

VOL:1 ISSUE: 15



66 SIGN UPS & COUNTING!

MX124 PHOTOGRAPHY NEWSLETTER

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

AMA MOTOCROSS

Well the 2018 motocross season has come to an end. Eli Tomac stayed consistent and got his 2nd title in a row even though the weather was not on his side at Unadilla and Indiana. The mud made for exciting racing as Dylan Ferrandis and Justin Barcia got the First overalls of the year. We also saw some unfamiliar faces leading the mud races. How about new York's own Phil Nicoletti get podiums in both mud races. He has looked impressive since he moved to the Rockstar Husky team. Will they keep him as a full-time rider? It would be hard to say no if your looking for a top 5 guy. With Zach Osborne moving up to the 450's will it be a 3-rider team? The silly season has already begun as the newest 250 champ Aaron Plessinger will be moving up to the 450's and riding the factory Yamaha. Justin Barcia will stay on Yamaha as well. Joey Savatgy moved to the factory Kawi squad on the 450. Alex Martin went to JGR Suzuki and will run the 250.



There's rumor that Copper Webb will be on factory ktm. Where will everyone else land. The silly season can be just as exciting as the racing. We will hopefully find out in the coming weeks. Next is the MXON. Teams USA will consist of Eli Tomac, Justin Barcia and Aaron Plessinger. They hope to bring their 10-year drought to an end as they look to win on home soil. It will be one of the best motocross of nations in history as the teams are stacked. October 6th can't come fast enough!

MX Final Points

450 class

1	1	Eli Tomac	527
2	25	Marvin Musquin	511
3	94	Ken Roczen	445
4	51	Justin Barcia	444
5	4	Blake Baggett	391
6	54	Phillip Nicoletti	311
7	60	Benny Bloss	298
8	34	Weston Peick	291
9	2	Cooper Webb	186
10	39	Kyle Cunningham	169
11	121	Cody Cooper	146
12	46	Justin Hill	143
13	48	Henry Miller	111
14	718	Toshiki Tomita	111
15	907	Ben Lamay	100
16	86	Dylan Merriam	95
17	21	Jason Anderson	93
18	73	Brandon Scharer	86
19	44	Lorenzo Locurcio	71
20	146	Jake Masterpool	65

HOLIDAY MOUNTAIN

So were going to change it up in this issue and step away from the msc results to give you some insight on holiday mountain action sports park. I have gone there twice, and I must say this place is awesome! Jamie Marvin put a lot of work into the track to make it the best it could be. It flows really nicely. Gotham mountain was cool, but it got a little crazy with no order or rules. Jamie breaks it up by skill level which in my opinion is safer for everyone. I feel the track is a miniature Southwick. Rough, sandy, and full of natural terrain. The track reminds me a lot of the roots of motocross when there weren't big obstacles, where it got rough and tough and took a lot of skill to conquer the track. Not saying it doesn't take skill now but a lot of the tracks have turned away from the natural rough terrain and more towards the big obstacles. Holiday brought the natural terrain back and its super fun. If you haven't been to holiday mountain I suggest checking it out. And of course, the track makes for some awesome pictures!



250 Class

1	23	Aaron Plessinger	500
2	26	Alex Martin	390
3	62	Justin Cooper	352
4	36	RJ Hampshire	337
5	28	Shane McElrath	332
6	40	Chase Sexton	324
7	35	Austin Forkner	314
8	24	Dylan Ferrandis	310
9	17	Joseph Savatgy	275
10	45	Jordon Smith	259
11	64	Michael Mosiman	233
12	30	Mitchell Harrison	185
13	31	Colt Nichols	181
14	6	Jeremy Martin	176
15	66	Cameron Mcadoo	126
16	133	Jordan Bailey	124
17	43	Sean Cantrell	115
18	1	Zachary Osborne	105
19	182	Garrett Marchbanks	87
20	816	Enzo Lopes	75

UPCOMING PHOTO SESSIONS

2018 MSC MOTOCROSS
SEASON

2018 BMX RACE SEASON
LOCAL PRACTICE TRACKS



MSC POINTS LEADERS

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: James Slaughter

Dual Sport: Nathan Sanford

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: Joe Scannapieco

UPCOMING RACES

AMA MOTOCROSS:

- **MXON 2018:**
October 6th-7th @
Red Bud

LOCAL BMX RACING:

New Paltz: Every Tuesday Night

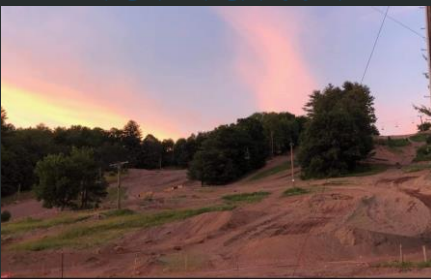
Kingston: Every Wednesday & Saturday Nights

Bethel Ct Fall Series: Sept 5th, 12th, 22nd, 23rd, 30th, Oct 7th, 28th

LOCAL MX RACING:

- Round 14: September 9th @ Claverack
- Round 15: September 23rd @ Ocfnmx
- Round 14: October 7th @ Dbmx
- Round 15: October 13th & 14th @ Ocfnmx. 3 moto format.

LOOKING FOR A FUN YET CHALLENGING TRACK TO PRACTICE ON? HOLIDAY MOUNTAIN ACTION SPORTS PARK IS THE PLACE. 100% SAND WITH ELEVATION CHANGES AND SECTIONS TO KEEP YOU ON YOUR TOES. CHECK THEM OUT.



OPEN WEEKENDS 10-4
99 HOLIDAY MOUNTAIN RD.
MONTICELLO NY
845-217-3912

Jr. mini: Blake Shaver
Mid mini: Reliy Greiner
Open expert: Aaron Lampi
Open amateur: Rob Everhart
Open novice: Kane Spear
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 expert: Andy Marano
Plus 40 amateur: Steve Bosko
Plus 40 novice: Walter Decker
Plus 50: Raymond Micucci
Schoolboy: Kevin Graham
Vintage Y2K: Jacob Austin
Vintage 80: Steve Patsey
Pee wee oil injected: Calogero Gizzi
Sr. mini: Reliy Greiner
Women: Amberly Goyette

RIDER SPOTLIGHT: Calogero Gizzi

Calogero Gizzi is a fast pee wee racer. He has already accomplished so much in his young racing career. With the help of mom and dad he comes into every weekend prepared for battle. Calogero has a bright future in this sport. He is currently leading the pee wee oil injected class in the points. Be on the lookout for number 121!



What Got you into racing motocross? When I was young (haha) I always wanted to ride a dirt bike.

First Bike? A Honda crf50

Where was your first race? How did you do? First race was at Claverack. I finished 5th place. It was really cool to finish in the top 5!

How do you prepare for race day? I eat a healthy breakfast. I warm up by riding my fat boy bicycle and my mom and dad have a nice talk with me before my race.

Favorite Track? ADK MX. Duh!



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2019 Goals: I would love to make a trip to Glen Helen, continue to ride safe and smart, make my mom and dad proud and travel to more tracks!

How is your 2018 season going?

It's going great! I'm in the top 5 in points in all my classes and I'm riding really well!

Favorite Bike Brand? Cobra's! they are a sick bike. They handle very well and have lots of power.

Worst Crash? I have had some falls but thankfully nothing to slow me down much.

Any advice for people just starting out? I would tell them to have fun, always Wear protection and go full throttle! Lean the bike and hit the doubles. Aaron Lampi tells me a lazy rider doesn't make a fast rider.

Racing Career Highlights? My First-year racing was in 2017. I finished 2nd in the pee wee oil injected and 3rd in the pee wee 4-6. I finished a lot in the top 5. I am able to ride in different conditions like rain, dirt, sand and snow HAHA.



Any Shoutouts? Dan Beebe, performance rec, Kingston Nissan, Aaron Lampi and Motocross vest. Of course, my moto mom and moto dad, all my family and friends. My mom says she really likes Davey stertritt, so I would like to give him a shout out too!

HISTORY: AMA

Motocross 2009-2011

2009: When we left 2008, James Stewart went 24-0 in the 450s and Ryan Villopoto crushed the 250 Class to win that title. Both riders, for different reasons, would not be defending their titles in 2009: Stewart signed a supercross-only deal with L&M Yamaha and Villopoto was moving on up to the 450 Class. L&M Yamaha's old rider, Chad Reed, switched to Suzuki for the 2009 season and just missed out on the indoor title to Stewart. Crushed by that loss, Reed decided at the last minute to line up for the outdoor season. It would be the first time he'd race outside in a few years, and it turned out to be a great decision. At the opening round at Glen Helen, Villopoto served notice that his end-of-the-season supercross momentum was for real as he crushed the competition, going 1-1. RV's second-moto win came at the expense of his longtime rival Mike Alessi, as Alessi had a big lead in the second moto and RV hunted him down. At Hangtown, Villopoto's knee gave out in practice and that was it. RV struggled



RM125 PROJECT



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

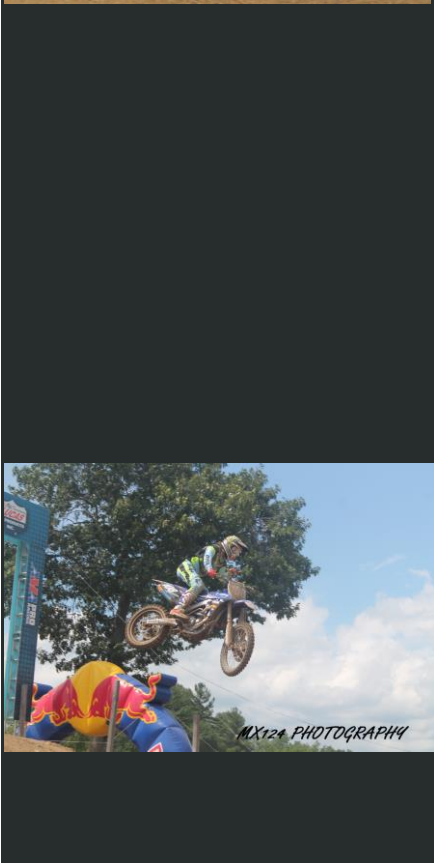
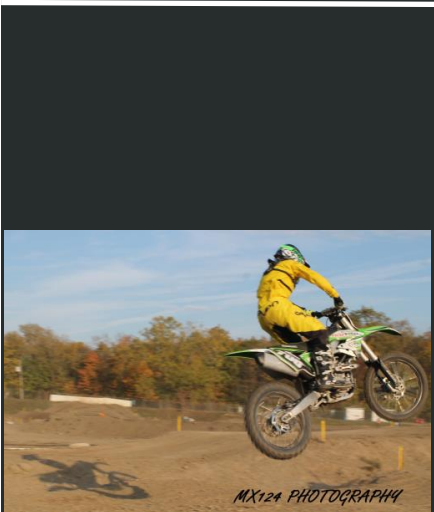
CRASH OF THE ISSUE

This issue's crash picture is from Claverack mx. This rider on the Yamaha was trying to make a pass on the inside. While in the rut his front tire hopped out and down he went. Instead of moving up one spot, he went back a bunch of spots. He wasn't hurt and got back up and was able to pass most of them back. I'm sure it's a moto he would like to forget.



through the first moto before pulling the plug to get surgery. He was out for the rest of the year. Picking up the gauntlet was Alessi, and the 800 was now the new man, as he won Hangtown with 1-1 scores and then dominated the next round in Texas. Now it was Alessi who looked to be the runaway favorite for the crown. But just like RV, Alessi suffered some terrible misfortune when he crashed before round three and broke his kneecap. That was it for him, although he did try to come back for the next round. A collision with Josh Grant was the end for Alessi. His season was done. Reed started slowly at Glen Helen, got a little better at Hangtown, was the third-best guy in Texas, and by High Point, the #22 Suzuki rider was getting his outdoor mojo back. Honda's Ivan Tedesco dominated Lakewood under the lights and JGR Yamaha's Josh Grant put in two great rides to win Red-Bud. There were 6 Different winners this season, but Reed took the most with five. At one-point Chad caught fire and won seven of eight motos to put a chokehold on the outdoor title. Reed, never considered an outdoor guy and having on record as not liking the outdoors, won his first national title, and along the way he gained appreciation for the motocross side of the sport and gained a ton of fans as well. When we left the 250 Class, the only rider truly able to challenge Villopoto on the small bikes was Suzuki's Ryan Dungey, and he was the favorite going into the series, but the Frenchman who won a 250 SX title, Christophe Pourcel, was better than most thought and was right there every weekend. Pourcel was the only guy to give Dungey a run for his money, and soon those two riders began a battle that would last all summer. Dungey struck first with a Glen Helen win, Pourcel won Hangtown, Dungey got Texas, and Pourcel captured High Point. The only racer to get in at times was Honda's Trey Canard, who was in fact leading Pourcel at High Point and in position for the overall before crashing heavily over a triple and breaking his wrist. That was it for Canard and further established Dungey and Pourcel as the 2 to battle for the title. Kawasaki's Jake Weimer stepped up in the summer of '09. The Pro Circuit rider started off slow before winning two nationals in a row at Lakewood and Redbud. Weimer was fighting with Honda's Brett Metcalfe for the final spot on the box most weekends and would go on to win the very muddy Budds Creek race as well near the end of the season. Going into the penultimate round at Southwick, Pourcel held a slight lead in the points, but the deep sand of Southwick would prove too taxing for his machine and he DNF'd the first moto. In the second moto an early crash would hold the Frenchman back and that was it, his points lead turned into a deficit. At the final round, Dungey rode behind Pourcel in both motos to clinch his first outdoor national title. Pourcel gave him everything he had, but in the end, the DNF was too much overcome.

2010: In 2010, Mike Alessi switched back to KTM, where he had enjoyed success a few years earlier. Ryan Villopoto's attempt at getting a 450 outdoor title was over before it began when he crashed hard in SX and had to miss the entire outdoor season. Ryan Dungey moved up to the 450s, Ben Townley was finally healthy and ready to make a run at this thing with TLD Honda, and Reed was back to defend his #1 plate. The opening round at Hangtown proved to be a look at what we would see all summer. Reed drew first blood at Hangtown with a win while Alessi, on the all-new KTM 350, won the second moto to show that he and the bike were working well together. Dungey struggled outside the top five and Honda's Davi Millsaps had another strong Hangtown effort. The top three were Reed, Alessi, and Millsaps, and that would be the highlight for all of these guys this summer. In the 250 Class, Pourcel was eager to get that title and came out with



some speed but it was GEICO Honda's rookie Eli Tomac who took the overall win, which was a big surprise and showed that Tomac was for real. Tomac's teammate Trey Canard was also right there with the leaders. There was a week off after the opener, and the testing Suzuki did with Dungey paid off big-time as he swept Freestone, Texas, and got his first win on the big bike. That would be what we'd see the rest of the summer. Dungey started to assert himself more and more each week with his speed and his incredible fitness. Around the twenty-minute mark of every moto, he would really stretch it out and put seconds on everyone. Alessi struggled after his second-moto win at Hangtown, as the former holeshot artist couldn't get another start on the 350. His confidence was shot, and his body worn out from the USGP, his only highlight outside that first race was a third at Southwick. Reed would hang tough at Texas, suffered poor starts and a mechanical at Mt. Morris, and from there the wheels would fall off. The Kawasaki rider wasn't the same guy he was a year before, and he would pull out of the series with an illness at Millville. Meanwhile, Millsaps went down hard at Budds Creek and would miss the rest of the nationals with a kidney injury. Picking up the gauntlet behind Dungey was Honda's Andrew Short and Townley, along with GEICO Honda's Brett Metcalfe. These three riders were there every week to try to give Dungey a run, but most times it was over before it began. Dungey would rip off an incredible nineteen moto wins on his way to the championship. Metcalfe came on strong and got second in the points at the final round at Pala ahead of Short. Townley was right there as well, giving Honda 2-3-4 in the points. Other good rides were put in by Moto Concepts Yamaha teammates Kyle Chisholm and Ryan Sipes as well as privateer Kyle Regal, but it was Dungey who capped off a fantastic year, dominating the outdoors to go along with his SX title. In the 250s, Tomac showed his Hangtown ride was no fluke, as he was in position for the win at the second round in Texas before wilting in the heat. The humidity claimed a few people on this day, and it would take a long time for Tomac to get back to where he once was. Taking the win was Pro Circuit Kawasaki's Tyla Rattray, who had to show something, or it was back to Europe for the former world champ. Rattray had a strong series, as did his teammate Dean Wilson, who was in his first year. But it was Pourcel who ran with it early and showed he was the man of the field. At times it seemed too easy for the Frenchman, as he toyed with the competition and seemed able to pass at will. At the halfway point, Trey Canard got the moto win he needed and the momentum started to swing a bit. Taking confidence from the win, Canard won the next two nationals while Pourcel DNF'd moto one at Unadilla with a crash. The two riders slowly rose to the top, and the championship chase was in full effect. Canard was hurt in a crash at Southwick, and going into the last round, Pourcel had a nine-point lead, and a top-three finish would give him the title, completing his redemption from last year. In the dramatic first moto at Pala, Pourcel was riding behind Canard when Trey went down and that was it, Pourcel's points lead seemingly secure. Of course, Pourcel then went down hard out of sight of almost anyone and separated his shoulder. It was a monumental moment in American motocross, as a sure championship was ripped once again from the Frenchman's hands. That was it. Canard went on to win the title with a couple of solid rides. Lost in the drama was Wilson's dominant 1-1 rides to establish himself as one of the 2011 favorites. Rattray would get Pourcel at that last round for second in the points, while Tomac rebounded for fourth and Justin Barcia was fifth. Canard and Dungey stood as champions, and as predictable as the 450 Class was, the 250 Class was just incredible.

2011: Going into 2011, Rockstar Energy Suzuki's Ryan Dungey was the man to beat. He'd wrapped up the 450SX Championship in his first year on big bikes and absolutely dominated the 450 Class outdoors. If there was going to be any opposition, the class was either going to need some new blood or an existing racer would have to step his game up. As it turned out, threats to Dungey's reign would come from multiple directions. First, there was Monster Energy Kawasaki's Ryan Villopoto. He'd missed almost all of 2009 with a knee injury and was also absent in 2010 after a horrific crash near the end supercross. Needless to say, his presence was highly anticipated, and the fans were excited to see him finally battle Dungey for the first time at the Nationals on a 450. Adding to that excitement was the return 2009 450 Motocross Champion Chad Reed, who'd exited the 2010 season early due to the Epstein-Barr virus. That was all behind Reed, who'd formed his own team, Two Two Motorsports, and he was ready to shut down the whispers that his best years were behind him. And James Stewart also came in fresh, rested, and ready to reassert himself as a championship threat in supercross after missing most of 2010 with injury. With so much talent on the line, it was anyone's guess who would win on any given night in Monster Energy AMA Supercross. Whenever it seemed like one racer had some momentum going, something would happen to re-level the playing field. Dungey had a chain come off during the main event at Anaheim 2, and when Villopoto started to stretch out a points lead a little over halfway through, he shockingly failed to qualify in Jacksonville—but then Stewart was unable to capitalize when he crashed out of the main that same night! Stewart put on a charge near the end of the season, but a crash in Salt Lake City put the nail in the coffin of what was already a somewhat inconsistent season. Reed was the only rider who was able to avoid major catastrophe, and his consistent results had him in the title hunt until the final round, although it could be argued that the championship was decided in Salt Lake City one week before the actual finale. Villopoto led Reed by just two points, and the addition of even two more would have a major bearing on the title. The two staged a spectacular battle in SLC, with Villopoto edging Reed by less than a second to take a five-point lead, which he put to work to formally seal the deal at the final round in Las Vegas the following week. There was a fair amount of drama in the Western Regional 250SX Class as well. Monster Energy/Pro Circuit Kawasaki's Josh Hansen looked good for the title early on, but after winning the first two races and building a lead, he broke his finger during qualifying at Anaheim 2. Amazingly, he soldiered on to take an adrenaline-fueled win that same night, but his results suffered at the following rounds and it turned into a battle between GEICO Honda's Eli Tomac and Pro Circuit Kawasaki's Broc Tickle that came down to a winner-take-all scenario in Vegas, only neither of them won. Red Bull KTM's Ken Roczen took the win that night, and a huge battle involving Tomac, Cole Seely, Kyle Cunningham, and Tickle erupted, with positions rapidly changing back and forth. Tickle eventually took second while Tomac dropped to fourth, handing the title over to Tickle. In the East Region it was initially a fight between Justin Barcia, Dean Wilson, and Blake Baggett, with each taking a win in the first three rounds. In fact, at that point GEICO Honda's Barcia had 69 points, Baggett 65, and Wilson 60. But Wilson and Baggett would have their problems. Wilson faltered slightly in Daytona and Indianapolis, and Baggett failed to qualify in Jacksonville. Star Racing Yamaha's Ryan Sipes threatened to join the championship fray with solid finishes and his first career win in Indianapolis but wasn't quite on Barcia's level; a seventeenth-place finish in Dallas dealt major damage to his season. The same bad luck didn't touch Barcia, whose worst finish





of the season was a second, and he went on to win the title. In motocross, the battle for the 450-crown picked right back up where it left off in supercross when Reed took the overall victory at the series-opening Hangtown Motocross Classic. Dungey would attempt to rebound the following week at the Freestone National in Texas, but intense heat caused his fuel to boil in the second moto, which resulted in him running out of gas while leading. Reed would go on to win two of the next four overalls, and with the points lead in hand, his bid for a championship was looking healthy. That all changed at the Spring Creek National in Minnesota. After winning the first moto, Reed had a huge get-off over a big tabletop in the second. He was completely ejected from his bike and hung in the air for what seemed like decades before crashing back down to earth. Somehow, Reed escaped without any broken bones and rejoined the race. The damage had been done, however, and although he left Spring Creek still leading the points, he wasn't able to regain his championship form. All eyes were now focused on the Ryan's, who traded overalls at Washougal and Unadilla. Then, at the Southwick Moto-X 338 National, it was Brett Metcalfe who was victorious one year after running out of fuel on his way to the win on the very same track. As for Dungey, he won the first moto, but fate dealt him another nasty blow in the second when his bike wouldn't start, forcing him to finally get underway almost an entire lap down. Villopoto won the next round at Steel City, extending his lead to 14 points, and with only one round left, Dungey would need a big break to win the title, which he nearly got at the season finale at Pala Raceway. A first-turn crash in moto one caused both Ryan's to get horrible starts, and both began slicing through the pack. In his haste, Villopoto landed so hard off a jump that his right hand came off the bars, nearly causing the crash Dungey needed to get back in contention. Villopoto held it together, though, and although Dungey would take the overall that day it was Villopoto who won the war of 2011. In the 250 ranks there was no returning champ as the 2010 champ Trey Canard had graduated to the 450 Class, and as Hangtown approached the season was looking wide open. And it was, so long as you were on the Monster Energy/Pro Circuit Kawasaki squad! Honda riders Tomac and Barcia never really found their stride up front, and Red Bull KTM's imported MX2 World Champion Marvin Musquin was knocked out of action early when he broke his thumb at round two at the Freestone National. Ken Roczen had gone back to Europe to try to win the MX2 Grand Prix title Musquin had vacated. As for those Pro Circuit guys, early on it looked as though the title would come down to either Blake Baggett or Tyla Rattray. Between the two of them, they won the first eight rounds, and Baggett was showing incredible speed late in the motos that his competitors simply couldn't match. It turned out to be Dean Wilson who found himself in the championship lead after round five at Thunder Valley. The young Scotsman had yet to win an overall, but he was consistently in the top three, and at round nine when he finally went 1-1 at Unadilla for his first win of the season. He found himself with a sizable championship lead, thanks to a DNF from Rattray in the second moto. Rattray would come back for one more victory at Moto-X 338 at the next round, but Wilson retaliated by dominating the final four motos of the year to become the 250 National Champion.

Some parts taking from racer x online

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HOPE YOU ENJOYED IT!!!



