

VOL:1 ISSUE: 3

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MX124 PHOTOGRAPHY

NEWSLETTER

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

LOCAL RACE SHOP GROWING

FOR YEARS NOW AS YOU SHOWED UP AT THE LOCAL RACES YOU ALWAYS SAW THE SAME PARTS GUYS. IN 2017 A NEW SHOP WAS AT THE TRACK. YOU MAY HAVE HERD OF HIM. MR. ERIC KIDNEY AND THE BOYS AT VALLEY MOTO SHOP! THESE GUYS ARE AS LOCAL AS LOCAL GETS. WITH A SHOP LOCATED IN PLEASANT VALLEY THEY ARE CENTRAL TO ALL RACERS! HERES A LITTLE BIT ABOUT THEM FROM THE OWNER HIMSELF. THE SHOP STARTED BACK IN 2014. WE STARTED OUT IN A SMALL GARAGE OUT OF MY HOUSE WHILE WORKING A FULL TIME JOB. THE SHOP HAD GREAT SUCCESS. WE MANAGED TO SERVICE AROUND 150 BIKES OUR FIRST YEAR. WE RECENTLY OPENED UP OUR OWN SHOP IN PLEASANT VALLEY. THIS SHOP WAS MUCH BIGGER THEN WHAT WE WERE USED TO. WE HAVE MANY GREAT, LOYAL CUSTOMERS THAT MAKE US WHAT WE ARE TODAY. THE SHOP SPONSORS SEVERAL AMATUER MOTOCROSS RACERS AND



PROFESSIONAL RACERS AARON LAMPI AND BLAKE OVITT. WE ARE ALWAYS LOOKING TO SPONSOR MANY RACERS TO HELP AS MUCH AS POSSIBLE. WE OFFER MANY SERVICES FROM ENGINE REBIULD TO OIL CHANGE. THANK YOU TO ALL THE LOYAL CUSTOMERS WHO HAVE HELPED TO MAKE ALL OF THIS POSSIBLE. YOU GUYS WERE THERE ON DAY ONE AND WE ARE SO APPRECIATIVE FOR IT!

UPCOMING PHOTO SESSIONS

2018 MSC MOTOCROSS SEASON

2018 BMX RACE SEASON

UPCOMING EVENTS

MSC BANQUET: FEB 11TH 2018

AMA SUPERCROSS ROUND 3: JAN 20TH 2018. ANAHIEM 2

ROUND 4: JAN 27TH 2018. GLENDALE

DID YOU KNOW MX124 PHOTOGRAPHY DOES ALL TYPES OF PHOTO SHOOTS! IF YOUR INTERESTED IN BOOKING A SESSION, DO SO ON MX124PHOTOS.COM

FLAGGERS

I want to talk about a topic that affects many people. Flaggers! Flaggers are some of the most important people around the tracks. They have the job of making sure that the particular section of the track that they are watching is safe. On a professional level, flaggers take there job very seriously. On a amateur level... not so much. When I first started taking photos at the races I started to notice how much different the flaggers are. Some of them take their job seriously and some use their time to catch up on sleep. Most of them have a basic idea of what to do but is basic good enough? That's like saying "I know that bell helmet will save me from a concussion, but this basic answer helmet is good enough for me". I feel like there should be some kind of training for flaggers. Maybe a track or district can use the same flaggers and give them a "flagger class" before the season begins. Not a 15-minute course but a detailed class that gives people a better way to understand that the racers lives are in there hands. I've seen too many incidents since I've started taking photos. Incidents that could have been avoided with a little more training. I also feel like flaggers should be people that are involved in the sport in some way. Weather they race, ride, or follow it all the time. They have to understand how important their job on the track that day is.



Exciting Supercross

With the first 2 rounds in the books I bet you weren't expecting it to turn out like it did! I know I sure wasn't.

In the 250 class, I was surprised to see Justin hill do so poorly. Is he injured?

Maybe not use to the Suzuki? The rest of the 250 guys are pretty much where I expected them to be. But in the 450 class... I was not expecting Justin Barcia to finish 3rd twice!

Ken Roczen, well he has already accomplished more than anyone who would have sustained an injury like that. Eli Tomac crashing out of Anaheim... I was expecting that later on in the season not at round 1.

What about Marvin! He was starting to put together a career like Ryan Dungey but then bam he hurts his arm. How bad is it? Can he come back next week? I think a lot of the reason these guys are hurting their shoulders so easily is because todays racing jerseys are so thin they offer little to no

RIDER SPOTLIGHT: RALPH FERRARA

Ralph Ferrara sr. has been around the sport of motocross since the 70's. he was a local racer until a devistating racing incodent vertually left him side lined forever. He now helps his son, Ralph jr. and jason ferrara with there racing. He is one of the nicest guys in the pits. Will lend a hand to anyone. He is a huge fan of mx124 photos! He is always thinking of ways to make the sport of motocross and bmx better! Lets here his stories from when there wasent such a thing as the 4 stroke!

What Got you into racing motocross?



First off, I am flattered to be considered for this as I really do not ride much anymore. I am there now to support, watch, and be fans of my kids and everyone else. I like to watch everyone and get almost the same

adrenaline rush watching (especially my kids) as I used to get when the gate dropped. And keep in mind, my racing was cut short due to an injury. I never made it to the level of "expert". Seeing some of the guys who I used to race with go on and become expert, etc. was cool.

I got into motocross probably the same way as most; When I was little my father and his friend both had early 1970's Yamaha Enduro's; the friend had a DT-1 250, my father had an RT-1 360. I was madly in love with those bikes... Riding through mud, trails, etc. fascinated me and I still have plenty of report cards from elementary school where my teacher felt the need to advise my parents that "Ralph seems to be pre-occupied with motorcycles all the time"... Then when I was about 9 or so we went to Unadilla... Mind blown!!! That was it for me...

First Bike?

Very first bike was an 1972 Moto Guzzi 50 that my grandparents got me when they went back to their home town in Italy. It was basically a



protection. A little padding in the shoulders would help everyone tremendously. I don't know that's just my 2 cents lol. Two rounds in and it looks like this will be an exciting season!

Mx124 photos has a supercross fantasy 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.

HISTORY

BOB "HURRICANE" HANNAH

Bob Hannah was born in 1956 in Lancaster, Calif., His first bike was a customized Honda 55, when he was 7 years old. Bobs father was strongly against racing. He didn't mind Hannah riding but no racing. Hannah never raced until he was 18 years old and living on his own. Hannah hit the motocross tracks of Southern California. Even though he didn't have racing experience, he had practically lived on a motorcycle since grade school and likely had more hours on a bike than any of his fellow competitors. Hannah won his first and only race in the amateur class. After his dominating debut, he was forced to move to the experts.

moped, but unlike the mopeds during the craze of the 1980s here in the United States that were "capped" by law at 28 miles per hour, this thing would do 40, 45 miles per hour. Did not last long and my father got me a Yamaha JT-1 60... It was a shrunken version of his 360. Love at first sight lol. We still rode the wheels off that moto guzzi for the next 15 years and amazingly, with its stamped sheet metal macaque frame, 50cc air cooled motor, spindly little wheels, spokes, etc... that thing went over jumps, mud, etc. and never, ever failed lol. It always started, ran, etc.



Where was your first race? How did you do?

Raceway park, Englishtown NJ in 1983. Of course, leading up to that I thought I would do great. I rode with my friends every day. Constantly running my mouth about how "good I was going to do", etc. I got spanked lol! Man, that gate dropped, and I got an instant dose of reality. I was humbled real fast lol. I got last, but finished and that was it for me. Nothing else on the planet mattered but motocross from that point forward. I never did like Englishtown though for some reason. Ralphie loves it.

Favorite thing about racing?

The people. It is like extended family. I enjoy being at the track. It feels like home to me. I love watching and talking to everyone. My wife has nicknamed me "the mayor" because I like to say hello to everyone lol. I include BMX racing in that. I refer to it as a "different branch of the same tree". The effort, dedication, and lifestyle required to race motocross (and BMX). To be good at it, you must put in 100%. Motocross is not something you put 60% effort in and expect to do well. It is an "all or nothing" sport.

Favorite Track?

Although I won my first moto at Walden the 1st race of 1988, my favorite track was always Modena/Ace mx. I loved that track. I just loved the layout, the terrain, etc. Except for when the first double jump was installed in 1986 lol... My friend Bill Centenaro, who was a 125 expert that rode

In 1975, his first full year as an expert, Hannah rode in just two AMA Nationals. His best finish was sixth overall in the AMA 125cc National in San Antonio, Texas. A racetrack announcer called him "Hurricane" Hannah, and the moniker stuck: He was forever to be known as Bob "Hurricane" Hannah.

In 1976, Hannah won the 500cc Florida Winter-AMA Series. Yamaha took interests in him after that. Yamaha signed Hannah to race the 125cc outdoor AMA Nationals. He started out the year with some success on a 250 in the AMA Supercross Series, but his real strength was on the 125cc bikes in outdoor motocross. The AMA 125cc National Motocross Championships were only two years old when Hannah launched into his first full season. Honda and its rider, Marty Smith, had dominated the 125cc Nationals for the first two years. At the first round of the series at Hangtown, Smith made the early laps of the first moto look like a replay of 1974 and '75. Eight laps into the race the crowd came to its feet when Hannah, on his No. 39 Yamaha, came through the field to grab second. Hannah had picked off 21 other riders in his charge. On the next lap, Hannah took over the lead from Smith. Smith tried to get back past Hannah, but fell in the process and finished a distant second. Hannah came back to win the second moto in an even more decisive fashion. It was one of the

on that "team ace's up" sailed it first lap of practice like it wasn't even there, then tried to pep talk me into it. I don't know why, but I always had a mental issue with jumping over anything where there was a void. First lap of amateur practice I come flying up to that thing, lost my nerve, clamped on the brakes and rolled over it. My friend Bill was standing by the fence... he made an unsavory gesture toward his lower region while shaking his head, and I read his lips... he said, "no balls" and walked away in disgust lol. I was scarred from that point on. Walden was cool back then. That pond wasn't there, that area was all trees and swamp. I felt so good on that brand new 1988 YZ 250, got



the holeshot and was leading.... a guy I was friends with, his name was Mike Baldwin (he used to race a Yamaha IT 200 until he got a cr 250, and had a banana painted on the back of his helmet), real nice guy, was flagging in the

back section of the track. I think he was as excited as I was. He was jumping up and down yelling when I went by...it was cool. Last lap I saw the guy in last place not too far ahead and I decide I had to win and lap someone. My friend Mike pointed at the guy and I swear he was trying to hit me with the flag lol. From that point on (for 2 or so months anyway) I think my worst finish was a 5th.

2018 Goals

To be there to support my kids, and anyone else I can. To be around friends. Maybe ride once or twice... I can't take the vintage 250 from Ralphie but to ride at Unadilla Rewind this year. Just to take a few laps on that track. That was always my dream. I was hesitant to putt around at Claverack last season but am glad my brother talked me into it. It is difficult to ride with one working leg. It is even more difficult with an additional 5 or 40 pounds of weight on you lol.

Favorite Bike Brand and why?

Yamaha all the way. Being 5 years old, staring at that Yamaha 360 in my garage for hours... sitting on it,

most stunning debuts for a factory rider in the history of AMA racing.

Hannah proved that his 1976 opening round victory was no fluke, and stormed ahead to win five of the eight 125cc nationals that year en route to the championship.

in 1977, Hannah rode a stock yz 250 and won the florida winter AMA series and the AMA supercross championship. he won 6 of 10 rounds. By the end of the AMA nationals, he was in contention for the 125, 250 and open class tittles. He became the first rider in history to win races in all 3 classes in one season. Hannah would go on to win supercross championships in 3 straight years. He became a genuine superstar in supercross due to his tireless training and fierce demeanor on race day.

In 1978, Hannah moved up to the 250cc class in the outdoor Nationals. Hannah's riding was nearly flawless. He won a record 8 consecutive 250 outdoor events. He continued his impressive streak in the fall Trans-AMA Series, winning four nationals in that series and winning the championship to become the first American to win the Trans-AMA Series.

In 1979, he dominated the 250 outdoor Nationals again. He won the title by earning victories in 6 of the 10 events. By the late 1970s, Hannah was in a class of his own.

Even though Hannah had numerous attractive offers to race in world

pretending to ride it. I want to be buried in a Yamaha coffin lol.

Worst Crash & Worst Injury?

Well.... "worst crash" and "worst injury" funny enough are not one in the same. Thanksgiving Day 1986, a couple hours prior to going to my grandmother's house for Thanksgiving dinner (and in my opinion my grandmother was the greatest cook on the planet). I lived in Suffern NY and there was an abandoned nurse's next door to us. It was like growing up in paradise. We had tracks, trails, etc. right outside our back door. Anyway, I was prepared to go this "Trailway speedway indoor race" in Harrisburg, pa (I think it has become the "farm show arena" where there is a race coming up). I had the entry form filled out, the check in the envelope, etc. I did not want to dirty my 250 so I was riding that 1981 YZ 125 that Ralphie was racing 3 seasons ago in "vintage" and 125 two stroke". I am convinced that bike was cursed and was afraid to let him ride it. I broke a lot of bones on that bike. Anyway, had a real nice practice track that had a fast-left hand sweeper with an 8 foot drop half way around. I had it dialed. My brothers (Bob and Louis...Louis was 6 years old at the time), came to watch. They brought this German Shepard puppy we had with them. I come around that sweeper and there at the peak of the drop, right in my line, was that puppy... I hit the dog, tapped out in at least 3rd gear, and cartwheeled.... landing head and neck first on



the dirt and gravel below. My brother said my heels of my boots hit me in the back of the head. I broke my spine in 2 places. I missed thanksgiving dinner at my grandmothers that year. I got jello in the hospital. It

hurt, but I really did not take the doctor seriously and was getting out of bed in the hospital to use the bathroom. I had my friend stand guard. I came out one time and there was a nurse there scowling with her arms crossed and my friend Mike was shaking his head in defeat lol. The next morning, oh boy... I had never seen a doctor use the f word or throw furniture, but this guy was mad!!! Something to the

championship motocross, he never seriously considered it, the main reason being that the Europeans "served their drinks without ice." Even though he preferred racing close to home, Hannah did represent his country three times in the prestigious Motocross des Nations and was part of the victorious 1987 team. The 1987 mxon was held at his favorite racetrack, Unadilla in New York state. Hannah's training methods were uncommon for the era. He rode countless practice laps on motocross tracks. He also went back to his roots and trained by riding in the desert. "There's no better place to practice than out in the desert," he told British journalist Chris Carter in 1981. "I ride there anytime I can. Out there the unexpected happens quickly and you have to sharpen your reactions to stay on the bike."

Water sports were the recreation that Hannah chose for relaxation. A water skiing accident in the Colorado River at the end of 1979 nearly cost Hannah his career, and the near amputation of his right leg. Hannah's leg was broken in 12 places when he hit a submerged rock and was catapulted onto the riverbank. Doctors initially told Hannah he would never be able to race again. He was forced to sit out the entire 1980 season while recuperating. During his recovery, Hannah earned his pilot license and for the first time in his adult life found interests outside of motorcycle racing. Whether it was his injured leg or other seemingly

effect of "if you wind up f-in paralyzed it is your own fault"... He scared the crap out of me and I listened from that point on. I got extremely lucky with that one. It healed, I did not touch a bike all winter. First race of the next season/year at broome tioga up in Binghamton, great start, like 3rd going into the first turn, touched the back brake and the bike disappeared right out from underneath me. I sat on my butt in the middle of the first turn just waiting for someone to impale my probably still healing back. No one hit me.

Then of course, May 14th, 1988. What the hell was I thinking lol. They had the amateur program at the Meadowlands Supercross. I did it in 1987 and hated it. But the beginning of the 1988 season was going so well, and all my friends were going... I was in the best shape of my life (only ate human portions of good food, exercised, ran, trained, etc.). They ran us lowly amateurs in "motocross" format (two motos rather than heats and a main). I felt great. I got 4th my first moto. They had the trophies on display. They were awesome. I found the one I was certain I was going to go home with and told myself there was no way I was not going home without that trophy. 2nd moto, great start.... half way around the track I am in 3rd. A sort of "dragons back" type jump leading to a 90 degree left turn the guy in 1st, 2nd, and I were almost 3 abreast... I was a little high with my front wheel...the guy in 2nd landed and squared the turn off pretty much underneath me.... I clipped him as I was landing, and my right foot simply slipped off the peg and jammed into the ground. My tibia literally exploded. The end of my femur when through my tibial plateau. It wasn't a spectacular crash. In fact I probably would



endless injuries that Hannah suffered during the early 1980s, Hannah was never quite able to harness the magic needed to capture another championship. He was still a force to be reckoned with. He won 20 more Nationals during the 1980s.

In 1981 he finished 2nd in the 250 outdoor AMA National series.

In 1983 he switched from Yamaha to Honda. He finished third in the National series.

Hannah's final win came in the 250 outdoor National held in Millville, Minn., on Aug. 11, 1985.

He continued to race part-time with Suzuki from 1986 until his retirement in 1989.

Bob "Hurricane" Hannah had become the all-time win leader in AMA motocross/Supercross history, having won 70 AMA Nationals during his career. That record would stand until Jeremy McGrath broke Hannah's overall win record in 1999. After retiring from racing, Hannah continued to be a test rider and consultant for Suzuki and later, for Yamaha, through the early 1990s. Bob Hannah was inducted into the Motorcycle Hall of Fame in 1999. He is currently living near Boise, Idaho, where he owns an aircraft sales company.

Bob "Hurricane" Hannah was one of the greatest American motocross racers of all time. He earned seven

not have crashed had it not been for the pain. My leg felt like a sock full of broken glass. I had broken a lot of bones but knew right away I had really screwed up this time. Thom Veety was there by my side the whole time. To this day I am grateful to him. I was a scared kid who knew this was serious and he stayed by me trying to comfort me. They took me to the in-house medic who sent me to the meadowlands hospital where I was told I "needed emergency surgery or I was going to lose that leg"... That was a very sobering moment. I did not even like getting needles at the doctor's office. When they began describing the damage and what it would require to repair it. I just wanted to die. Wound up in NY hospital for Joint disease for a month and a half where the first surgery took 13 hours to put the broken pieces back together. My tibial plateau was destroyed when the end of my femur crushed it, which is why today I can't bend my leg more than 20 degrees. It got infected and a year later they had to rework it. Bone grafts, muscle grafts, skin grafts... it's pretty lol. I still



have it and can do most of what I want. I get heat from family over my kids riding now "after everything I went through". Unless you do this, you would never understand. I know anyone who reads this will understand. It is something

that gets into your DNA and nothing else comes even close.

Any advice for kids just starting out?

Have fun and be careful. Someone local who I used to idolize in the 80's said something a year or so ago that I thought was really important; "this is supposed to be recreational motocross". Not everyone is going to Loretta Lynn's or going to be the next Eli Tomac. Be the best you can be at it but treat other riders with respect and look out for each other. I have seen acts of care and concern out of many people at the track, a couple times pertaining to my own son (like when he pulled that "Doug Henry" at Diamondback over the step up where you drop out of the woods....). But if you are going to do this, do it right...what you put into it is what you will get out of it.



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Live a clean lifestyle. Keep your body in the best shape possible. Then apply that dedication required for motocross racing (and BMX racing) to everything you do in your life; school work, behavior, etc., relationships, etc. When I am at the track I watch everyone I can, as much as I can. I love to notice little improvements in people and am like to see these riders reach the next plateau or "level". The



reward of knowing that you have excelled at the most grueling sport on the planet is immeasurable but gratifying like nothing else. I like to see that look on someone's face when they take their

helmet off and they know they have just accomplished something new, or improved on something. There is no mistaking that look.

Racing Career Highlights?

My first moto win at Walden first race of 1988... the 4th in the first moto at Giants Stadium the day I demolished my leg. When I was younger my biggest fan was my mom (and Louis lol). When I started riding again in 2002/2003 for a couple years in both the "vintage" class and "plus 30c" class, she was really sick and toward the end of her life. One cold day at Ace/Modena I was riding my 2000 YZ 250 in the "plus 30c" class. My mom came that day (I think my brother Bob brought her). One moto, I got a great start and half way around the track realized I was running in like 5th or 6th place and was going to get hurt. You cannot hold that pace not being able to bend your right leg. I moved out of the way and let a lot of people by. For a brief moment though, it was like the 80's again...my mom was cheering and excited. that moment meant a real lot to me. She never made it to the track again and passed away 2 years later. It bothers me that she never got to see Ralphie or Jason ride.

Any Shoutouts?

To all the people who make this "recreational motocross" (and BMX racing!) possible and to all the friends I/we have made over the past couple years. All the people who volunteer their time to make sure we have tracks to ride on/race at, conditions to ride in, etc. Thank you for everything that you do to allow me to share this motocross thing with my kids, my friend's kids, and all the friends/extended family we look forward to seeing every weekend. Also, back in the 80's I was shy and really kept to myself and didn't really talk to anyone except the people I happened to park next to, etc. Don't make that mistake. This sport is full of great people. Go out of your way to say hello to them, get to know them. We all share something people outside these circles do not understand.



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

