

VOL:1 ISSUE: 11



58 SIGN UPS & COUNTING!

MX124 PHOTOGRAPHY

NEWSLETTER

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

AMA MOTOCROSS

Yes, you read it correctly, the title has changed since we are now into the 2018 ama motocross season, where the real men are made! So far, the season has been very exciting. Yes, were only 3 rounds in but it is already shaping up to be an exciting season. Eli Tomac has been very dominating so far. And it's not like the competition has made it easy for him. His starts have not been that good, but I feel he has matured by how he gets threw the pack. I know it's early, but could he have a perfect season? How about Ken Roczen? He is looking so much better then anyone expected. I hope for Hondas sake he can keep it going. How about the news we got this week? Fill-in-Phil Nicoletti is going to race the factory husky for the remainder of the season. It's great that he got that shot but he was doing well on the jgr Suzuki. We shall see how it goes. Maybe Justin Hill will do better on the 450. His results have not been that great on the 250. Speaking



of the 250's how about the level of competition in that class. There has been so many great battles and I believe a different winner each week, including Ny's own Justin Cooper! It is unfortunate about what happened to Zach Osborne and that he will be out for the rest of the season. With a week off it will give everyone a chance to come to high point swinging for Tomacs streak.

MX Point Standings

450 class

1	1	Eli Tomac	150
2	25	Marvin Musquin	122
3	51	Justin Barcia	104
4	4	Blake Baggett	100
5	94	Ken Roczen	97
6	34	Weston Peick	88
7	54	Phillip Nicoletti	75
8	21	Jason Anderson	73
9	60	Benny Bloss	73
10	86	Dylan Merriam	49
11	121	Cody Cooper	45
12	11	Kyle Chisholm	39
13	73	Brandon Scharer	37
14	53	Bradley Taft	33
15	146	Jake Masterpool	32
16	330	Cade Autenrieth	27
17	32	Christian Craig	26
18	907	Ben Lamay	26
19	718	Toshiki Tomita	22
20	39	Kyle Cunningham	21

MSC RESULTS

Round 4: Claverack motocross held round 4 of the msc mx series.

This was the 2nd time this year the series visited this track and once again there was a great turnout. Heavy hitters always come out in the expert class and they put on good showing once again. Mini classes were stacked and brought out the best racing in those classes. The weather was beautiful which can be rare at Claverack. It was also the first double points round. It was a good chance for riders to make up some points and others to extend their points lead.

Round 5: Round 5 of the series was held at the world-famous Southwick mx. Southwick mx is home of ace motocross and joined the msc schedule last year. It has been a great addition to the series and is an incredible track. I got to race it last year and it was one of the coolest experiences to be on the same track as the pros. Round 5 was the first time msc visited the wick in 2018. Although the weather was questionable, it did stop racers from coming out to the 2nd double points round of the year. The expert classes were stacked with Massachusetts fast racers. Yes, it did rain esp. in the 2nd motos but the rain only made the track better. Now with a week break before round 6 riders have time to go try other tracks or events or just enjoy things besides motocross.

Here are the current points leaders in each class.

125 2 stroke: Zach Weaver

Pee wee open: Eneas Travella

250 expert: Aaron Lampi

Plus 25 expert: Davey Sterritt

250 amateur: Charlie Grace

Plus 25 amateur: John Habacker

250 novice: Zach Weaver

Plus 25 novice: Shane Quenneville

250 2 stroke: Frank Hempstead

Plus 30 expert: Andy Morano

60cc: Jeffrey Jacobs

Plus 30 amateur: Tim Plaza

Collegeboy: Charlie Grace

Plus 30 novice: Shane Quenneville

Dual Sport: Nathan Sanford

Plus 35: Jeremy Byrnes

Jr. mini: James Grace

Plus 40 expert: Andy Marano

Mid mini: Reliy Greiner

Plus 40 amateur: Steve Bosko

Open expert: Aaron Lampi

Plus 40 novice: Walter Decker

Open amateur: Robert Everhart

Plus 50: Raymond Micucci

Plus 60: Jeff Thompson

Vintage Y2K: Tim Weaver

Vintage 70: Zach Weaver

Vintage 80: Justin Straub

Vintage 90: Thomas Smyth

Pee wee oil injected: Calogero Gizzi

Open novice: Justin Straub

Schoolboy: Adien Barr

Open mini: Jack Decker

Sr. mini: Jack Decker

250 Class

1	6	Jeremy Martin	129
2	23	Aaron Plessinger	121
3	26	Alex Martin	116
4	1	Zachary Osborne	105
5	62	Justin Cooper	98
6	45	Jordon Smith	77
7	40	Chase Sexton	76
8	35	Austin Forkner	75
9	182	Garrett Marchbanks	72
10	36	RJ Hampshire	72
11	17	Joseph Savatgy	68
12	28	Shane McElrath	64
13	46	Justin Hill	41
14	64	Michael Mosiman	38
15	43	Sean Cantrell	38
16	816	Enzo Lopes	32
17	133	Jordan Bailey	28
18	114	Brandon Hartranft	24
19	137	Martin Castelo	23
20	42	Dakota Alix	13

UPCOMING PHOTO SESSIONS

2018 MSC MOTOCROSS
SEASON

2018 BMX RACE SEASON

UPCOMING RACES

AMA MOTOCROSS:

- Round 4: High Point.
June 16th @ 1pm &
3pm

Pee wee 4-6: Joseph Jacobs

Pee wee 7-8: Blake Patrick

Women: Amberly Goyette

RIDER SPOTLIGHT: DAVEY STERRITT

This weeks rider spotlight is Davey Sterritt. He is one of the best racers in our area. Davey has been around the sport of



many years and is one of the best guys off the track as well as on the track. His heart is 100% into the sport, making the sport better on the local level and growing tracks and riders. Davey has won many races and championships around the area. He represents the "old

men" of the sport when he tries to qualify for pro races. For those who don't know davey, here's your chance to get to know him.

What Got you into racing motocross?

My Dad and my older brother josh.

First Bike?

A PW 50.

Where was your first race? How did you do?

Claverack mx of course! I'm pretty sure I got last, doesn't everyone there first time out? Ha-ha

How do you prepare for race day?

I would like to say I have a routine I follow but really, I shoot from the hip and do what I can to be the best prepared to go racing.



- Round 5: Muddy Creek Tenn. June 23rd @ 1pm & 3pm
- Round 6: Southwick. June 30th @ 1pm & 8pm

LOCAL BMX RACING:

New Paltz: Every Friday Night

Kingston: Every Wednesday & Saturday Nights

Bethel Ct: Every Wednesday night

LOCAL MX RACING:

- Round 6: June 10th @ Diamondback mx
- Round 7: June 24th @ Ocfmx
- Round 8: July 8th @ Diamondback mx

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Favorite Track?

This is a hard question there are a lot of them out there I'm going to go with gopher dunes in Ontario. To sum it up in one word: Gnarly lol.

2018 Goals



Getting back to having fun on the bike. In the most recent years, I have had a bad habit of putting too much stress on myself to go out and preform and put up good results, it took the fun out of it and I feel my results suffered.

How is your 2018 mx season going?

So far, it's been going great

Favorite Bike Brand?

Man, I like them all, they all have pros and cons. Right now, I'm on the blucru train and I'm happy with it so I don't plan on going anywhere anytime soon

Worst Crash?

I've had a few lol. One of the craziest crashes was a couple years ago in Birmingham AL. A kid right in front of me faced the landing of the finish line catapult jump and his bike ended up on top of the landing as I was in the air, I landed right on top of it our bikes got hook together and it pitched head over heels to the flat ground. It was crazy!



Any advice for people just starting out?

Don't take it to seriously, have fun with it and learn as much as you can from other riders.

Racing Career Highlights?

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Being able to complete at the top level of the sport.

Any Shoutouts?

Shoot we would be here all week if I gave a shoutout to everyone that's ever helped me. I would like to give a shout out to my girlfriend Karin for putting up with all my crazy moto adventures.

Also, to anyone and everyone who has ever helped me achieve the little bit of success I have in the sport of

motocross. Thank you all very much, you all know who you are! :)



HISTORY: AMA Motocross 2000-2002

2000: The transition was on for the 2000 AMA Motocross National Championship. Ricky Carmichael, the previous dominator of the 125 class, was moving up to the 250s after landing three-straight crowns in the small bike class. He had ridden a 250 with disastrous results in supercross in 1999, and while his 2000 season indoors had gone better, he was not a consistent threat to win. Travis Pastrana was about to explode on the professional motocross scene, packing as much hype and anticipation as any rookie ever. But as spectacular and talented as Carmichael and Pastrana were, they had some serious competition line up in front of them. In 2000, a French revolution was on hand. A decade after Jean-Michel Bayle arrived on our shores, a whole crop of Frenchman had been raised with the dream of racing and winning in the U.S. By 2000, a trio of them were ready to do it. Sebastian Tortelli had been super-fast during the 1999 Nationals, but a wrist injury knocked him out of the championship at the halfway mark. He was back with a vengeance in 2000. David Vuillemin was about to embark on his first U.S. outdoor tour, coming in with a ton of momentum after a superb supercross season, where he took second in the championship behind Jeremy McGrath. In the 125s, Stephane Roncada took the East Region SX Title and looked to move forward outdoors. But at the Glen Helen opener, Carmichael proved he was up for the challenge of the 250 class, going 1-1 in his first-ever 250 outdoor race, and holding back Tortelli straight-up in the second moto. With Tortelli pushing the pace hard, and Carmichael matching that and then some, they raised the speed limit for outdoor motocross. Then Vuillemin struck not with speed but versatility, winning on an incredibly hot day at round two in Hangtown, and then

RM125 PROJECT



After I got it home I worked on the front brake. Come to find out I have a bad caliper. So, I replaced it with the one of my 450 because I really wanted to take this bike for a spin. I got the part for the clutch that I was missing about a week later and threw that in.

It was ready to go, or so I thought. The day I was going to ride it I was so excited at work, watching the clock like a hawk as the minutes seemed to go by so slowly. Finally, 3:30 came and it was time to go home to my creation and rip it around. I was going to take it up the road slowly just to make sure it was still running good then go through some woods by my house. I pulled it out of the trailer, started it right up (which it started 2nd kick no problem), let it warm up and kicked it into gear. Now before I tell you what happened just know that it had sat for about 2 weeks after the first time I ran it. Also, as it was warming up it sounded mint. Unfortunately, as I let the

again on a muddy afternoon at High Point. DV had claimed two straight wins in varied conditions, but his luck went south at Southwick when he ran into mechanical troubles. Carmichael was back on his game to win there, before long he and Tortelli had reestablished themselves as the fastest men in the game. At Budds Creek, Carmichael came through the pack and caught Tortelli on the last lap, slammed him in a corner and stole the win. At the next race at Red Bud, Tortelli was having none of it when he railed to the win. In the meantime, Roncada was dominating the 125 ranks. At Red Bud, he won his third race of the season and further stretched his points lead. On July 4th, 2000, two fast Frenchman straight-up took it to Carmichael and Pastrana. With Vuillemin knocking on the door of McGrath indoors, the world seemed set for a full-on takeover. At Unadilla, Carmichael and Tortelli split motos, with Carmichael edging Tortelli's 1-2 with a 2-1. Roncada kept rolling with his third-straight win. But it was not long before the young Americans were going to strike back. In Troy, Ohio, Tortelli twisted his ankle, and Carmichael just kept speeding up. He started winning everything in sight, and the rookie-season championship was a foregone conclusion. RC completely dominated the second half of the year, ending the tour on a six-race win streak, and his nine wins on the season and broke the record for most wins ever in a single season. The early season of the 125 class featured a wide-open battle. The 1995 and 1996 Champion, Steve Lampson, rose from the career ashes on his own backdoor Honda effort to win his home race at Hangtown. Then Kelly Smith scored KTM's first-ever national win in the U.S. at a muddy High Point round. Tallon Vohland, who took Carmichael's spot on the Pro Circuit Kawi team, was fast, too. But by midway, Roncada was clearly the dominant force, with Pastrana the clear second-place man. Then Pastrana caught fire. He was simply magic during the summer of 2000. He started clipping off national wins, and then even went to the X Games and won the freestyle contest on the off weekend! It would take a miracle for Pastrana to catch Roncada in the points, but Travis was a magic man back then, and he rolled through Washougal, Millville and Binghamton with dominant wins. Roncada crashed at Millville and hurt his knee, leaving him relatively powerless to stop Pastrana. It came down to the finale at Steel City, in a winner-take-all battle. The two riders grew a friendship through the battle, running stickers to promote each other on the chest protectors. At Steel City, Pastrana pulled through and won both motos to claim the title in his rookie season. At the end of the season, 1999 250 National Champion Greg Albertyn called it a career. Albee broke his femur at the Atlanta Supercross and recovered quickly to make it back for the Glen Helen opener. There, he looked as fast as ever, but he tore his ACL at Hangtown. Struggling with injury all year, the popular South African logged a victory lap for the fans at Steel City and slipped into retirement.

clutch out and took off suddenly it had no power at all and wanted to die. I stopped put it in neutral and gave it some throttle, thinking maybe it wasn't warmed up enough. As I gave it the throttle it was sounding terrible, nothing like it did. It was cutting out, crackling, gargling and even backfired twice. I have never heard a 2-stroke backfire. I was heartbroken. All my hard work and now idk what is wrong. So, I walked it back home in disappointment. When I got home I tried starting it again. Again, it started right up but this time it ran terrible. I didn't know where to begin to look. A few days later, I tore the carb apart thinking maybe the jets were wrong. I changed all the jets to their original specs, reassembled it and tried starting the bike. It wasn't easy to start like the week before, but it did start and only ran when I gave it gas. Still the same symptoms but now it had no idle. I was lost so I figured I would do some research and tackle it another day. And about a week later I tried something else. What did I try, well that will be in the next issue.

CRASH OF THE ISSUE

Crash photos are some of the most exciting pictures a photographer can take. Especially when it's taken

With Carmichael and Pastrana at the top, America had claimed two massive new stars. For good measure, Team USA finally got its act together at the Motocross des Nations as Pastrana teamed up with Carmichael and Ryan Hughes (who was over racing the GPs) to claim Team USA's first trophy since 1996.

2001: It was obvious what was going to happen going into the 2001 AMA 250 Motocross Championship. Ricky Carmichael was going to win and win big. During the second half of the 2000 MX campaign, RC caught fire and won the final six races of the season. He then carried that speed (and his new-found fitness) into AMA Supercross, where he did the unthinkable. Carmichael didn't just challenge seven-time SX Champ Jeremy McGrath, he dominated him, ending the season on an astounding 13-race win streak to claim his first AMA 250 Supercross Championship. Carmichael had gone undefeated in his career at the Glen Helen circuit in California, but on the first lap of the first moto in 2001, a bale tumbled onto the track, and Ricky ran into it, knocking him off the top of the massive Mt. St. Helens hill. He recovered but finished out of the top five, eliminating him from a shot at the overall. The win went to Team Yamaha's Timmy Ferry. The challenges continued. Team Honda's Sebastian Tortelli, who battled RC for the championship a bit in 2000, won Hangtown, and then in yet another muddy race at High Point, Yamaha's David Vuillemin won for the second year in a row. Suzuki's Kevin Windham was riding strong through the early season, as well. This left a five-rider pack at the front of the nationals. Carmichael finally got an overall win at round four at Southwick, while Tortelli crashed and handed over the points lead. That was all RC needed, as he then reeled off five-straight victories. Windham stayed close, though, and at Washougal he beat Carmichael in two superb head-to-head races to claim the overall. At this point, Carmichael had already signed a deal to move over to Team Honda for 2002. But RC didn't take losing very well, and he did some more testing to improve his green machine. He fired back with dominant wins at Millville and Binghamton to clinch the championship. Then he decided to drop back to the 125s for the final round at Steel City. Carmichael was tied atop the all-time 125 career win list with Mark Barnett and wanted to go after the record. But that put him on a collision course with perhaps the most dramatic 125 title fight ever. With backing from Red Bull, KTM planned their most ambitious assault on U.S. racing ever, with South Africa's Grant Langston. The 2000 125 GP Champion was leading the squad. Langston had company, though, in his GP rival Mike Brown, who was returning to the U.S. with the Pro Circuit Kawasaki team. Langston immediately proved his worth by sweeping Glen Helen and Hangtown rounds, with only Brown keeping him in sight at Glen Helen. Meanwhile, defending 125 National Champion Travis Pastrana's RM125 looked terribly

right before the crash. Yes, crashing is not a good part of racing but if you can catch that shot at the perfect time, it could be cool (the photo not the crash). This almost crash picture is from ocfmx mx in 2016. During an amateur race these two riders were battling it out most of the moto. I'm only assuming the rider on the left went way to fast threw the turn before because when they went off the jump they collided in the air. It didn't mess up number 94 but the other rider got affected by it a whole lot. As you can see he lands all messed up and ends up whisky throttling the bike right into towards fence to the left of the photo. I don't know how but somehow, he was able to save this incident and stop just before the fence, riding away unscarred.



overmatched against Langston's KTM 125. Travis got back in the mix by winning a muddy High Point race, which set the stage for a dramatic Southwick National. Pastrana and Langston, both guaranteed wins on the sandy track. Then Langston crashed in practice and separated his shoulder, Pastrana crashed in the first turn of the first moto, and Brown dominated! Moto two was even more epic, as Brown went down early, Pastrana got a bad start, and Langston ran up front despite riding with essentially one arm. Late in the race, though, Pastrana put in an unbelievable charge to catch Langston and Brock Sellards to steal the win. The drama continued as Brown won at Budds Creek, and then the series received an even bigger shock. Moto XXX privateer Larry Ward won Red Bud on the controversial YZ250F. The first-ever 250 four-stroke mxer threatened the factory 125s. Ward found himself closing in on the title picture. Finally, at Unadilla, Pastrana seemed ready to end the craziness with two dominant moto wins. But on the last lap of the last moto, while cruising with a massive lead, Pastrana went over the bars on a jump and knocked himself out. That crash, right there, would be the catalyst. Pastrana would never win another race. He tried, though. Racing through the effects of a concussion, Pastrana logged a few shaky performances before finally deciding to pull out of the series at Millville. But he still competed in, and won at the X Games, a move that did not sit well with Suzuki Team Manager Roger Decoster. Langston and Brown battled, with Langston holding a small edge heading to Steel City. Carmichael met them there looking to break the win record on a KX125. Brown had been riding and training at Carmichael's house all summer, which raised suspicion that RC was dropping down to help his buddy. RC responded by saying to Langston, famously, "Don't worry, I won't even touch you when I go past you." Carmichael started nearly last in the first moto and could only get to third. Brown won the race to close in on points, but Langston still had a slight points lead. Then Brown crashed early in moto two. With Carmichael pulling out a massive lead, Langston circulated up front, looking to cruise home with KTM's first-ever AMA National Championship. Then disaster struck. Spokes started breaking on Langston's rear wheel. Brown was coming through traffic in a hurry, while Langston started falling through the pack. Finally, in the waning moments, Langston's wheel collapsed, and so did his championship hopes. Brown had it, so he even moved over to allow Brandon Jesseman to pass him, thus giving Carmichael the overall and all-time 125 win record with a 3-1 score. Brown won the championship, celebrating with tears of joy at the finish, while Langston sat in the mechanics' area about 20 feet away, crying, as well, over a championship lost to a broken wheel. Just days later, the terrorist attacks of September 11, 2001, rocked the country. The U.S. chose not to send a team to the Motocross des Nations.



2002: In 2002, the term "perfect season" had not even entered the motocross world. There was simply no way that anyone could ever be expected to avoid bad starts, first-turn crashes, mechanical troubles, slips and falls in 24 motos on the roughest tracks in the business. So perhaps what makes Ricky Carmichael's 2002 AMA Motocross campaign so impressive is that for as impossible as it seemed at the time, Ricky didn't even make it look difficult. He was never even threatened. Never had a scare. Never had a moto when he couldn't get into the lead until late. Ricky was so good in 2002 that he made something we had never seen before look routine. He made good on his switch to Honda. Fans weren't exactly pumped on RC going to Honda, but it was hard to argue his reasoning, he was really, really good outdoors on the Kawasaki in 2001, but even better on the Honda in 2002. Kawasaki had a new factory prodigy in James Stewart, and the much-hyped 16-year-old somehow managed to overshoot the mark on his expectations. Coming into the season, four riders were expected to run for the 125 crown. The 2001 battlers, Grant Langston and Mike Brown, were back, Stewart had joined the tour, as did Chad Reed. Reed might have been the favorite. He finished second in the 250 class of the '01 GPs, had dominated the 125 East SX Series, and was armed with the potent YZ250F. With an expected power advantage, many saw the best rider on the best bike and thought of it as an unbeatable combo. At the Glen Helen opener, James won the first national he ever entered via a smart ride, splitting moto wins with Brown. Then at a muddy Hangtown, he won again. At High Point things came undone when Bubba twisted his knee in practice and could barely get through the motos. Reed outdueled Brown for the first-moto win, and then Brown crashed out of moto two and twisted his knee, as well. Langston was also hurting, so at that point, it looked like all the pre-season hype for Reed was about to play out. But then he jacked up his shoulder at Southwick! Reed soldiered on through the day in pain. Stewart had ridiculous speed, but his engine blew up. Taking advantage of all of this was Suzuki's Danny Smith, who won his first and only AMA National in an emotional day. Just a few days before the race, Smith's brother had died in a construction incident. Forget championship runs, wins don't get much more emotional than that. Before long, Stewart had figured out the deal and began clipping off moto wins and overalls. At one point, Reed apparently said he could run with Stewart if he could get a better start, so Stewart took matters into his own hands at Unadilla. While leading the first moto, after a good start, Stewart suddenly started to slow down. He was going to let Reed catch up! A startled Reed then took the lead, and Stewart got back on the gas, passed him back and took off. As it turned out, Stewart was even faster than expected outdoors, and he dominated the series by winning the last eight nationals in a row. The Reed/YZ250F combo never caught fire. Reed said he didn't think the



250F was an advantage, but then he never asked to try a YZ125, either. Meanwhile the 2002 Motocross des Nations was mired in controversy. In a shocker, officials announced the event would take place in the U.S. at Southern California's Competition Park. The facility would move to a new location on Indian tribe lands and build a world-class track just for the event. But progress was either slow or non-existent, and as the race grew closer, anyone who checked the place out left scratching their heads. Finally, an incident broke a few days before the race, one of the tribe's men fired a gun, and the whole facility was shut down, and the des Nations cancelled. Team USA members Ricky Carmichael, Mike LaRocco and Mike Brown went home. Fans groaned, but a cool international race called the World Cup of Motocross took place at Glen Helen, just to give fans who had traveled halfway across the world something to see. The American team consisted of Tim Ferry, Kyle Lewis and Sean Hamblin, but they came up short against the Australian team of Chad Reed, Michael Byrne and Craig Anderson. The actual des Nations were rescheduled back in Europe, but the US couldn't get a team and bikes overseas in such a short order. France reeled to the victory in the race.

Some parts taking from racer x online

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





