

VOL:1 ISSUE: 4

32 SIGN UPS &  
COUNTING!



### AMA SUPERCROSS

SO FAR, THIS SUPERCROSS SEASON IS VERY EXCITING! WHO WOULD HAVE THOUGHT THAT JUSTIN BARCIA WOULD BE ONE OF THE BIGGEST THREATS TO THE CHAMPIONSHIP. HIS "FILL IN RIDE" WITH YAMAHA MAY HAVE TURNED INTO A FULL TIME RIDE. ALTHOUGH THERE ISN'T ANY OFFICAL WORDS FROM YAMAHA, IT WOULD BE SILLY FOR YAMAHA TO LET HIM GO. COPPER WEBB ISN'T LIVING UPO TO YAMAHA'S EXPECTATIONS AND I DON'T THINK DAVI MILLSAPS WILL BE HALF AS GOOD AS BARCIA. I LOOK FORWARD TO SEEING WHEN BARCIA'S FIRST WIN OF THE YEAR WILL COME. ELI TOMAC IS STARTING TO CLIMB THE RANKS IN THE STANDINGS. WITH 2 WINS, HE IS STARTING TO PUT TOGETHER A STEADY SEASON. MARVIN MUSQUIN LOOKS LIKE HIS SHOULDER IS WORSE THEN EVERYONE THOUGHT. HOPEFULLY HE CAN GET BACK TO THE FRONT SOON. WHAT ABOUT KENNY? HE LOOKED VERY FAST AT GLENDALE AND WAS KEEPING THE

# MX124 PHOTOGRAPHY NEWSLETTER

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



PRESSURE ON BARCIA AND TOMAC. HE WILL GET A WIN SOON I BET. ANDERSON LOOKS LIKE HE CAN'T KEEP THE PRESSURE OF THE RED PLATE. ITS FUNNY HOW EVERY RIDER THAT HAS HAD THE RED PLATE KEEPS FOLDING. MAYBE THAT RED PLATE IS MORE PRESSURE THEN WE THINK. DO YOU THINK THIS SEASON WILL STAY UNPREDICTABLE?

### 2018 Point Standings

1. Jason Anderson 89 points
2. Justin Barcia 80 points
3. Ken Roczen 77 points
4. Weston Peick 71 points
5. Cole Seely 70 points
6. Justin Brayton 68 points
7. Joshua Grant 58 points
8. Blake Baggett 57 points
9. Marvin Musquin 54 points
10. Eli Tomac 53 points
11. Cooper Webb 52 points
12. Broc Tickle 49 points
13. Jeremy Martin 36 points
14. Vince Friese 35 points
15. Malcolm Stewart 34 points
16. Chad Reed 28 points
17. Tyler Bowers 24 points
18. Kyle Cunningham 20 points
19. Alex Ray 15 points
20. Ben Lamay 15 points

## BIKE SET-UP

This week's topic is about bike set up. Now I'm no expert on bike set up but I have been around the sport long enough to know the basic's. I still find myself trying to find that perfect set up. Bike set up is very important. It is something that when you find that perfect set up you will ride better and have less worry. How crazy do you go with bike set up? Do you change it per track? Yes, this is New York and most tracks in NY are hard packed and rocky, but each track can have a different set up. If you change your set up and find something that works well at a certain track, my best advice would be to write it in a notebook so next time you can just go right to that set up and its one less thing on your mind. The tracks do change every moto. It may be a good idea to slightly adjust your set up in between motos. Sand tracks are a totally different ball game. They change so frequently that bike set up goes right out the window. A simple bike change that can make you feel more comfortable is adjusting the handlebars. Most magazines say the straighter the grips are the better you can handle the machine, but I have found that sometimes straighter isn't always better. If you're a tall rider, moving the up can make a huge difference. Don't spend too much time on them. Adjust them to your liking and leave them or it'll get in your head and you won't be able to focus on the race. I know from personal experience's Tire selection is also another factor in feeling comfortable on race day. It's best to choose a tire that will handle well in most of the tracks you ride. The best advice is to find a set up you love and just ride. Don't over think your bike. Remember we are not pros. We do this for fun. Fun should always be goal number one.



## UPCOMING PHOTO SESSIONS

2018 MSC MOTOCROSS SEASON

2018 BMX RACE SEASON

## UPCOMING EVENTS

### LOCAL RACING:

MSC BANQUET: FEB 11<sup>TH</sup> 2018

### AMA SUPERCROSS:

ROUND 5: FEB 3<sup>rd</sup> 2018. OAKLAND

ROUND 6: FEB 10<sup>TH</sup> 2018. SAN DIEGO

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

Mx124 photos has a supercross fantasy game. It is fun, exciting and there are 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.

## RIDER SPOTLIGHT: ANDREW SHARAC



Andrew Sharac is an up and coming local racer. He has come a long way in racing since he began. With 2017 his first full year racing he finished an impressive 4<sup>th</sup> overall.

Andrew is young and full of potential. With some good people by his side he will be an expert rider in no time. Look out MSC racers this kid will be battling you in no time!

### What Got you into racing motocross?



My friends and my dad got me into motocross. I always loved watching it on tv. I always wanted to race as a kid as well.

### First Bike?

2001 Honda xr 70

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

My first race was at Claverack. I did not finish last, but I Don't remember the position or the number of riders on the gate.

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### Favorite thing about racing?

The adrenaline rush from racing is awesome! All the awesome people you meet and become Friends with really makes this a family sport.



### Favorite Track?

Diamondback mx. That track is so much fun!

### 2018 Goals

I would like to be top 3 in the classes I run. I feel like that is possible considering I exceeded my expectations in my first year of racing.

### Favorite Bike Brand?

I don't have a favorite. I haven't owned or ridden all of them to have like one more than another.

### Worst Crash & Worst Injury?

It came at Orange county mx. I came off the last tabletop and there was a breaker bump at the bottom of the landing. My front wheel hit the breaker bump as I landed and tucked. I slammed my chest off the bars then got sent over them and bounced off the ground.

### Any advice for kids just starting out?

Have fun and don't beat yourself up if you do bad. There is



The MSC banquet is fast approaching. I just want to congratulate all the champions and racers who placed this past race season. Much hard work and dedication from you and your families earned you something special. I hope for more success and competition from all of you. See you at the races in 2018!

#### 2017 champions

- Benjamin Hoensch
- Mike Gurda V
- Vince Kune
- Johnathan Kirat
- Peter Marrale
- Zachary Weaver
- Stephan Patsey
- Robert Everhart
- Cora Blue Ruppel
- Thomas Chicoski
- Joe Scannapieco
- Dylan Roberts
- Eric Rivera
- Justin Sparks
- Tim Plaza
- John Plaza
- Dan Howard
- Kevin Dillon Jr.
- Andy Morano

always going to be someone faster at the tracks. Never give up and when in doubt throttle out!

#### Racing Career Highlights?

I finished 4th place overall in college boy. 2017 was my first full year of racing.



#### Any Shoutouts?

Mx124 photography for putting me in This newsletter and all of their amazing photos they take throughout the season. My friends Danny Lucia, Tim and John plaza and Camron morey for helping me keep my bike going. Also for all the help and tips they give me during race day. Last but not least my amazing girlfriend Amanda Simmons who kept me from giving up when things got rough and hard. She helps me to get ready before the race and makes sure I have all my gear. She gives me the love and support when needed along with my friends. Thank you all and I Appreciate everything you guys do!

### HISTORY: AMA Motocross 1980-1982

*The next issues of the newsletter will showcase motocross racings history from 1980 to now! Let's start off in 1980. I hope you all enjoy!*

In 1980 a couple of new tracks joined the AMA Motocross.

Washougal and Broome-Tioga in Binghamton, New York. When Bob Hannah broke his leg water skiing after another dominant season, the door was wide open. In AMA

Supercross it was Hannah's young Yamaha teammate Mike Bell who ended up champion, as he swept the first two

rounds then rode a good, consistent series. By then the SX tour had grown to seventeen rounds! Bell was solid outdoors



- Raymond Micucci
- Raymond Hulseapple
- James Slaughter jr.
- Jerome Gladney
- Aaron Lampi



too, but not as fast as Suzuki's Kent Howerton. He won all but one round of the 7-round tour. The only race he lost was Redbud. Team Honda's Steve Wise won that race.

Howerton would also win the Trans-USA tour. There was not a single European rider in the top ten that year, as the series was no longer of great importance to the factories.

The 500-class title would go to Chuck Sun. The Honda-backed Sun was the first minority rider to win a major AMA title and would not be matched until James Stewart came along in 2002. One other moment that year is mostly lost to history is Denny Swartz won the Redbud National on a Maico, marking the last win in the once-proud German brand's history. The 125 class saw the biggest. The three-time champion Broc Glover was finally stopped by Mark Barnett. The Suzuki rider ended the Golden Boy's dominant streak. He had some early support from teammate Brian Myerscough, but suffered from blood disorder called hypoglycemia that robbed him of his energy. He did win the Saddleback National. 1980 was a big year for American motocross on the global stage. Brad Lackey was in contention for the 500cc FIM World Championship. Marty Moates shockingly swept both motos of the U.S. Grand Prix at Carlsbad on a privateer LOP Yamaha to become the first American to win that race. Another huge upset was Mugen Honda privateer Johnny O'Mara won the 125cc U.S. GP at Mid-Ohio. But Team USA could not get their act together, and for the second year in a row there was no U.S. entry at the Motocross and Trophee des Nations.

The 1980 season ended on a somber note. Highly respected veteran Gaylon Mosier, winner of the '79 High Point 500cc National was killed in a training accident near Unadilla before the Trans-USA race. He was hit by a truck while riding a bicycle. Bob Hannah was coming back after missing all of the previous season with the severely broken leg. Hannah started slowly in AMA Supercross on his #100 Yamaha. He did manage to get a win at the Pontiac Silverdome in Michigan. But the runaway winner for the '81 AMA Supercross title was Mark Barnett on his Suzuki. Barnett also laid waste to the 125 class outdoors. This marked the only time a rider would win both the AMA Supercross title in the premier class (the 125 SX class did



not even exist until 1985) and the 125 AMA Motocross title. Barnett swept all seven of the first eight races but missed his shot at a perfect season when he broke his collarbone and could not ride the last round at Carlsbad. That opened the door for Team Honda's Johnny O'Mara to get his first AMA National win. A Yamaha supported teenager named Ricky Johnson won his first moto that day on the #212 YZ125. The real fireworks in '81 came in the 250 class outdoors between Howerton and Hannah. Their battles that summer are the stuff of legend, particularly Saddleback, which turned into a ram fest. There's even a documentary out about that epic day called *The Saddleback Massacre*. Hannah won that battle and two others but Howerton won the war, earning his second straight class title and third AMA championship. Finishing seventh in the class that year was a future star riding for Team Green named David Bailey. Yamaha's Broc Glover took the 500cc title outdoors, winning all but two nationals. Mike Bell, runner-up in AMA Supercross, would finish as runner-up here too. But the biggest news for American motocross in 1981 came in Europe. That's where four American Honda riders, Donnie Hansen, Danny LaPorte, Johnny O'Mara, and Chuck Sun showed up at the *Trophee and Motocross des Nations* after most of America's best riders passed on the event. With newly retired five-time 500cc world champ Roger DeCoster helping manage the young Americans at Team Honda, they went to Belgium and West Germany and absolutely crushed the rest of the world in one of the most shocking upsets in the sport's history.

1982 was ready for the next step in AMA pro racing. The gauntlet is thrown down at the opening round of the 125/250 nationals at Hangtown when Yamaha's pro support rider Rick Johnson comes out and shocks the vets by winning the 250 race. The second year pro wasn't even on a works bike. In the first of a couple of curious moves, Yamaha puts 1981 500cc champion Broc Glover in the 250 class outdoors. By the end of the season it's a dogfight between Glover, Johnson and Honda's Donnie Hansen. Those three fought tooth and nail all season and Johnson was actually in position to win the title at the last round in Castle Rock, Colorado when he broke a front wheel on his YZ250. It was a







heartbreak for Johnson. Hansen won the 250 National crown to go with his AMA Supercross Championship. Hansen had not won a single AMA National or Supercross main event before his miraculous 1982 season. He was also set to once again participate on Team USA at the Trophee and Motocross des Nations in Europe, and he even went over a couple of weeks early to compete in the last round of the 250cc world championships, sweeping both motos of the last round in Sweden. But then Hansen was practicing in West Germany at Rolf Deiffenbach's house and crashed hard. He hit his head and caused such trauma that he not only pulled out of the MXoN and Trophee events, he could not get back on the bike and properly defend his titles in 1983. The crash in West Germany effectively ended the American hero's career as a professional. Hansen's double-title run coincided with a revamped Team Honda effort in the U.S.

Suzuki and Yamaha had been gobbling up most of the championships in the late 1970s and early 1980s, but Honda had hired the services of five-time World Champion Roger DeCoster. Hansen's titles would become the first of many for the rapidly improving Honda squad that would soon dominate every class of U.S. motocross racing. In the 125 class, the two-time defending champion Mark Barnett became the three-time champion as he won once again. It was a little different from his other titles as the kids Johnny O'Mara and Jeff Ward were getting better and better. The Suzuki works bike was also not improving at the same rate as the Hondas and Kawasaki's. It was a good season for Barnett, as he also just narrowly missed defending his supercross title from 1981. Kawasaki's Jeff Ward won a couple of nationals in 1982 and was beginning to get some confidence. Despite coming off an injury and reclaiming himself back among the elite in the 250 class, Yamaha shifts Bob Hannah to the 125 class, and he voices his displeasure with the quality of his 125. The Hurricane's works YZ couldn't match up to the offerings from the other OEMs and Bob struggles his way through the season to a seventh place in the standings. Four years away from the class and a bike that he wasn't happy with was not a good combination for Bob and it would turn out to be his last year with the OEM. In the 500 class Honda's Darrell Schultz won his first and only national championship in a fight with the





1980 champion Chuck Sun. The two Honda riders would fight for the title right down to the wire. And 1982 was also the first year of the Loretta Lynn's AMA Amateur National Motocross Championship, which was founded by MX Sports. The power shift from Europe to America continued with not one but two Americans winning world titles in 1982. 1972's AMA Motocross Champion Brad Lackey finally realized his decade-long crusade to win a 500cc world title, then watched Danny LaPorte also win a title two weeks later in the 250cc class over Belgium's Georges Jobe. It was the Yamaha mounted LaPorte's first year over there. In contrast, Lackey's life-quest was over, and he wasn't able to find a ride to his liking to defend his title. He would ride off into the sunset with the title. After shocking the world in 1981, Danny "Magoo" Chandler and Team USA would absolutely dominate the 1982 Motocross and Trophee des Nations. Chandler went 1-1 on the 250cc machine and then followed that up with another 1-1 a week later on the 500's. It was truly one of the best rides in the history of the sport, as Magoo won all four motos, the one and only time that has happened in that events long history. With the MXDN wins and two out three World titles in American hands, the tide was turning in America's favor after years of getting beat soundly by the European riders.

Excerpt 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!!!**

