

VOL:1 ISSUE: 12



61 SIGN UPS & COUNTING!

# *MX124 PHOTOGRAPHY* *NEWSLETTER*

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

## AMA MOTOCROSS

As the ama motocross season is well underway, a lot of questions have been answered. No, Tomac will not have a perfect season as Marvin Musquin beat Tomac in the first moto of high point and the second moto of muddy creek. Although tomac has won every overall so far. So that streak stays in tack.

Ken Roczen has been impressive so far as he has been riding well since he came back. Tomac is very dominate this year. He seems to be riding smooth and patient. What will happen when they come to Southwick this weekend. The sand is one of a kind and brings out some different winners. The 250 class however is full of potential winners. With Osborne out, and Martin now hurt it opens the door for anyone in the top 15! It is very exciting that's for sure and the racing has been great. Well Southwick came and went and brought on some great battles. Both 250 races were extremely exciting. Austin Forkner showed speed until his crash



*in moto 2. At one point in both motos there were 7 riders all with-in 3 seconds of each other. It was great for tv and even greater to be present at. In the 450 class, moto 1 was the best moto of the year. Tomac and Musquin pulled away from the field and Tomac chased Musquin for the entire race until he passed him on the last lap to win. The 2<sup>nd</sup> moto saw Tomac take the lead early. Musquin was not going to let him get away and kept his gap to around 3 seconds until Tomac crashed and handed the lead and the overall to Musquin. Although the weather was hot, the racing was even hotter!*

### MX Point Standings

#### 450 class

1	1	Eli Tomac	289
2	25	Marvin Musquin	257
3	51	Justin Barcia	224
4	94	Ken Roczen	201
5	4	Blake Baggett	200
6	34	Weston Peick	170
7	60	Benny Bloss	156
8	54	Phillip Nicoletti	142
9	121	Cody Cooper	85
10	21	Jason Anderson	73
11	39	Kyle Cunningham	70
12	86	Dylan Merriam	69
13	46	Justin Hill	60
14	73	Brandon Scharer	58
15	44	Lorenzo Locurcio	55
16	91	Alex Ray	47
17	146	Jake Masterpool	47
18	330	Cade Autenrieth	46
19	907	Ben Lamay	43
20	388	Brandan Leith	40

## MSC RESULTS

Round 6: Diamondback motocross held round 6 of the msc series for the first time this year. Once again, the weather was questionable. I feel like dbmx is always rainy lol. But I believe the weather held off this past round. The racing was exciting as always. The expert class was stacked with fast racers and it made for some great racing. Shout out to Taylor Kerr, who pulled the holeshot in the 250 B stacked class. He then ended up crashing hard and braking ribs and a bruised lung. Hope for a speedy recovery for him. Ralph Ferrara, the nicest guy in the pits also crashed hard. He was just starting to feel comfortable on a bike again after his terrible injury many years ago. He broke many ribs along with much internal damage. Wish for a safe recovery for him.

Round 7: After another week off, OCFMX hosted round 7 of the msc series. This was the 3<sup>rd</sup> time this year the msc racers came to Middletown NY. The turnout was decent, but the racing was exciting. Great battles in the mini classes, exciting for the moto parents! Will Knapp got his first moto win ever and his first overall win, holding off a fast group of riders. Congratulations to Will! This race was the first time ocfmx used the electronic scoring system and I haven't heard anything negative yet. I'm going to assume it went well. I personally like that scoring system because the results come up fast unlike at Claverack lol. With the Southwick national this weekend there will be no msc race until July 8<sup>th</sup>.

Here are the current points leaders in each class.

<u>125 2 stroke:</u> Rob Everhart	<u>Pee wee open:</u> Eneas Travella
<u>250 expert:</u> Aaron Lampi	<u>Plus 25 expert:</u> Davey Sterritt
<u>250 amateur:</u> Rob Everhart	<u>Plus 25 amateur:</u> John Habacker
<u>250 novice:</u> Zach Weaver	<u>Plus 25 novice:</u> Shane Quenneville
<u>250 2 stroke:</u> Eric Rivera	<u>Plus 30 expert:</u> Andy Morano
<u>60cc:</u> Jeffrey Jacobs	<u>Plus 30 amateur:</u> Tim Plaza
<u>Collegeboy:</u> James Slaughter Jr.	<u>Plus 30 novice:</u> Shane Quenneville
<u>Dual Sport:</u> Nathan Sanford	<u>Plus 35:</u> Jeremy Byrnes
<u>Jr. mini:</u> Blake Shaver	<u>Plus 40 expert:</u> Andy Marano
<u>Mid mini:</u> Reliy Greiner	<u>Plus 40 amateur:</u> Steve Bosko
<u>Open expert:</u> Aaron Lampi	<u>Plus 40 novice:</u> Walter Decker
<u>Open amateur:</u> Rob Everhart	<u>Plus 50:</u> Raymond Micucci
<u>Plus 60:</u> Jeff Thompson	<u>Vintage Y2K:</u> Tim Weaver
<u>Vintage 70:</u> Zach Weaver	<u>Vintage 80:</u> Justin Straub



**250 Class**

1	23	Aaron Plessinger	233
2	26	Alex Martin	210
3	6	Jeremy Martin	176
4	62	Justin Cooper	174
5	28	Shane McElrath	170
6	35	Austin Forkner	169
7	36	RJ Hampshire	154
8	45	Jordon Smith	151
9	40	Chase Sexton	141
10	17	Joseph Savatgy	128
11	24	Dylan Ferrandis	111
12	1	Zachary Osborne	105
13	64	Michael Mosiman	97
14	43	Sean Cantrell	77
15	182	Garrett Marchbanks	72
16	133	Jordan Bailey	64
17	114	Brandon Hartranft	56
18	30	Mitchell Harrison	51
19	66	Cameron Mcadoo	49
20	46	Justin Hill	41

## UPCOMING PHOTO SESSIONS

2018 MSC MOTOCROSS  
SEASON

2018 BMX RACE SEASON

## UPCOMING RACES

### AMA MOTOCROSS:

- Round 7: Red Bud.  
July 7<sup>th</sup> @ 1pm,  
3:30pm, & 5pm

Vintage 90: Thomas Smyth  
Open novice: Justin Straub  
Open mini: Jack Decker  
Pee wee 4-6: Joseph Jacobs  
Pee wee 7-8: Eneas Tavella

Pee wee oil injected: Calogero Gizzi  
Schoolboy: Kevin Graham  
Sr. mini: Jack Decker  
Women: Amberly Goyette

## RIDER SPOTLIGHT: TRAVIS JOHNSMEYER



Travis Johnsmeyer is our first pee wee rider spotlight. This kid is special. He is one of the best up and coming mini racers in our area today. He is not afraid to go big to get the win. At only 7 years old he is very determined to be

the best racer he can be. Travis has a great support system around him and his parents couldn't be more proud of there son. Travis has a bright future in motocross if he keeps doing what he is doing. So lets get to know this little guy.

### What Got you into racing motocross?

My Dad.

### First Bike?

A PW 50.

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

My first race took place at the now closed AK Farms mx. I was 4 years old and I finished 4<sup>th</sup>.

### How do you prepare for race day?

I get a good night's sleep.

### Favorite Track?

I have been to so many good one's but this year my favorite track has to be Birch Creek Mx.



- Round 8: Spring Creek. July 21<sup>st</sup> @ 2pm & 12am

### LOCAL BMX RACING:

New Paltz: Every Tuesday Night

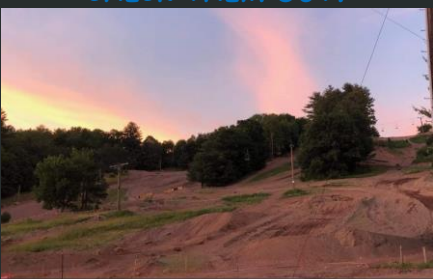
Kingston: Every Wednesday & Saturday Nights

Bethel Ct: Every Wednesday night

### LOCAL MX RACING:

- Round 8: July 8<sup>th</sup> @ Diamondback mx
- Round 9: July 29<sup>th</sup> @ Diamondback mx
- Round 10: August 5<sup>th</sup> @ Claverack mx

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## 2018 Goals

To get another ticket to Loretta Lynn's.

## How is your 2018 mx season going?

It's going great. I got my ticket to the ranch.

## Favorite Bike Brand?

Cobra Because that's what I ride. I mean I'm only 7 years old. There's no way I could have tried all the brands.



## Worst Crash?

I was at Muddy Creek in Tennessee for the southeast regional and I got my front tire clipped. I received a bloody nose and a concussion.



## Any advice for people just starting out?

Never give up, have fun and twist that throttle!

## Racing Career Highlights?

Going to Loretta Lynn's and getting 5<sup>th</sup> in the nation.

## Any Shoutouts?

My mom and dad, Lampi mx training, AKC Beverage, Performance Rec, N.E Day Construction, Meltz Lumber, Oakley's Place. I want to thank everyone for always supporting me.

## HISTORY: AMA Motocross 2003-2005

**2003:** After Ricky Carmichael ravaged the 2002 AMA Motocross Championship, winning all 24 motos, fans were looking for a hero to step up and produce some close racing for 2003. There were several candidates, starting with Chad Reed, who had closed out the 2003 AMA Supercross tour with six-straight victories over Carmichael. He finished a close second to RC in points and would face him again outdoors. But Reed was much stronger in supercross than motocross and proved to not be as much of a threat to win



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on the big tracks. Instead, the fans found what they wanted in Kevin Windham, who missed the entire 2002 season with a broken leg. A broken femur is a bad injury, but Windham admits that the leg injury wasn't the only problem. He was so burned out on racing in 2002 that many thought he would never return. Finally, he found the fire again and began testing different bikes in hopes of a 2003 comeback. He fell in love with the new Honda CRF450R, signed a deal with the Factory Connection Honda team, and rolled into the opener at Glen Helen with unknown expectations. In 2001, Windham had battled Carmichael a few times and took some wins, but he was never quite able to apply championship pressure. The answer came quickly. Windham grabbed the early lead in the first moto at the Glen Helen opener and immediately began to check out. The fans were going crazy! Carmichael on a CR250R, had gotten a bad start and was coming through the pack, and it looked like Windham may return in victorious fashion. Until he threw it away on a downhill jump. Carmichael rode past to take the moto win, and the polished it off with another in moto two. Carmichael also won Hangtown. The duo battled incredibly hard at High Point, even doubling off the big tunnel (which was never intended to be a double) side-by-side. But Carmichael's unflappable fitness helped him pull out both motos. Soon Carmichael had doused the flames and began winning in a more dominant fashion. However, one of our contributors would be remiss if we didn't mention Tim Ferry scoring the first moto win at Budds Creek on his big Yamaha thumper. Windham would log fast laps in practice or put in a good moto at times, but regardless, RC was grabbing the overalls. Finally, the duo rolled into Unadilla, a track that seemed to favor Windham's smooth style and mega-horsepower 450. Windham won moto one when Carmichael got a bad start. In moto two, it was on. Windham got to the lead again, but Carmichael was soon up to second. RC pushed KW for the entire 30-minutes and two laps, a superb battle that had the Unadilla fans going crazy. This time Windham held on, snagging the overall with 1-1 scores and ending Carmichael's ridiculous win streak. Carmichael had not lost an overall since Windham got him at Washougal in 2001. That was 21-straight races, and, even wilder, just one week short of going two full calendar years without losing an outdoor overall! Windham had some momentum and went into Washougal feeling it. He won there, too, on yet another track that favored his smooth style and 450 power. RC wasn't happy, so he worked even harder, and came back to win Millville, Binghamton and Steel City to end the season, on top. But thanks to Reed's challenge indoors and Windham's challenge outdoors, 2003 had proven to be Carmichael's toughest season. Once again, the 125 class hosted a dramatic, emotional battle. It started when 2002 Champion James Stewart crashed spectacularly at the 125 East West Shootout in Las Vegas, breaking his collarbone and opening the door for someone else to take his title. In turn, teams flooded the 125 class at the last moment. Grant Langston was supposed to race in the 250 class, but KTM threw him back onto a 125 in hopes of stealing the title that got away in 2001. But KTM also had a contender in Ryan Hughes, who was coming out of retirement to race the 125 class. Hughes met up with fellow veteran Mike Brown head on, and the duo put together some epic duels at the beginning of the season. Brown's Pro Circuit Kawasaki teammate Eric Sorby was in the mix early too and came up about a wheel short of beating Hughes for the Hangtown overall. Brown and Hughes battled again at High Point, and the race was so good that many

## RM125 PROJECT



So, with the bike currently sitting, not running correctly, I had to research what could possibly be the problem. After changing the jets which did nothing I decided to investigate the electrical. I tested the resistance on the stator, the coil and the black box. Everything seemed ok except I wasn't getting a reading on the coil. I bought a new coil threw it in and tried to fire it up. I got nowhere. I tested it again and now the stator was throwing some weird ohms, not the resistance it was supposed to have. I also bought new reeds because they seemed shot. I currently have not put them in yet because I'm still trying to figure out the electrical. Now it was time to buy a new stator. Of course, because it is a 1989 motor, no one had the stator brand new. Off to eBay I went. Of course, there was no 89 stator on there. Now it's just a waiting game until one pops up or until I do enough research and feel comfortable enough to get a

were left wondering if Stewart would have anything for them when he returned. Stewart's return at Budds Creek is now the stuff of lore. He started the first moto in about last and instantly raged all the way up to the lead. He won by an even huger margin in moto two, and along the way, changed the riding style of the sport forever. His legendary pre-jumps over the Budds Creek hillsides led to the term "Bubba Scrub." After that day, no serious rider would ever jump a jump straight on again. Stewart dominated every single moto for the rest of the season, while the title fight behind him turned crazy. Hughes actually broke his leg at Southwick but taped up his boot and kept racing! He tried to race at Budds Creek, but Brown ran into him in practice. Hughes said Brown aimed straight for the bad leg, and they nearly brawled. Brown began to struggle under the pressure of leading the series, and Langston was still mending from supercross injuries, so when Hughes returned from the injury he started making up points on both. At Washougal, Brown crashed, and Hughes ironically and accidentally came over a blind jump and rode straight into him, breaking Brown's shoulder and ending his season. This left the dueling KTM riders of Langston and Hughes to battle. Red Bull KTM Team Manager Larry Brooks had teammates like Brett Metcalfe and Josh Woods pulling over to help Hughes and Langston score extra points, as Stewart was starting to close in. The points were getting tighter, as was the tension inside the KTM rig. After the next-to-last round at Steel City, Langston held a seven-point advantage over Hughes heading into the finale at Troy, Ohio. But that race never happened. The Troy track was flooded by massive rains during its traditional July date, and rescheduled as the September season finale. But the rain and flooding, and the track was literally underwater again a few days before the race. The AMA had no choice but to cancel the event, and thus, Langston was pronounced champion via a phone call from the AMA. Suffice to say Hughes wasn't too happy about this one! After missing the 2001 and 2002 Motocross des Nations, Team USA returned to the event in 2003. Fans braced for a showdown between Carmichael and Stefan Everts, who cleaned up in the '03 GPs, even winning three different races in three different classes at the final race of the year. Belgium hosted the event, giving Everts a home-track advantage, but it didn't matter. No one was stopping RC, as he came through the pack after a bad start and caught and passed Everts, despite riding a 250 against the 450s of the competition. Belgium won the event, though, as the race featured a strange one-moto format, and the other American riders struggled. Tim Ferry broke his thumb in practice, and Hughes derailed a chain. So, Belgium won the team portion, but on that day, there were no doubts that Ricky Carmichael was the fastest motocross rider the world had ever seen.

**2004:** At the season opener for the 2004 AMA Motocross Championship, a feeling that had never been felt before had swept across the pits. There was some doubt over Ricky Carmichael! The 2000, 2001, 2002 and 2003 250 Class Champion had missed the entire 2004 AMA Supercross campaign with a torn ACL. Turns out RC's incredible '03 des Nations ride was not only logged on an underpowered 250 two-stroke, but he was also riding with a bum knee. So, Ricky skipped supercross for surgery and rehab, while Chad Reed and Kevin Windham battled for the supercross championship, with Reed coming out with the title. Carmichael had also decided to switch to the CRF450R

different year stator. So, the completion of this bike is currently on hold.

## NEWSLETTER UPDATE:

Since mx124 photos was at Southwick and it was an amazing day of racing, there will be a special issue of the newsletter next week strictly on the 2018 Southwick national. Be on the lookout it's going to be awesome!

### CRASH OF THE ISSUE

This issue's crash picture is from orange county mx. During a pee wee race, the young rider on the ktm was struggling through the ruts. They were extremely deep. As we tried to exit this corner he got squirrely and tipped over. No big deal, right? Not for the rider behind him. He didn't see him and went right into him knocking himself down as well. Both riders were fine. It just caused their parents to run across the track to help them get going again. And who say's the racing is just for the riders ha-ha. The parents were racing to get their kids up first and back out there.

four-stroke. RC had never missed races before with an injury and had never raced a thumper. Carmichael even rode without a transponder in practice, so no one knew where he stood in the lap times until the racing began. Then he promptly dominated both motos. Did the same the next weekend. Before long, the competition had a serious problem on their hands. Ricky was going to go for a perfect season again! No doubt the hyper-competitive Carmichael was stung when Kevin Windham got two victories on him in 2003 on the 450. He wanted to show that, on even equipment, no one could beat him. Through Unadilla and Washougal, two tracks where Windham shines, Carmichael dominated, and by the writing was on the wall. We were about to see another perfect season. Reed rode well on his Yamaha YZ450F, definitely better than he did on a two-stroke the previous year, but not quite enough to get a moto win, although he battled Carmichael at times. Windham, meanwhile, didn't seem nearly as fired up as he did the year before. If you wanted to find the next challenger to Carmichael, you were going to have to hit the 125 class to find it. James Stewart was dominating races at the same clip as Carmichael. Through round five, neither had lost a moto. Stewart's streak was made even more impressive since he was riding a KX125 against a field of mainly 250 four-strokes. For whatever reason, Stewart elected not to ride Kawasaki's new KX250F, and when Pro Circuit's Stephane Roncada challenged Stewart to some great battles at Hangtown on one, it looked like Stewart had made the wrong decision. He quickly bounced back and dominated, while Roncada began a downward spiral. Stewart's only slip came at Red Bud, when he crashed in the first turn of the second moto and did some damage to his bike coming through traffic. He pulled out of the moto, and Mike Brown won the overall for Yamaha of Troy. After that, Stewart won every other race. Basically, 2004 was just one giant set up for 2005, when Carmichael and Stewart would finally get to meet head to head. Carmichael would do it on a new bike. In April, while still on the mend from knee surgery, Carmichael announced he had signed with Suzuki. This was a shocker, as the yellow squad's fortunes had sunk so badly in the last few years that many thought there was a Suzuki curse. Carmichael would try to reverse it in 2005. As for the 2004 Motocross des Nations, the U.S. elected not to send a team. In the decade since their record 13-year win streak had passed, interest in the event had waned quite a bit, so the Yanks stayed home.

**2005:** This one had been brewing for basically a lifetime. Ricky Carmichael and James Stewart were just far enough apart in age to where they had never raced against each other at any level. Instead, they broke each other's records. When Carmichael was finished racing the AMA Amateur National at Loretta Lynn Ranch, he held the all-time record for amateur titles. Then Stewart broke that record. When Carmichael was finished racing the 125 class as a pro, he held the all-time record for 125 National Motocross victories. Until Stewart broke that record. And the entire 2004 season served as a massive set up, with Carmichael winning 24 out of 24 motos in the 250 class, and Stewart winning 23 out of 24 in the 125s. Finally, in 2005, they would meet in the 250 class. This was a clash of titans. The battle should have begun in supercross, but Stewart crashed and broke his arm in the second race of the season, leaving Carmichael and Chad Reed to battle for the championship, with Carmichael coming out on top.





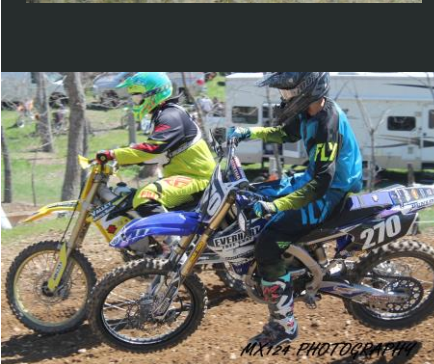
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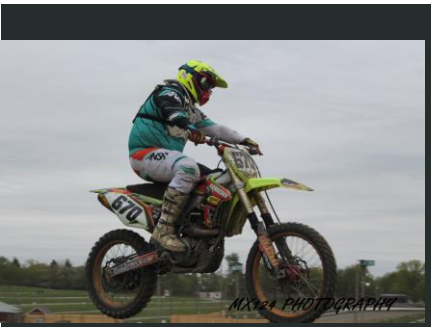
MX125 PHOTOGRAPHY



MX125 PHOTOGRAPHY

Carmichael's AMA Supercross Championship was the first for Suzuki since Mark Barnett collected that title over twenty years earlier. Stewart did return late in the supercross season to collect a few wins. Outdoors, though, Carmichael would be armed with Suzuki's brand-new RM-Z450, while Stewart would still ride a KX250 two-stroke. Unfortunately, the outdoor battle never materialized. Carmichael waxed everyone at the opener at Hangtown, while Stewart struggled and eventually pulled out of the second moto with an illness. Stewart was on his game at High Point. He passed Carmichael in the first moto and began pulling away slightly. Before long, Carmichael latched onto Stewart's pace and hung there. He retook the lead in spectacular fashion, jumping over Stewart's head on a tabletop, and pulling away from there. Stewart then pulled out of action again at Southwick. At Budds Creek, Stewart was asked what it would take to beat Carmichael, and he said, "A 450." But Kawasaki didn't have one. So, Stewart tried to soldier on, often getting booed by the same fans that had cheered him wildly while he was winning everything in sight on a 125. It was a strange year. Carmichael kept on winning. He crashed in the first moto at Southwick, allowing Reed to take the first 250-class moto win of his career. Beyond that, he was pretty much aces, going as fast on a Suzuki as he had on a Honda. Then came Unadilla. Carmichael fell, and Stewart took the lead. Carmichael was charging, and late in the race began to close in. This was the showdown everyone wanted to see. Carmichael got inside and made the pass, but Stewart tried to cross back underneath. But Carmichael didn't drift wide, so when Stewart hit a jump, he came down right on top of Carmichael's back, sending them both the ground. Kevin Windham inherited the moto win, Stewart was knocked out, and Carmichael picked himself up to come back in moto two and win the overall. For Stewart, Unadilla was rock bottom. No doubts for the rest of the year: RC was still the best in the business outdoors. Well, the '05 125 class produced one of the closest and most dramatic battles you'll ever see. With Stewart out, the class was stacked with contenders. In the first moto of the season, though, Suzuki's Broc Hepler put on a clinic, working his way into the lead and taking the win. Hepler finished second to Stewart in points during the previous season. Perhaps the sophomore was the best in the class? Well, he tipped over in moto two and threw away the overall. Up front, KTM's Mike Alessi led the way in his debut race in his first pro season. Looked like Mike had the moto won until Monster Energy Pro Circuit Kawasaki's Grant Langston made a heroic run on the last lap and made up huge ground. In the last turn, Langston went to the inside of Alessi and smashed into him. Alessi crashed and Langston stole the moto win, but also broke his ankle in the collision. Langston would try to race through the pain each week, but his results were sporadic. Other contenders would win races here and there, but an unlikely points leader emerged: 2001 125 Champion Mike Brown. Brown was supposed to race in Europe for the '05 season, but his deal collapsed, so he put together his own privateer Honda effort in the U.S. and found himself leading the points by mid-season. Brown was looking to become the first privateer to ever win an AMA National Motocross Championship, but for some reason, he began to falter at mid-season. Conspiracy theorists say that Pro Circuit, who was building Brown's engines, was purposely giving him bad stuff to help their own team riders catch him in points. Others said Brown was cracking under pressure. Whatever the reason, he faded out of contention. This left Alessi in the points lead. Hepler finally figured it all out and won





some races, as did Honda's Andrew Short, and even Langston got a win, injury and all, at Red Bud. But the most consistent contender was Monster Energy Pro Circuit Kawasaki's Ivan Tedesco, who won in Colorado (the Thunder Valley national replaced Troy, Ohio on the schedule) and soon had the points lead. Heading into the finale, it looked like Tedesco had the crown pretty much wrapped, but he derailed a chain in the first moto and lost a ton of points. Alessi had a shot heading into the final moto of the season. Then Alessi did something crazy. He took Tedesco out and stood on his bike, so Tedesco couldn't get back on. Alessi even reached for Tedesco's kill switch to try to turn his bike off! It was an amazing series of events, both riders finished way back, and Alessi didn't make up enough ground to win the title. At the end of the season, the AMA stripped Alessi of his Glen Helen points, which moved Andrew Short up to second for the year. Alessi was also stripped of his AMA Rookie of the Year award. It instead went to Estonia's Juss Laansoo. Tedesco was considered a supercross specialist when the year began, but he had proven his outdoor chops during this wild season and claimed the championship. Brown was originally scheduled to race the Motocross des Nations, but the team pulled him off in favor of Tedesco. He teamed with Carmichael and Windham, and the boys pulled through, winning the MXdN for the first time since 2000. Team USA had gone through quite a few starts and stops in MXdN effort since their massive win streak had ended in 1994, but this 2005 win was the catalyst of a new level of effort. At that time, finding the funding to race the event was difficult, so MX Sports, producers of the Loretta Lynn event sponsored the team and picked up the tab. With the win came more interest, and the U.S. has sent a strong team (and won the event) ever since. Once again, the season ended with no doubt that Carmichael was the greatest motocross rider in the world.

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!!!**



