

VOL:1 ISSUE: 5

46 SIGN UPS &
COUNTING!



AMA SUPERCROSS

Was anyone thinking that this championship fight would be going the way it is? Eli Tomac can't catch a break. Not finishing 4 rounds of the series so far, it seems as though his championship hopes are over. He needs to just finish the next few races to get his confidence up and give the team hope for 2019. Could he end up being the next Justin Barcia... unemployed in 2019? Speaking of Justin Barcia, what happened to him in san Diego? He gets a new contract with Yamaha for the rest of 2018 and he finishes 8th. Not exactly the Justin Barcia we have seen in the past weeks. Did he let the contract go to his head? I guess we will have to wait and see. Justin bogle... That guy can't catch a break. His crash was nasty. As far as Ken Roczen, that was a dumb move. He let his emotions get the better of him and it didn't end well. All I can say is hopefully after 2 injuries in 2 seasons he has learned to ride a little more careful. It seemed like it was just a matter of time though because every main event this year ken has made a big mistake. I think he needs to take it down

MX124 PHOTOGRAPHY NEWSLETTER

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a bit and think of the long term.

We haven't talked about the 250 west class much. That class is just as exciting just without all the crashes. Justin hill finally looked good and like his old self.

Joey Savatgy is consistent but will consistency be enough to get the title. Adam Cianciarulo is getting faster and faster each week. Chase Sexton I feel is the breakout star this year. He has surprised everyone with his top 5 finishes. Of course, Aaron Plessinger is riding amazing this year. He had a rough time last week, but can he overcome that and get the title later on this season. The 250 west is shaping up to be an exciting finish!

2018 Point Standings

450 class

1. Jason Anderson 141 points
2. Justin Barcia 114 points
3. Cole Seely 106 points
4. Ken Roczen 102 points
5. Blake Baggett 99 points
6. Justin Brayton 99 points
7. Weston Peick 98 points
8. Marvin Musquin 96 points
9. Josh Grant 83 points
10. Broc Tickle 82 points
11. Cooper Webb 72 points
12. Eli Tomac 64 points
13. Vince Friese 56 points
14. Chad Reed 47 points
15. Malcolm Stewart 41 points
16. Dean Wilson 39 points

2018 MSC BANQUET

The MSC motocross banquet was amazing! It was held at a new venue this year which fit the sport perfectly. The motorcycle museum in Newburgh NY is an incredible facility. They have over 450 motorcycles including photographs, memorabilia and machinery related to motorcycles. It has several galleries including the Indian timeline, which has every year Indian motorcycle, chopper city, Harley exhibit, police and military, circa gallery and the wall of death. They host many events at this amazing facility and it was amazing to have MSC there. So, the day started off with viewing all of these incredible bikes. Then the awards began, and boy was there a lot of awards! Tons of prizes this year which gave almost everyone a good chance in taking something home. The trophies were beautiful and the riders who earned them were well deserved. Of course, there was 2 amazing bikes to raffle away. A mint 2018 RMZ250 equip with sick graphics from Duchess Rec and a beautiful 2018 YZ450F from Try City Garage. Every class champion got the opportunity to feel like a superstar when their music hit as they received their championship award. Some champions bikes were on site as well. It was very special for the kids and cool for the adults. Randy Simpson brought his humor and excitement just like he does at the races. As far as the food for the event... it was incredible! Noto's Italian deli provided plenty of delicious food as well as an endless supply of drinks, alcoholic and non-alcoholic. The RMZ 250 went to a young racer known as Karlie Hunt. The YZ450F was won by Tyler Danielle. Overall it was a spectacular event, one that will be remembered. I look forward to returning to the museum next year!



17. Jeremy Martin 36 points
18. Tyler Bowers 35 points
19. Kyle Cunningham 30 points
20. Ben Lamay 27 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
17. Dakota Alix 38 points
18. Justin Hoeft 31 points
19. Killian Auberson 31 points
20. Ryan Breece 26 points

RIDER SPOTLIGHT: JACK BRINGING



Jack bringing is a good local amateur rider out of Suffern NY. Jack races the 250 b, open b and collegeboy classes. He started racing 3 years ago. Now at just 18 years of age he is one of the top b riders. He manages to do well in racing and keep a

4.0 gpa as a Full time student, receiving 4 year degree in Finance at Marywood University. Look out for him in the 2018 msc race season as he will probably be in the top 3 each weekend!

What Got you into racing motocross?

I've been riding since I was about 4 years old. I never really got into racing until I was 15. I actually started racing the WNYOA hare scramble series long before I ever raced moto. A couple buddies of mine, Dominick Dileo and Cj Scally, were the first to drag me to the starting gate (well, my Dad too).



First Bike?

2004 Honda Crf50, but I only rode it a handful of times. I hated riding at first, tipping over every 10 feet wasn't my idea of fun back then. For my 8th birthday I got a Crf70 and rode that thing till my

knees were getting cut up on the handlebars.

Where was your first race? How did you do?

My first race was in Homer, NY for the 2nd round of the 2014 WNYOA hare scramble series at Victory Mountain. I raced the 250C class that day and actually came away with

UPCOMING PHOTO SESSIONS

2018 MSC MOTOCROSS SEASON

2018 BMX RACE SEASON

UPCOMING EVENTS

AMA SUPERCROSS:

- **ROUND 7: FEB 17th**
2018. ARLINGTON 8PM ON FS1
- **ROUND 8: FEB 24th**
2018. TAMPA 7PM ON FS1

LOCAL MX RACING:

- **ROUND 1: APRIL 15th**
OCFMX
- **ROUND 2: APRIL 22nd**
CLAVERACK

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10th, out of about 35 riders. The track was treacherous. It rained for 3 days before the race, and throughout the entire day of the race. I kid you not when I say there was 4 foot deep ruts which couldn't go any deeper because of the underlying bed of tree roots. I'd say it was still the toughest race to date. My first Motocross race was at Diamondback Mx. I only raced one class because at the time I wasn't aware of the fact that you could race multiple classes in a single day. I also ended up 10th that day, was definitely cool to see the change from racing woods. It was a totally new thing to me.

Favorite thing about racing?

When you're smoothly and effortlessly flowing around the track. When everything just seems to click, there's no better feeling. Sure, throwing a fat whip is cool, but when you can piece together every bump and rut on the track and be able to carve a turn faster than everyone else, that's sick.



Favorite Track?

It would have to be Southwick or the Unadilla Pro track. I love the sand, it's just so cool to be able to hold it wide open all over the track. I got the opportunity to ride the Unadilla Pro track when it was

a part of the GNCC at Unadilla. The track crew does a really good job of integrating every part of the Pro track into the hare scramble course. It's really cool to be able to hit the well-known "Sky Shot", "Gravity Cavity", and even the "Screw U". But honestly, I'm a free ride kind of guy. Not like Josh Hansen and Tyler Bereman type freeriding, but the local pits and even the woods. Building faces and fixing lines is actually really fun to me.

2018 Goals

-Be there. Last year I only made it to a handful of races, largely due to figuring out college applications, standardized testing and college trips. There was a lot of other things

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.

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- like working full time and making time for family, but this year will be different; even while being away at school.
- Wins. Only got two wins last year, and they were flukes. Some guys didn't show up and James Slaughter Jr. decided to kamikaze the triple coming down the hill at Ocfmx right in front of me, which gave me an easy win. Most of those guys moved up to the A class, so coming home with hardware every weekend should definitely be possible.
- Make time for other things in life. Life isn't all about dirt bikes. There's so many other things out there which I'd regret missing out on, and only so many people actually make a living off of racing.
- Invest in myself. I've been a cheap ass about racing lately. I rode tires until they were literally bald and had sprockets with 3 teeth left on them. I focused so much on saving money for college that my results on the track were being affected by it. I'm going to do whatever it takes to have myself and my bikes ready for each race.
- Give back. I know it sounds cheesy, but it's such a good community to be a part of and I definitely feel like we should all take a little more pride in it.
- Learn to surf. Never got the opportunity to learn how to surf. I plan on transferring to UNC Wilmington, which is basically right on the beach. Knowing how to surf would definitely be cool.
- Have fun.

Favorite Bike Brand?

They all have their strengths and weaknesses. Regardless of the KTM stigma, my '15 250sx had 140 hours on the original crank and still ran like a champ, and never stripped a single bolt. No doubt the most reliable bike I've ever owned. Yet, I've never been able to cut corners the same way since getting off Suzuki. If I had to pick one, and only one, Yamaha. I mean, I own 4 of them.

Worst Crash & Worst Injury?

I was test riding my brothers Kx100 a few years ago after rebuilding the forks with my Dad. My Dad had to go to work and he told me to take it easy, I just had to make sure the fork seals didn't leak. I came over a hill at a decent speed and a rock catapulted me to the bottom of the hill. Based

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2018 MSC CHAMPION

During the msc banquet this past Sunday many awards were given out. One that was very special was the open expert class champion. It is a very important championship in local racing. If you can win this, you are the best of the best in your area. It takes a lot of hard work, dedication, and some luck. The competition is fierce as there are a lot of fast racers in that class, each one capable to win this title.

In 2018 it was the time of Justin sparks. He fought through the competition and the weather to win the 2018 open a class championship. his fight provided some of the best races in 2018. With just 9 points separating 1st and 2nd place, it was truly a hard fight battle right to the end!

Congratulations to Justin sparks for a great season of racing and winning the open a championship along with the plus 25 and plus 30 expert championship.

on GoPro footage, I flew about 30 feet. I was knocked out but remember gaining consciousness and trying to put water on my face from a nearby stream singing, "Three Little Birds" by Bob Marley; which I found quite bizarre. I left the bike in the woods and decided to walk back, I only remember small parts of walking back. I managed to make it to a family friends house where I called my Mom; and she sent her friends to take me to the hospital. I ended up with a severe concussion and a cracked rib. It was weird, an easy ride turned into a survival mission. Since then, I refuse to go riding by myself.

Any advice for kids just starting out?

-Dream big. I legitimately wanted to make it to the pro's since I was 11 years old. Just recently I realized that I'd rather enjoy it than burn myself out over it. But having that dream has brought so much positivity into my life. I got in shape, at fifteen I lost 60 lbs in just a few months. I actually went to the gym and enjoyed eating a salad instead of a Honey Bun.

-Racing kept me out of trouble. I've had so many opportunities to ruin my life with drugs and alcohol but always refused to put anything harmful into my body. My friends from school became known as "The Cracks". A few dropped out, and the ones that actually received a High School Diploma are now on academic probation in college. They are still some of my best friends, but it's not the same as when we all used to play Football, Basketball, and even trail ride together way back when. It's sad to watch their lives deteriorate beneath them. Racing definitely kept me away from that, and my parents would agree.

-Have fun with it. Remember why you started riding in the first place.

-Get a job. Don't let Daddy pay for everything. A little hard work will teach you a lot about yourself.

-When the time comes, prioritize. Don't be so focused on racing all the time. You need to set yourself up for a bright future, our society already has too many people in the





working class. Go to college, get a real job, and live a successful life. Attending college was a hard pill to swallow. Thankfully, I'm only about two hours away in Scranton, PA. I have a truck and I'm able to drive home basically whenever I want as long as I don't have class. It's hard with all the driving and time away from home. I've literally had to work on my bike until 3am the night before a race, simply because I was crammed with school work. I'm proud to say that I finished my first semester with a 4.0 GPA. Going to college made me realize that there's so much more to life than just racing, and I highly recommend that anyone reading this attends some form of secondary education.

Racing Career Highlights?

I've had some bad races, lots of them actually; but the good ones make up for it. In 2015, getting my first win at Diamondback in 2 feet of mud was definitely a cool one, my woods background definitely helped with that one. The 2016 Unadilla GNCC was really the most shocking races that I remember. It was my first woods race in exactly one year, so I had no expectations; but I somehow managed to get 6th out of 60+ of the fastest 250B woods racers in the country, that was just unbelievable. Lastly, the Knobby Acres hare scramble held by WNYOA in 2015. It was my 16th birthday and the track was beyond perfect, we camped out the night before and it was really fun hanging out with my friends from upstate. I picked this race because it was my first solid result. I ended up 5th, but it shined some light in on my racing future and gave me some much needed confidence.



Any Shoutouts?

Definitely Mx124 Photography for giving me the opportunity to be on this issue's Local Rider Spotlight. Valley Moto Shop, they've been there since the beginning. There's also Bto Sports, Mika Metals, Bell Helmets, Alias, GoPro, Scott, Acerbis, Sidi, and Ryno Power. Of course, my Family, my Mom and Dad have always supported me. My Dad's been such



an influence on my life. First of all, he's a saint for driving me up to 8 hours to make a race; after working from midnight to eight in the morning, eight days a week. He has taught me just about everything I know. He showed me the art of mechanics and he continues to help me whenever I need it, even when it comes to bike payments (back when I didn't have a job). I could go on for pages about all he's done for me. All my riding buddies, they are really what makes this sport so enjoyable. And just everybody that has every backed me up over the years; Ralph Ferrara Sr. for cheering like a madman on the sidelines, Dan Dillin for buying me a helmet after destroying mine in my "2nd Worst Crash Ever", Dan Dillin's dad for almost kicking a kids @\$\$ after exemplifying terrible sportsmanship, my buddy Sean Collins for making these awesome videos that I will remember for the rest of my life, Eric Kidney and the whole Valley Moto Shop crew for rebuilding my motors for dirt cheap, and to everybody else that make this sport so great. Thanks.

HISTORY: AMA Motocross 1983-1985

Our previous issue showcased history of the 1980, 81 and 82 seasons. Now on to 1983!

American motocross was in a good spot with a couple of World Champions over in Europe, Brad Lackey and Danny LaPorte. Team

USA was now the two-time and defending champion at the Motocross des Nations. The battle over here though was still raging and 1983 would prove to be a tough year. The big off-season news was defending supercross and 250 outdoor champion

Donnie Hansen injuring himself while practicing for the 1982 MXDN. Hansen would never get a chance to race at a top level again. The other big news was Bob Hannah switching over from

Yamaha to Honda to try and get himself back to the top. He wanted out of Yamaha so badly that he took a contract from the red team for a much lower salary and big win bonuses. The move

to Honda coincided with their reborn race effort under Roger DeCoster and Dave Arnold. Sporting Hurricane II on the back of his pants, Hannah was certainly very fast that year on the works Honda HRC250, but he was unable to stay healthy enough to win any titles. In fact, Bob would win the most supercross races out of anyone with five wins, but he lost the title when he hurt his wrist. Up and coming star David Bailey captured the indoor title

by the slimmest of margins over Suzuki's Mark Barnett. The 1983

AMA Nationals debuted a new format, as all three classes (125/250/500) were held at the same track on the same day. In



past years, each weekend featured a combination of two of the classes at one track, while the other class raced somewhere else. The series also saw the addition of the Gainesville, Florida round, as well as the debut of the Millville. The 125 class saw Mark Barnett's three year reign end. He was still fast, as he actually won more races than the year before, but ended the series third in the championship chase. He would have to hand his crown over to Honda's Johnny O'Mara. O'Mara trained just as much as Barnett and used speed and consistency to win the title. Jeff Ward was right there also, and those three had to deal with a 16-year old rookie named Ronnie Lechien. Lechien won three nationals this season and even held off Barnett at the finale in Millville for 40 minutes. Barnett needed that moto win, also, as the Suzuki rider was going for the all-new Grand National Championship title. This championship combined motocross and supercross points. The winner would wear a new yellow on blue number one plate for the 1984 season. Lechien's win in Minnesota was a clear signal that the kids were now in command in the 125 class. In the 250 class, it was a repeat of supercross as Hannah took six wins, but injuries kept him from winning the national title.

Bailey would put a capper on his fantastic year by winning the outdoor title to go along with his indoor one, and repeating what his teammate Donnie Hansen had done the previous year. With the two titles also came that first-ever Grand National Championship. Kawasaki's first Team Green superstar Billy Liles was the only other rider other than Hannah and Bailey to win a 250 national when he captured the Lake Whitney, Texas race for his first career outdoor win. After narrowly missing out on the 250 title in 1982, Yamaha's Broc Glover returns to the 500 class to beat down everybody else and claim his second 500cc title. The Golden Boy wins six out of the eleven nationals. After Honda provided the entire team for the 1981 and 1982 Motocross des Nations, the other OEM's got onboard and sent a mixed team of Honda's David Bailey, Suzuki's Mark Barnett, Yamaha's Broc Glover and Kawasaki's Jeff Ward. The result was the same though as the American's came home with another win.

The AMA motocross series saw some changes again. Yamaha announced that due to the costs of producing one-off machines, they were going to go racing on modified production bikes and end their works bike program. It was a controversial decision that paid off later in the year with a championship. Mark Barnett moved up to the 250 class and Honda snatched rising star Ron Lechien up from Yamaha and placed him in the 250 class. Honda's David Bailey was sporting the brand new number-one plate after winning the Grand National Championship the previous year. He



moved up to the 500 class. Defending 500 Champion Broc Glover sported the 500 number-one plate on his YZ490 while Bailey also ran number-one (for the Grand National Title) on his Honda. Up against the works, water-cooled Honda 500 of Bailey, Glover's YZ490 was no match and Bailey rode to a fairly easy title. Glover would win the last two nationals though and kept David honest throughout and easily took second place in the series. The 125 nationals saw a two-man battle between the defending champion Johnny O'Mara and Kawasaki's Jeff Ward. O'Mara was as confident as one could get as he was coming off the '84 supercross championship. Those two were the ones left standing after the defections of Barnett and Lechien and they were a class above everyone else in equipment and talent. The two riders would swap moto wins all summer long with Wardy generally getting the second moto and overall win. They even came together a few times. There was no love lost at all and eventually Ward claimed his first of many outdoor titles. For Ward and Kawasaki, this championship represented many years of research and development to bring the KX up to par. The battle for third was between privateers Mike Beier and AJ Whiting, with the national number 99 Yamaha of Beier getting the "first privateer" trophy.

The real war was in the 250 outdoor class, as Lechien and Yamaha's Rick Johnson would go at it on and off the track. The two riders grew up in the same town, El Cajon California. There was always the rivalry between these two, and now it was for more than just a local title. These two kids would blow everyone else away. Bob Hannah did win the opening national of the year before getting injured and missing a bunch of races. Lechien and Johnson would leave established riders like Barnett and Howertown in the dust. For RJ, winning the 1984 250 Title marked a great comeback after losing the 1982 title in heartbreaking fashion, and then breaking his hip in 1983. One of the first independent teams, Team Tamm, managed to win the Hangtown national behind Michigan rider Alan King's 4-1 scores for that team's one and only highlight on the year. It would be several decades before the idea of an independent team would rise again. Once again, America kicked butt at the Motocross des Nations as Jeff Ward put on a show, sweeping both motos in Finland in a dominating fashion. The team consisted of David Bailey, who was replaced by Broc Glover after Bailey got hurt the first week, Ricky Johnson and Ward. The skills acquired by riding supercross were beginning to show through and the American riders were getting really good.

The 1985 season would be the last in America for the works bikes. Sweeping changes announced by the AMA which would ban the exotic machines in favor of a production based bikes for



1986. The idea was to help privateers compete with the factory squads. As well, the 500 and 250 class was going to be combined into one series in an effort to get more depth in each of them. So, 1985 was the last year that the Nationals would feature works bikes and three pro classes. The schedule is getting close to the one we see today. Five of the tracks on the '85 schedule still reside on the tour. The series did see a one and done with the Las Vegas national, however. Long time Suzuki star Mark Barnett had switched over to Kawasaki and went back down to the 125 class in an effort to recapture the magic. The experiment didn't work as Barnett suffered injuries and ineffectiveness and retired at the end of the year. It wasn't all bad, though, as he did win the Atlanta Supercross. 125 national champion Jeff Ward took his '84 125 number one plate and moved up to the 250 class for the nationals as did his rival, Johnny O'Mara, while last year's 250 class runner-up, Ron Lechien, moved down to the 125s on the ultra-trick HRC125. The star power in the class was definitely in the 250s, as combined, there were over ten national championships on the line each and every time out. Jeff Ward, Johnny O'Mara, Rick Johnson and Bob Hannah went at it for the title although Hannah would once again get hurt and miss some races. Ward was fresh off the supercross title and was coming into his own on the Kawasaki KX250. O'Mara had the latest, greatest Honda works bike and Johnson was the defending champion in the class. It wasn't going to be easy for anyone to win the title. In the end, it was Ward continuing his roll from the supercross season. He captured five wins to get the class championship. Johnson and O'Mara would win two each with Hannah showing that he still had it in him winning Millville. Just like Bailey and Hansen in years past, Ward's two titles in one season meant that he was now considered the top rider in the world. The big difference was that Ward did it on a green machine, a brand that had struggled just a few years earlier. Kawasaki never gave up on Ward. Despite being at a massive equipment disadvantage, Yamaha's Broc Glover reclaimed his 500cc title over David Bailey. Glover poured it on in the second half of the season and took his air-cooled YZ490 to what was his sixth, and last national championship. Although Glover would race for another three years, his injuries would mount, and he wouldn't be a factor in another title chase. Although he would win his final race of his career in America, the 1988 LA Coliseum supercross. Bailey would suffer the indignity of losing the runner-up spot in the points to privateer Eric Eaton from Washington when he moved down to the 250's to help out teammate O'Mara at the last round. The only way that Bailey would lose second was if Eaton happened to win the overall and that is exactly what the privateer



did on his home track. As for O'Mara, he missed the 250 National Title but did win the 250 USGP at Unadilla. Bob Hannah was flying that day and won the first moto, but the Hurricane crashed and suffered bike problems in moto two. Hannah had always been fast and popular at Unadilla, but time was running out on his career. No matter how hard he tried, luck just never seemed to be on his side at that legendary track. In the 500cc USGP at Carlsbad, Bailey wins via 1-1 scores after Glover crashes while leading the second moto. In the 125's it was all Lechien all the time, as the gangly six-foot plus kid toyed with the rest of the field to win his first, and only national championship. A DNF in the opener and a flat tire at Mt Morris were the only reasons he lost a race the entire season. Lechien joined Bailey in the 250 class at the final round which produced AJ Whiting's only career national win in the 125 class at Washougal. Coming on strong in the 125 class were Suzuki teammates Erik Kehoe and George Holland, who each took advantage of Lechien's problems to win a race. The team of Bailey, Ward and Lechien went to the Motocross des Nations in Germany and with an all-new format that saw every bike out on the track at once. The team won the event for the fifth year in a row. Unfortunately, at the end of the year, Honda's Lechien would get arrested for possession of drugs in the Tokyo airport when he was going over there for a supercross. Honda immediately fired Ronnie and he was allowed to return to the United States. Lechien would get hired by Kawasaki for the '86 season.

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