

VOL:1 ISSUE: 6



48 SIGN UPS & COUNTING!

# *MX124 PHOTOGRAPHY* *NEWSLETTER*

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

## AMA SUPERCROSS

With an unpredictable season so far, it is exciting to get to the next round. More title contenders are out of the championship picture. Could Eli Tomac put on an incredible charge and come back into the championship hunt? Jason Anderson would have to make a huge mistake and Eli must be perfect the rest of the year to even make that possible. Although with his speed in Dallas, anything is possible. Justin hill made his 450 debut in Tampa, racing a few 450 rounds while the 250 west is on a break. Tyler bower's gets his big shot as he fills in for the injured josh grant. Can he prove he belongs on a factory team?

### Injury list

- Justin Barcia - broken hand
- Justin Bogle - broken humerus and small



*fracture in the l2 vertebrae*

- *Tyler Enticknap-  
broken pelvis*
- *Josh Grant-  
fractured leg*
- *Josh Hanson- Broken  
foot*
- *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*
- *Cole Seely-  
Fractured sacrum  
and pelvis*
- *Jake Weimer-  
broken wrist*

## 2018 Point Standings

### 450 class

1. Jason Anderson 181 points
2. Marvin Musquin 142 points
3. Blake Baggett 134 points
4. Justin Brayton 125 points
5. Weston Peick 125 points
6. Cole Seely 124 points
7. Eli Tomac 116 points
8. Broc Tickle 114 points

## **BLOCK PASSING**

block passing is exciting to watch, exciting to perform and makes for some exciting racing. The cleanest way to block pass is to just stick your front wheel in the line of sight of the other rider. You don't have to contact a rider to block pass. Most of the time and from my personal experience's when a rider see's another rider's front wheel headed for their line, they get startled and let off the gas. If the rider getting passed think's they have a slight chance to not allow the pass to happen, well 99.9 percent of the time they will wind up on the ground and now have lost multiple positions. yes, miracles do happen, but it is not a chance I'm willing to take. Just let the pass happen and charge into the next corner and try and pass back. Now if you want to make contact when making the pass then you must expect that the rider is going to try the same thing in the next few turn's, unless you are faster than them and can get away. Don't be afraid to block pass and be aggressive. It could light a spark in someone who may be comfortable in the race and lead to some of the most exciting and fun racing you will ever have. just don't go in with the mindset of taking the person out or hurting them. Remember everyone id just doing this for fun and we all must support family or have responsibilities to handle. No need to ruin someone future by being a hot head and thinking you're the next Jeremy McGrath. Creating fun battles on the track could make you a better racer. So, don't settle, charge as hard as you can and have fun!

## **RIDER SPOTLIGHT: STEPHANIE HANAMAN**

Stephanie Hanaman is one of the top women racer's in the msc motocross series. She is one of the few women that competes alongside the men as well as the women. She races in the women's class and the plus 40 novice class. She is a hard-working individual and very motivated to have success in motocross. Stephanie and her kids are always





9. Justin Barcia 114 points
10. Cooper Webb 108 points
11. Ken Roczen 102 points
12. Josh Grant 83 points
13. Vince Friese 79 points
14. Dean Wilson 70 points
15. Malcolm Stewart 68 points
16. Chad Reed 57 points
17. Tyler Bowers 51 points
18. Kyle Cunningham 41 points
19. Ben Lamay 39 points
20. Jeremy Martin 36 points

### 250 West class

1. Aaron Plessinger 133 points
2. Joey Savatgy 129 points
3. Shane McElrath 117 points
4. Adam Cianciarulo 116 points
5. Chase Sexton 107 points
6. Christian Craig 106 points
7. Justin Hill 105 points
8. Kyle Chisholm 84 points
9. Mitchell Harrison 72 points
10. Hayden Mellross 67 points
11. Bradley Taft 64 points
12. Mitchell Oldenburg 58 points
13. Phil Nicoletti 51 points
14. Justin Starling 48 points
15. Cole Martinez 39 points
16. Jean Ramos 39 points

racing together really bringing the idea of "family" in a family sport. Off the track, Stephanie is always there to help and very involved in the motocross scene. She just recently become the secretary for msc. Let's get to know our new secretary.



### What Got you into racing motocross?

My son Brandon wanted to race, so we decided to do it together.

### First Bike?

1983 Kawasaki KX125, I got it for Christmas when I was 14.

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

Claverack 1987, on a 1987 KX 125. I ran in the Novice 125 class. There were 2 full gates, I came in second to last. When I started racing again in 2012 at 40 years old with my son, I raced a 2005 kx100 in the women's class at echo valley. I believe I came in 7<sup>th</sup>.

### Favorite thing about racing?

My favorite thing about racing is the excitement and thrill of it all. Plus meeting all the people.

### Favorite Track?

My favorite track? That's a tough one. I like them all, but I would say Claverack. I like the natural terrain.

### 2018 Goals

My 2018 goals are to race the +40C class more and hopefully get enough points to move up to the B class.



### Favorite Bike Brand?

My favorite bike brand is the Yamaha. I guess because the one I've had the past few years has been great.

### Worst Crash & Worst Injury?

My worst crash was at Diamond Back going down the long straight. I did a superman off the bike on the last couple of whoops that were there.

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 47 points
2. Austin Forkner 42 points
3. R.J. Hampshire 38 points
4. Colt Nichols 37 points
5. Jimmy Decotis 34 points
6. Jordan Smith 34 points
7. Luke Renzland 30 points
8. Jeremy Martin 29 points
9. Dylan Ferrandis 28 points
10. Cameron McAdoo 24 points
11. John Short 21 points
12. Nick Gaines 20 points
13. Martin Davalos 19 points
14. Kyle Peters 18 points
15. Sean Cantrell 17 points
16. Lorenzo Locurcio 15 points
17. Anthony Rodriguez 14 points
18. Challan Tennant 13 points
19. Cody Vanbuskirk 9 points
20. Chris Blose 7 points

## Any advice for kids just starting out?

**My advice to kids, is to not be afraid to try new something new.**

## Racing Career Highlights?

**In the past 7 seasons of racing, they are all highlights for me. Being a 46-year-old single mom and racing MX, that's a big highlight.**

## Any Shoutouts?

**Mx124 Photography for giving me the chance to be in their newsletter. A shoutout to my kids, for having to put up with a Mom that races MX and doesn't do the normal Mom things.**



## HISTORY: AMA Motocross 1986-1987

*Some big changes came over American motocross in the form of combining the 250 and 500 classes into one five-race series for 250s and one six-race series for the 500s. They would run alongside 125 Nationals in to make up an eleven-race series. By stacking the top big bike riders into both the 250 and 500 classes, it would ensure depth in them that hadn't ever been seen before in the AMA series.*

*Another big change was the elimination of works bikes. All racing would be done off a production model base. This was hoped to curb the outlandish spending on works bikes and maybe make the production bikes better. More massive changes took place with riders jumping ship left and right. Yamaha's Rick Johnson switched to Honda while Honda's Ron Lechien went to Kawasaki, after he was fired by Honda after being arrested in a Japanese airport. Bob Hannah's contract with Honda was up, so he signed with Suzuki as a development rider/part-time racer. Yamaha expanded their factory team with the additions of Jim Holley, Danny Storbeck and Keith Bowen. Honda made a somewhat questionable choice when they added Husqvarna's 500 rider from 1985, Micky Dymond, to ride the 125 Nationals.*

*Southwick was back on the national schedule this year as was a new track in Axton, Virginia that was located on David Bailey's property. A national was also added at Hollister, which was in Northern California.*

*Johnson and Bailey dominated the entire season as these two rivals pushed each other to new heights. Johnson, the new guy on the team, stepped his game up from his Yamaha days and was now a premier rider in the class. Bailey was powerless to stop RJ from claiming the*

## UPCOMING PHOTO SESSIONS

2018 MSC MOTOCROSS  
SEASON

2018 BMX RACE SEASON

## UPCOMING EVENTS

### AMA SUPERCROSS:

- **ROUND 9: MARCH  
3<sup>RD</sup> @ 10PM.  
ATLANTA**
- **ROUND 10: MARCH  
10<sup>TH</sup> @ 7PM.  
DAYTONA**

### LOCAL MX RACING:

- **ROUND 1: APRIL  
15<sup>TH</sup> OCFMX**
- **ROUND 2: APRIL  
22<sup>ND</sup> CLAVERACK**

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*Mx124 photos has a  
supercross fantasy*

supercross title. Things got worse in the 250 nationals as Johnson really hit his stride. The kid Rick Johnson won every round of the 250 series but one. Jeff Ward, who won the 1985 titles, managed to win one national but struggled with his new production bike and injuries. Ward's new teammate Lechien was also having trouble getting adjusted to the new production machine. Honda's Johnny O'Mara tore his knee up at the first supercross and although hobbled, was the third musketeer all year to Johnson and Bailey. It was a great performance by Johnson and Bailey both indoors and out. Johnson was known for hanging it out and Bailey for his calculated smoothness. Their rivalry was set. It was going to be these two going at it for a long time. Or was it? Coming into the 500's, Bailey was determined to stop the charge of Johnson and used his previous years of experience on the big bike to end RJ's streak. RJ was trying to become the first rider to ever win three titles in one season. The SX, 250 MX and 500 MX.

Although it didn't happen as Bailey won his fourth national championship by the slimmest of margins as he clinched it at the final national in Washougal. Honda's big gamble on Dymond paid off as he won his first national championship. This signing and the championship it produced truly did come out of left field. It speaks to 1986 Team Honda managers Dave Arnold and Roger DeCoster's ability to find a diamond in the rough for a rider, as well as how good the production 1986 CR125 was. The class was stacked and fairly even with Dymond winning three nationals, Keith Bowen, Erik Kehoe, George Holland all winning two races. Another racer that won two nationals was Kawasaki's amateur sensation Eddie Warren. Warren showed great promise in his second year in the pros. At the end of the year, Dymond used speed and consistency to end up with the number one and Honda, in the first year of the production rule, swept all four titles that were up for grabs that year. All in all, Honda won 54% of the outdoor races in the '86 season. Johnson claimed the 500 USGP at Carlsbad. And in an amazing day, Bob Hannah's career-long Unadilla jinx came to an end in dramatic fashion at the 250 USGP. O'Mara was on the verge of outdueling Hannah to win the second moto and the overall, until he ran out of gas on the last lap. Hannah cruised by and crossed the finish shrugging his shoulders. He had won the race on his RM250. In an epic Motocross des Nations, Honda sent their power trio of Johnson, Bailey and O'Mara to Maggiora, Italy and absolutely cleaned house. The riders went 1-2 in every single moto with O'Mara beating everyone but his teammate Bailey on the 500 in one moto. It was an amazing race and America seemed like it couldn't be stopped in these end of the year Olympics of Motocross.

American Motocross was devastated in early January '87 when Honda's David Bailey crashed at a pre-season race in Lake Huron, California and becoming paralyzed from the waist down. Just like that, his career



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.

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was over. It was a big blow to the sport and hurt on the competitive side, as Bailey was the only one who was able to keep Rick Johnson in sight throughout much of 1986. Bailey had ended the year beating Johnson for the '86 500 national title, and it seemed like he had more to give in '87. The loss of Bailey overshadowed the other off-season moves like Honda's Johnny O'Mara switching to Suzuki when Honda couldn't afford to keep him. Yamaha picked up Aussie speedster Jeff Leisk for the factory team and Suzuki hired Minnesota's Donny Schmit. In the supercross season, Kawasaki's Jeff Ward returned to his 1985 form. He managed to beat Johnson in what was a war of attrition in supercross, as RJ knocked himself out at the season opener, then Ward hurt his ankle really badly. Just as RJ was closing in on the points, he damaged some fingers at the Pontiac round. This enabled Ward to recapture the indoor crown. When it came to the outdoors, it was Johnson's time, as he swept both the 250 and 500 nationals with ease. In fact, the only other rider to win outdoor races this year in these two classes was Lechien who won one race in the 250s and one in the 500s. Yamaha's Keith Bowen moved up to the 250 class and had some solid results in the 250s finishing fifth in the points and Canada's multi-time champion Ross Pederson ended the series in eighth despite missing two races for Canadian racing commitments. Pederson's highlight was getting third at the Hangtown National. Suzuki pinned its hopes on O'Mara but knee injuries and a crash on his mountain bike set the former national champion back. The best he could do was a ninth in the 250 series as he missed some races as well. In the 500s it was again Johnson as this time. Due to injury, Ward was nowhere to be found. In 1987, he seemed to be fighting injuries every weekend. This, along with Lechien's up-and-down series, allowed newcomers like Yamaha's Jeff Stanton and Mike Fisher to step up and ride the big bikes to top finishes. Stanton bulldogged his YZ490 to a second overall in the series behind Johnson. Fisher, a rider for Kawasaki, ended up third overall and would jumpstart his career with this result. Privateers Dennis Hawthorne, Tom Carson and Tommy Watts all had great finishes in this series. The 500 class was perfect for the privateers. Suzuki didn't make a 500, so their factory riders didn't compete, Yamaha's YZ490 was aged and Honda didn't have a second 500 rider due to Bailey's injury. In the 125 class, it was a great series between defending champion Micky Dymond, Suzuki's Erik Kehoe and George Holland, and Honda support rider Guy Cooper. The year before, Dymond used consistency to win the title but in 1987, he caught fire in the midway point of the series and started racking up wins. Holland won the first two rounds before Dymond recovered from an illness and put his Honda into high gear and started kicking butt. The young Schmit managed a couple of wins, and Kehoe and Cooper did as well. But it was Dymond who managed to defend his title. When it came to the Motocross des

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Nations, the American team didn't have to go too far, as for the first time in history, the race took place on home turf at Unadilla, New York. The pressure was on the team and despite being passed over in '86 in favor of O'Mara, 125 National Champion Dymond was once again not selected. The team that went to New York was no-brainer choices Johnson and Ward along with Suzuki's Bob Hannah who at this point, was easing himself into retirement. Hannah did manage to win the USGP at this track the year before but his selection for the 125 class was a bit controversial. He had not raced a 125 since 1982, and his results weren't very strong back then. Hannah wasn't even racing full-time by 1987. The AMA countered that at Unadilla, Hannah was still one of the best in the business. It rained horribly at Unadilla for the race. Johnson and Ward did their part, especially RJ, who dominated both of his muddy motos on a 250. Wardy was consistent in the 500s, and in the pouring rain and mud and it was Hannah's class win on a 125 that helped Team USA win its sixth MXDN in a row. The fans, of course, went crazy!

Some parts taking from racer x online

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







