
Pee wee 4-6: Joseph Jacobs  
Pee wee 7-8: Eneas Tavella

Plus 40 novice: Walter Decker  
Plus 50: Raymond Micucci  
Schoolboy: Robert Misuraca  
Vintage Y2K: Jacob Austin  
Vintage 80: Justin Straub  
Pee wee oil injected: Calogero Gizzi  
Sr. mini: Reliy Greiner  
Women: Amberly Goyette

## RIDER SPOTLIGHT: WARREN GALLANT



Warran Gallant is a local novice racer. Although he hasn't been racing long he grew up around motocross and always rode a bike. Weather it was riding with his buddies or ripping threw the trails, motocross was always a part of his life. He started racing this year and is hooked. He currently races in the 250c and

open classes. Although he hasent made the top step in the class yet, he is working very hard and getting closer with each race. Lets get to know #519.

**What Got you into racing motocross?** I always went to watch friends of mine race and thought one day I'd be doing that, so I ended up buying a bike and trying it out.

**First Bike?** 2012 crf 250r

**Where was your first race? How did you do?** First race was at OCFMX and I ended up finishing 2nd to last.

### **Favorite Thing About**

**Racing?** My favorite thing about racing is the fun times the boys and I have listening to music and I also enjoy meeting new people. But most of all the adrenaline that runs through you when you come out of the gate and get ready to hit the jump is the best feeling.



- Round 12: Ironman National. August 25<sup>th</sup> @ 1pm & 3pm

#### LOCAL BMX RACING:

New Paltz: Every Tuesday Night

Kingston: Every Wednesday & Saturday Nights

Bethel Ct: Every Wednesday night

#### LOCAL MX RACING:

- Round 11: August 19<sup>th</sup> @ Ocfmx
- Round 12: August 26<sup>th</sup> @ Southwick
- Round 13: Sept 1<sup>st</sup> & 2<sup>nd</sup>, 3 moto format @ Dbmx

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**Favorite Track?** My favorite track is Walden Playboys MX as of right now considering this is my first-year racing.

**2018 Goals:** To finish in a top 20 spot.

**Favorite Bike Brand?** Hondas because I've always rode Hondas since I was a kid.

**Worst Crash?** I haven't had a bad crash yet thank the lord who watches over all of us on the track.

**Any advice for people just**

**starting out?** Practice practice practice is the best advice I can give. You must set your heart on a goal and strive for it. Push yourself to do better and get faster but don't go past your limits cause crashing hurts.

**Racing Career Highlights?** My main highlight was picking up 6 sponsors in a week even though I just started racing this year they still managed to think I've done good enough.



**Any Shoutouts?** I would like to give a big shoutout to my family for everything they've done for me. Also, would like to shoutout to my main riding partner Jeff Ellison for all he's done with helping me with my bike and supporting me at the track and pushing me to ride faster and harder. Also,

would like to thank all my sponsors for getting me parts when I need them for races. Mika Metals, Dunlop, AXO America, Ryno Power, O'Neal and Leatt Protectives.

## HISTORY: AMA Motocross 2006-2008

**2006:** Ricky Carmichael, the Suzuki factory rider who had not lost an outdoor national since July 2003 holeshots the first moto of the first national of 2006 at Hangtown and crashed all by himself when he started out front! Carmichael, who had last lost an outdoor overall to Kevin Windham way back at Washougal '03, back when he was on a two-stroke Honda CR250 went from first to last faster than you can say "holeshot bonus!" He battled back hard, all the way from last to third, but by the time he caught James Stewart, the leader on his factory Kawasaki, Carmichael was out of tear-offs. Together they caught Yamaha rider Chad Reed on the very last lap, and Stewart found his way around for what was the first 450 AMA Motocross moto win of his career, while Carmichael could not get past Reed. The second moto marked history, because while Ricky just plain took off with the win, that third-place finish in the first moto, combined with Stewart's runner-up ride, gave Carmichael his first outdoor overall loss in nearly





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three years. It also gave Stewart his first outdoor win on a big bike. Carmichael would crash again at Southwick, losing a moto there to Stewart but not the overall. And then he absolutely, incredibly threw it away all by himself on the big infield jump at Washougal, throwing a sure overall win away and going into a rage like we haven't seen the once-hot-tempered Carmichael go into for some years. Finally, at the end of his full-time career, Carmichael was leading at Glen Helen and crashed in the first moto, injuring his shoulder and pulling out of the race with no points for the one and only time in his entire career. The recipient of the win there? Stewart again. RC didn't need the points though, as he had already clinched the title. Again. Add it all up, and Carmichael won his tenth AMA Motocross title in ten consecutive years, clinching all ten before the last round. That surely ranks as the most unbreakable record in the entire sport. He also won his fifth and final AMA Supercross title that year, edging out Stewart and Reed in one of the sport's all-time great title bouts. All told, Ricky won 15 major titles in AMA Supercross and AMA Motocross, almost twice as many as the next closest champion in the books! In the 250 class, many had pegged Mike Alessi to be the man to beat following the unfortunate ending of the previous season's title chase at Glen Helen. The KTM-mounted Alessi started out strong, going 1-1 at Hangtown on the #800, with a slew of blue behind him: Yamaha of Troy teammates Brett Metcalfe and the late Andrew McFarlane. But not far off the pace was the #51 of Monster Energy/Pro Circuit Kawasaki rider Ryan Villopoto, who was in his first full season on the tour. And at the second round of the series, which was the High Point National, Alessi won the first moto, giving many the impression that he was going to run off and hide with the points lead. But then Villopoto, absolutely caught fire. He won the second moto and the overall at High Point, and basically took over the class. While riders like Alessi and Team Honda's Andrew Short, or Team Suzuki's Broc Hepler (who missed the first half of the season with an injury) would come along to gather wins, it was Villopoto who eased away from everyone for the title with strong, consistent finishes. It was the beginning of a dynasty of sorts in the class, as Villopoto would win his first of three AMA Motocross titles in the 250 class. Meanwhile, Stewart was poised to take over the reins of the world's preeminent motocross rider, but no one told that other King of Motocross, the great Belgian hero Stefan Everts. Having planned to end his career with one last battle with Carmichael at the 2006 Motocross of Nations at Matterley Basin in England, Everts was disappointed to hear that Carmichael had to scratch due to his shoulder injury. He would be replaced by his Suzuki teammate Ivan Tedesco, with Stewart on the 450 and Villopoto on the 250. Everts simply outclassed Stewart in both motos together. While James helped lead Team USA to another win, it was Stefan Everts who rode off the stage as the hero of the day.

**2007:** The 2007 AMA Motocross series was a series in transition, as Suzuki's Ricky Carmichael was racing a part-time schedule as he eased his way into retirement. Just because he was getting the rocking chair ready didn't mean he was slacking off, though, as RC still managed to win nine of the twelve motos (and every overall) he raced in, with Kawasaki's James Stewart capturing the first moto at Hangtown, RedBud, and Budds Creek. It was a frustrating season for Stewart. He didn't quite have enough to beat RC, but he sure gave it his all trying! There were some epic battles at High Point and RedBud between those two, who would stretch out a massive lead on whoever was in third. Even though he held the points lead after RedBud, Carmichael stuck to his guns and started getting into

## RM125 PROJECT



No update on project. I have not touched it since the last issue. I'm Still looking for a stator. Sorry guys.

## CRASH OF THE ISSUE

This issue's crash picture is from orange county mx again. It seems most of the crash pics come from that track. This crash was a small tip over. It seems the rider tried to rail the outside of the turn and his front tire washed out on him. Although he didn't get hurt he did lose a few spots and had to fight back. It made for a good picture though.



his truck-racing career with no second thoughts. Carmichael did come back for one more race at a track he always liked, Millville, Minnesota. He went 1-1 and that was it. The curtain was down on the most successful motocross career in history. Once RC left, the title was Stewart's for the taking, but at the very next race at Unadilla, Stewart crashed hard and was unable to race either moto, allowing his pursuers to make up some points. The next week, in Colorado, Stewart struggled in the first moto and came back to get second in moto two, holding on to win his first overall win of the season. Hanging on to the points lead, Stewart won the first moto at Washougal but, while all alone trying to hold onto a solid finish in the second moto, he fell in a slow turn and twisted his knee pretty badly. That was it for Stewart in '07. Taking advantage was Stewart's teammate Tim Ferry, who won the overall that day with a 2-2, good enough for the overall points lead in this season of attrition. Yamaha's Grant Langston, KTM's Mike Alessi, and Honda's Andrew Short all smelled blood in the water, and the chase was on. Langston, the former AMA 125 Motocross Champion, started slowly on the Yamaha 450 but, with the help of some suspension and chassis changes, was slowly getting better and catching fire. At Millville, Langston went 2-2 behind Carmichael, then swapped moto wins (but got the overall) with Alessi at Steel City. The series moved into Texas, where Short won the first moto but crashed in moto two. GL got another overall win, and the momentum was on his side. Ferry suffered from bad starts and would later remark that he was riding the same speed as always, but the other riders had stepped up once Stewart went out. Langston led the points going into the Glen Helen finale, and he came through with a clutch first-moto win. Short and Alessi were right there as well. The veteran Kevin Windham won the second moto, but Langston's third was enough to get him the title. With that, the South African had won every major American racing title aside from 450 SX. In the 250 outdoors, it was all Pro Circuit Kawasaki's Ryan Villopoto and his teammate Ben Townley. The two raced each other hard but with respect, taking twenty-two of twenty-four motos between them (Factory Connection Honda's Josh Grant and Yamaha's Broc Hepler were the only other riders to win). Villopoto was the defending champion and had a bit of an edge most times, although Ryan's points lead took a hit when he tipped over at Unadilla and put a hole in his radiator. In the end, Villopoto claimed another outdoor championship. Grant and Yamaha of Troy's Jason Lawrence battled for third, although Lawrence would drop out of the series with an injury near the end and had to settle for fourth. Fifth went to first-year Suzuki rider Ryan Dungey, who also missed some races with injuries. After Loretta Lynn's, amateur riders Trey Canard, Austin Stroupe, and Nico Izzi all made their debuts, with Canard scoring the highest among the three. It was an unpredictable year of racing in both classes and a bit of a changing of the guard in the 450 class. The Pro Circuit team seemed set in the 250s with Villopoto, and Stewart was looking to avenge his loss the next year.

**2008:** In 2007 Kawasaki's James Stewart was forced to bow out with a knee injury while leading the 450 series, while Pro Circuit Kawasaki's Ryan Villopoto captured his second 250 title. Stewart's departure allowed Yamaha's Grant Langston to put on an incredible charge and capture the 450 championship. Well, Stewart would be forced to pull out of this season's supercross title chase as well when that knee wasn't healed enough. He went under the knife and it was touch-and-go for James to see if he would make the first outdoor race. Langston would be struck down with an eye problem in the off-season that prevented him from defending his championship and it would, effectively force the champ into





retirement. A big blow to the series no doubt about it as the classy Langston was now out. The series opened at Glen Helen in Southern California and indeed there was the #7 Kawasaki of Stewart on the line. With only a few weeks of practice under his belt, Stewart crushed everyone, putting double-digit seconds on the field in a precursor to what we would see the rest of the summer. Mike Alessi had switched from KTM to Suzuki in the off-season, and he went 2-2 behind Stewart while Honda's Davi Millsaps went 3-3. In the 250 class, the very first moto of the year was won by Jason Lawrence on his Yamaha of Troy machine, but that would be about the highlight of the outdoor season for J-Law, as he soon pulled out with an injury. The Glen Helen overall was won by Pro Circuit's Austin Stroupe, but that would be Stroupe's highlight, as he later pulled out with an illness. At the next round in Hangtown we saw more of the same in the 450 class as Stewart went 1-1, Alessi 2-2, and Millsaps 3-5. As much as the 450 class was the same, the 250 class saw order restored with favorite Ryan Villopoto sweeping both motos, while we saw Suzuki's Ryan Dungey continuing to step up to the next level and Stroupe hung in there near the front. And that is what we saw for the rest of the series, as James Stewart racked up win after win. In fact, he would go undefeated the rest of the summer and become just the second rider to sweep the entire season! Stewart was on another level this summer, amazing the crowd every weekend with his incredible skills. Alessi tried frantically to keep Stewart in sight and charged hard at the end of motos to make up the difference. It was small victories for Mike and he was clearly the second-best rider in the class until disaster struck at the halfway point of the nationals at RedBud. Mike went down on the first lap when he swapped out and almost the entire pack of riders used the 800 for traction in a very scary moment. That was it, Alessi didn't have any really big injuries but he was done for the year. Stewart's magical mystery winning tour continued, with the biggest challenge to "The Streak" coming from Suzuki City privateer Cody Cooper in the slop and mud of Unadilla. In the second moto, with the rain coming down, Cooper caught Stewart (helped out by a Stewart tip-over) and pressured him hard all the way to the end. But the streak did live on. Stewart's teammate Tim Ferry would pick up the runner-up sword from Alessi and end the series in second, some 180 points behind James, as Stewart would wrap up the title early. Meanwhile, in the 250 class, Villopoto had a streak going himself, after losing the opening moto to Lawrence, RV ripped off sixteen motos in a row. Establishing himself behind RV was Dungey and Villopoto's teammate Brett Metcalfe. Honda's Trey Canard was also in there, but only Dungey could put any sort of pressure on the two-time champion. Finally, the streak was broken at Villopoto's home track, Washougal, when Dungey managed to hold off RV and take the second-moto win and the overall. Dungey won again at his home track at Millville, Minnesota, and then again at the last race at Steel City when Villopoto DNF'd moto one with a shifter problem and then fell in the second moto. RV was done in the 250 class after that day, but before he left, he collected his third 250 national championship in row. Ryan Dungey established himself as the next one and the favorite for 2009. The team of Stewart, Ferry, and Villopoto headed to England to defend their Motocross des Nations crown once again, and although things got tense in the third moto when Stewart crashed out, the team won once again when Ferry put in a great ride to get the necessary spots Team USA needed to win yet again. Stewart and Villopoto were both dominant in 2008 but neither would be around to defend their titles in 2009.

Some parts taking from racer x online

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NEWSLETTERS! TELL YOUR FRIENDS TO SIGN UP! I  
HOPE YOU ENJOYED IT!!!







