

VOL:1 ISSUE: 7



48 SIGN UPS & COUNTING!

# *MX124 PHOTOGRAPHY* *NEWSLETTER*

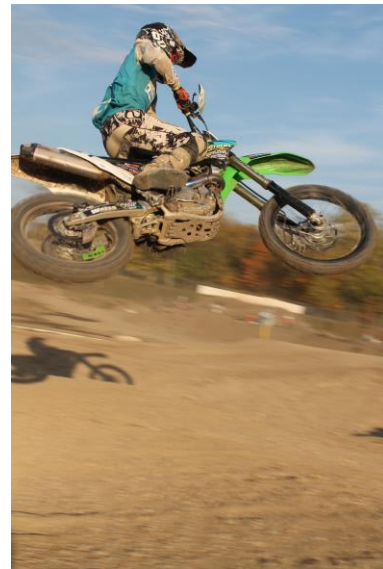
A CHANCE TO SHOWCASE SOME AWESOME PHOTOS  
AND GIVE BACK TO SOME GREAT RACERS!

## AMA SUPERCROSS

### Injury list

#### 450 class

- Justin Barcia- broken hand
- Matt Biscaglia- hand
- Justin Bogle- broken humerus and small fracture in the 12 vertebrae
- Tyler Enticknap- broken pelvis
- Josh Grant- fractured leg
- Josh Hanson- Broken foot
- Fredrick Noren- Tore a ligament in his hand
- Alex Ray- dislocated his wrist
- Ken Roczen- shattered his hand, dislocated his metacarpals and tore multiple ligaments



- *Cole Seely-*  
*Fractured sacrum*  
*and pelvis*
- *Jake Weimer-*  
*broken wrist*  
250 East
- *Jon Ames- Broken*  
*femur*
- *Jimmy Decotis-*  
*fractured ribs, L2,*  
*L3 vertebrae*
- *Dylan Ferrandis-*  
*broken teeth, arm*
- *RJ Hampshire-*  
*fractured t3, t4*  
*vertebrae, ribs*
- *Cameron McAdoo-*  
*fractured hand*
- *Colt Nichols- broken*  
*arm*

## 2018 Point Standings

### 450 class

1. Jason Anderson 223 points
2. Marvin Musquin 183 points
3. Justin Brayton 170 points
4. Blake Baggett 164 points
5. Eli Tomac 160 points
6. Weston Peick 153 points
7. Cooper Webb 146 points
8. Broc Tickle 131 points
9. Cole Seely 124 points
10. Justin Barcia 113 points
11. Ken Roczen 102 points
12. Dean Wilson 100 points

## MXGP'S

Does racing the mxgp series overseas make for faster racers then Americans. Look back last year when Jeffery Herlings put a world of hurt on the 450 class at Indiana. Or when Ryan Villapoto struggled over there before retiring. And why don't Americans compete in that series. You would think that American racers would want to dominate that series as well. But you rarely see any Americans in that series. A couple in the mx2 class but none in the mxgp class. Why is that? Is it the rigorous traveling from country to country? Do the teams or the series not have the funding for Americans? Back in the day there was a few Americans who raced the mxgp series and did well. Ryan Hughes, mike brown and Zach Osbourne all raced it. I feel like the u.s. race teams put their riders on such a schedule that makes it difficult to race the mxgp's. like if they went to mxgp's I bet the teams would still want them to race the one-off races like monster cup or straight rhythm. Although if the top riders went to Europe instead of racing supercross or motocross I wonder how much it would really affect the ama, ratings, attendance and all that. It would give more action to the top 10 racers because now they would be fighting for the championship. Yes, you wouldn't be able to see your favorite racer because they would be overseas, but would that stop you from going to the races? I don't think so. You would find new favorites. A top American could expose the typical fan to the Europeans races and riders. I personally would love to see more Americans over there as well as more Europeans over here.

## **RIDER SPOTLIGHT:** **PATRICK CORENO**

**Patrick Coreno is an expert local racer from mass. He is very fast**





13. Malcolm Stewart 89 points
14. Vince Friese 87 points
15. Josh Grant 83 points
16. Chad Reed 81 points
17. Tyler Bowers 69 points
18. Kyle Cunningham 57 points
19. Benny Bloss 51 points
20. Ben Lamay 45 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 Hoefft 31 points
19. Killian Auberson 31 points
20. Ryan Breece 26 points

all over the northeast. Patrick is currently a kawasaki team green rider. He has accomplished so much in his young career already. Between winning championships to winning big name event's, he is always in the mix and ready for battle.

### What Got you into racing motocross?

It all started at four years old when a friend in my elementary school had one and let me ride it a hand full of times then We bought it and I've been hooked ever since

### First Bike?

**Suzuki 50**

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

Toyota Arenacross now known as Amsoil Arenacross. Let's just say some I ended up tipping over and got confused on the direction of the track and I was going the wrong way with every flagger in the place trying to chase me down.



### Favorite thing about racing?

I would half to say the hype that's what drives me to better myself each day.

### Favorite Track?

**Southwick.**

### 2018 Goals

To qualify in the top 40 Fastest in the Southwick and Unadilla nationals and put together two solid motos.

### Favorite Bike Brand?

**Kawasaki.** Ever Since I was about fourteen years old Kawasaki team green has been a huge supporter of mine with parts, funding, etc.

### Worst Crash & Worst Injury?

I had grabbed the holeshot and after the first turn there was a decent size double and for some odd reason my bike cut out at the face and I went over the bars to have about 24 guys run over me and one dude land on my wrist and somehow walked away bloody, swollen and beat up with no major injuries\_



250 East class

1. Zach Osborne 89 points
2. Austin Forkner 89 points
3. Jordan Smith 81 points
4. Jeremy Martin 70 points
5. R.J. Hampshire 57 points
6. Luke Renzland 55 points
7. Colt Nichols 54 points
8. Martin Davalos 52 points
9. Kyle Peters 51 points
10. Jimmy Decotis 49 points
11. Sean Cantrell 42 points
12. Nick Gaines 38 points
13. Dylan Ferrandis 34 points
14. Cameron McAdoo 33 points
15. Brandon Hartranft 33 points
16. John Short 26 points
17. Anthony Rodriguez 21 points
18. Cody Vanbuskirk 20 points
19. Lorenzo Locurico 15 points
20. Ramyller Alves 14 points

Any advice for kids just starting out?

Don't take it too serious at a young age have fun with it.

Racing Career Highlights?

4 new England motocross championships

3 challenge cup championships

2 top 10's in the Daytona am supercross

7th in the open pro at the new England regional championships

Any Shoutouts?

Kawasaki team green/monster energy, works connections, group 6, vp fuels, alpinestars, Ohlin's usa, odi grips, Boysen, rk excel, jt sprockets, Kenda tires, wiseco, cv4, cycra, bell helmets, O'Neal mx, 100% goggles, fmf racing, hammerhead designs, bolt motorcycle hardware.

HISTORY: AMA Motocross 1988-1990

1988 was the beginning of a changing of the guard in American motocross. Veterans like Bob Hannah and Broc Glover were beginning their rides off into the sunset while new stars like Jeff Stanton and Guy Cooper began to emerge. Waiting in the wings was a bunch of fast young American rookies, including Damon Bradshaw, Mike Kiedrowski, Larry Ward, and more. Not to mention a fast and fearless young Frenchman. Two-time 125cc National MX Champion Micky Dymond was moving up to the 250cc class and Yamaha had snatched him up. But Mickey never found the magic he had on that 125 Honda, beginning a long, slow slide out of the running. Dymond's old red bike, however, found a good replacement rider in George Holland. A quiet kid from central California, Holland came from a family of almond farmers, so he was much different than others. After battling back, Suzuki-mounted Erik Kehoe, Guy Cooper, and rising star Donny Schmit. Holland kept Honda's winning streak in the 125 Nationals alive at

## UPCOMING PHOTO SESSIONS

2018 MSC MOTOCROSS  
SEASON

2018 BMX RACE SEASON

## UPCOMING RACES

### AMA SUPERCROSS:

- Round 11: St. Louis. March 17<sup>th</sup> @8pm
- Round 12: Indianapolis. March 24<sup>th</sup> @ 7pm
- Round 13: Seattle. April 7<sup>th</sup> @ 10pm
- Round 14: Minneapolis. April 14<sup>th</sup> @ 8pm
- Round 15: Foxborough. April 21<sup>st</sup> @ 3pm
- Round 16: Salt Lake City. April 28<sup>th</sup> @ 4:30pm
- Round 17: Las Vegas. May 5<sup>th</sup> @ 10pm

### LOCAL MX RACING:

- ROUND 1: APRIL 15<sup>TH</sup> OCFMX

four. The riders at the top of the charts in AMA Supercross and AMA Motocross included the usual suspects: Team Honda's Ricky Johnson and his Kawasaki rivals Jeff Ward and Ron Lechien. The 500cc Nationals would be won by Johnson, who captured half of the tour's six rounds. Johnson also captured half of the six rounds of the 250 Nationals. A mechanical failure at the third round in Axton, Virginia, David Bailey's renovated Lake Sugar Tree track, left him playing catch-up. Johnson ended up seven points short, costing him a chance to win three titles in a single season. But RJ was firing on all cylinders in 1988, taking seven of the ten rounds of the AMA Supercross Championship and grabbing his #1 plate back from his nemesis Ward. In fact, it wasn't a very good season indoors for the future Hall of Famer, as Wardy won the opening round at the Houston Astrodome and nothing else for the rest of the season. He would end up third behind RJ Lechien. Johnson, Lechien, and Ward would make up Team USA's entry at the '88 Motocross des Nations in Versenne, France, winning over team France led by Jean-Michel Bayle. That marked the eighth straight year the Americans won this race, and they were nowhere near being finished with their record streak. By the way, the winner of the last AMA Supercross of 1988, the last AMA Supercross of his amazing career was Broc "Golden Boy" Glover. Talk about riding off into the sunset!

The motocross world was shaken up big-time at the AMA National opener at Gainesville, Florida in March. The 1989 opener resulted in more changes to the sport in one day than any race ever. Coming into the '89 Nationals, Honda's Rick Johnson was the leader of the pack. RJ pretty much dominated AMA Motocross and AMA Supercross in 1986, '87 and '88, and he started the '89 season by winning the first five races in AMA Supercross. His long-time rival Jeff Ward started the year injured, while RJ had helped groom his new Honda teammate Jeff Stanton into a formidable force. There was no doubt that Johnson was still as good as it gets when it came to winning races and championships, seven for his career by this point. Until the opening round at Gatorback. In practice, RJ and Stanton were chasing each other around. RJ got too close to very-fast privateer Danny Storbeck, and the Texan landed directly on Johnson's arm, breaking the champ's wrist. Just like that, RJ was out of the series. Worse yet, the wrist injury would linger on, never improving to the point where Johnson could find his old self. That day at Gatorback was the day Johnson's reign at the top ended. The next shocker came at the end of that day when Frenchman Jean-Michel Bayle romped to an upset victory in the 250 class. Sure, at the time JMB already had packed credentials with the '88 125 GP Championship, but that accomplishment held little weight over in the U.S. Following the American takeover of the sport at the beginning of the decade. The



• **ROUND 2: APRIL  
22<sup>ND</sup> CLAVERACK**

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idea of a French rider having any chance to run at the front on American soil seemed impossible. Bayle could barely even find support for his debut run in the U.S. American Honda's Roger Decoster "back doored" Bayle some stuff, but the effort was essentially run through Mitch Payton and a Pro Circuit box van. Bayle was on a production Honda CR250 versus the factory machines of the competition, and few thought of him as a contender. Bayle won the 250 class at Gainesville. Stanton and Jeff Ward rounded out the podium. Bayle then went back home, dominated the '89 250 GPs, then set his sights on America full-time for 1990. For sure the Bayle win at Gainesville opened the floodgates for every non-U.S. rider we see over here today. Stanton, who had spent the winter training at RJ's house, quickly picked up the torch and out-dueled Ward for the 250 National Championship. Stanton won five nationals in a row after Gainesville, and then Kaw's Ron Lechien continued his streak of "every once in a while, he's untouchable" rides by winning the 250 finale at Kenworthy's in Ohio. A year earlier, Stanton was just a workhorse team Yamaha rider best known for decent finishes on a YZ490. To win both the AMA Supercross and AMA 250 National Motocross Championship the next year was completely unexpected. But Stanton and Bayle weren't the only new-school stars of 1989. The 125 class also saw fresh faces burst onto the scene. At that fateful day at Gatorback, 16-year-old Yamaha rider Damon Bradshaw won a moto, and Mike Kiedrowski, Team Honda's newest recruit, won the 125 overall wearing #762. Defending 125 Champ George Holland was in the hunt all year, and another Honda rookie, Larry Ward, won a race. But most of the 125 battles boiled down to the crazy fast but crash prone Bradshaw against Kiedrowski and veteran Guy Cooper. Cooper was so wide-open that he even made Bradshaw look smooth at times! There was no love lost between these three, the battles were intense, and the interviews were candid. Several times, Bradshaw appeared to have the title on lockdown, especially after he dominated the Binghamton, NY round. But then Bradshaw would crash away a bunch of points and put Kiedrowski and Cooper back in the hunt. Bradshaw had a big crash with Ron Tichenor at Budds Creek, resulting in a busted rear break line and zero points in the moto. Kiedrowski took the points lead back heading into the finale at Unadilla. While Bradshaw went 1-1 there, Mike rode consistently to claim the championship by three points. Kiedrowski thus went from 762 to number one in a single season, the largest national number jump ever! As for Bradshaw, no one was worried. He was clearly the future of the sport and would surely win many, many titles in the future. After the 250 class finished at Kenworthy's, the 500s picked up starting at Binghamton. Stanton was the odds-on favorite since his best rides in previous years were on that Yz 490. On a Honda works CR500, he was expected to waste the field. Instead, Ward found his groove on the big bike and won the

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## RM125 PROJECT

So back in the late summer  
2016, while sitting on my couch  
with a broken leg, I decided I  
wanted to do a rmz 2-stroke  
conversion bike.



title. Thus, Ward made history as the only rider to ever win the 125, 250 and 500 MX Titles and a 250 Supercross Championship. And with the 500 series long gone, that record will stand forever. More changes came during the 500 series. Lechien crashed hard at the Steel City round and broke his femur, an injury that knocked him out of the entire 1990 season and ended his days as a front runner. Johnson and Bayle returned late in the year. Johnson did win the 250 USGP over the summer at Unadilla, but his wrist and hand were still giving him fits. A few months later, Bayle returned and won the final 500cc National season finale in the mud at Unadilla. This JMB guy, clearly was no fluke. As far as the facilities that hosted the races go, it was 1989 that Budds Creek in Maryland joined the schedule for the first time. And after years of primarily focusing on Grand Prix and international races alone, Unadilla also joined the tour in '89, hosting both the U.S. 250cc Grand Prix and the last round of the AMA Motocross Championships. At the Motocross des Nations, Stanton again picked up the mantle for Johnson, leading team USA to yet another victory, this time in West Germany. Ward and Kiedrowski represented well on the 500 and 125, respectively. Funny thing is, Kiedrowski only got the spot because Johnson was still expected to race, and the AMA was going to put him on a 125. Johnson's wrist troubles kept him out, so Honda just put Kiedrowski on the CR125. Ironically, while Bayle was winning races in both Europe and the U.S., a new crop of Americans were doing serious damage in Europe, too. Trampas Parker won the 1989 125 GP Title in what was an even bigger shock than Kiedrowski winning in the U.S. Parker had gained little to no notoriety in the U.S, besides an amateur title at Loretta Lynn's. When he won that, he raced under his middle name Chad, so when Trampas won GPs, it was literally the first time anyone had heard the name. Parker wasn't alone over there. Bob Moore and Mike Healey also rode with Parker on KTMs and won GPs, as did Billy Liles in the 500cc class. Even Broc Glover won a 250 GP on a KTM!

The torch that had been passed in '89 remained firmly in the hand of Jeff Stanton, and he rode the #1 Honda with pride. After starting out slowly in AMA Supercross, Yamaha's Damon Bradshaw absolutely blitzed the field in his first two main events as a full-time 250 rider, Stanton settled in and began his long march to a second straight title. Along the way were one-off wins by guys like Larry Ward and Jeff Matiasovich, plus an amazing victory by Jeff Ward in the "Battle of Atlanta," one of the biggest wins in his career. The mercurial Bradshaw would take five wins in the series. But the man that was closing in fast on Stanton at the end was Jean-Michel Bayle. The Frenchman was finding his speed and comfort zone in the stadiums, and he seemed to get faster by each race. He did not win until the ninth of 18 rounds, and then he reeled off five wins in seven races on

This was something I always wanted to do but never had the time. I finally had the time. I didn't know where to begin, so I started to research more until I concluded I could totally build this thing! Now it was time to get a bike and a motor. When doing a project like this, I can tell you that eBay is your best friend. You can literally find anything you need at amazing deals and that's exactly what I did. Of all the aluminum frames that Suzuki has made, I really liked the 2009 frames. They had a cool design and are very similar to the current frames. So, I found a 2009 rmz 250 frame, airbox and plastic combo, all at a very low price and I was sold.

I found triple trees, a swingarm, subframe and rear shock. I had enough parts to build a rolling chassis. Then, it was on to get a motor. I really wanted a Honda 250 motor. Unfortunately, cr250 complete motors were not cheap! I went and got a 2002 cr 250 bottom end, thinking I would save a bunch by buying the motor in pieces. Once I received the bottom end, I started looking at it and

realized it was not at all like the pictures; the left side case had a hole in front of the chain. It looked like the chain snapped and smacked into it and the only way to fix it was to buy a new case. I started researching and found a complete yz 250 motor in

the #22 Honda. He closed in on Stanton, but then the Wolverine hunkered down and did what he had to do to secure another title. He won by seven points over JMB after Bayle nearly won the season ending LA Coliseum race, only to be checked up by Bradshaw behind the peristyle. The 250 AMA Motocross tour started out with a cool moment, as Johnson, having struggled through the stadium series, blocked out the pain and found his old speed again. RJ won the opener at Gatorback with Stanton right on his rear wheel the whole time. But then at the Daytona SX one week later Johnson hurt his wrist again. He was knocked out of most of the summer's races, but he came back for one more amazing moment. Ricky Johnson won the season ending Unadilla 500 National, the last win of his Hall of Fame career. It was the last National Johnson would ever compete in. Stanton was not in command in the 250 Nationals. Jeff Ward won four of the seven rounds, but he rode a smart, calculated series and took advantage of Ward's breakdowns to win his second straight title here by seven points. But then the tables were turned in the 500 class as Stanton was in control for the first three rounds. Then he crashed at Steel City on the uphill rhythm section and suffered a concussion. That gave Ward the gap he needed, and the Kawasaki rider would win his seventh and final AMA Championship in the 1990 500 class. Ward, Stanton and Bradshaw teamed up for the Motocross of Nations in Vimmerby, Sweden, but this would turn out to be one of the toughest weekends ever for Team USA. Bradshaw had moved to the 250 class for '90 but dropped back to a 125 for the MXDN. It didn't go well, as Bradshaw struggled to find the pace on the smaller bike and then crashed out of his second moto, leaving the track on a stretcher. Ward had troubles on his 500, blowing out a rear shock. It would come down to Stanton, riding the wheels off his CR250 in a come from behind effort in the final moto to steal with win for Team USA by a single point. After nearly a decade of des Nations dominance, it appeared the European nations were beginning to find some cracks in Team USA. And with the win streak growing larger each year, so did the pressure to not be on the American team that blew it. Meanwhile another talented American was taking Europe by storm. Donny Schmit was one of the fastest rising stars in American Motocross when he placed second in the '88 125 Nationals behind veteran George Holland, but his contract negotiations with Suzuki broke down at the end of the season. Schmit ran the '89 125 Nationals as a privateer Honda rider and finished a very impressive fourth. But back then, that still wasn't enough to get another factory ride, so he headed to Europe to ride factory Suzuki's there. In his first year overseas, he landed the 1990 125 GP Title. It was obvious by the end of the year that big changes were coming. Bayle was getting faster, as was Bradshaw, and Ward and Johnson and veterans like Johnny O'Mara were starting to slow down. The changing of the guard was upon the sport. A kid



Woodstock for much cheaper than it would cost to get the rest of my cr motor. My idea of using a cr motor had to go. I sold the cr parts and broke even on that purchase. I was so excited about getting a complete motor that when I went and got it, I barely checked it out. What I did see appeared to look good. I wanted to use 2014 shrouds on the bike. Surprisingly when I put them on, the holes on the tank lined right up. This bike was coming along nicely with no major hiccups. At this point, it was time to get my measurements and cut the frame for the exhaust. I had to cut the "y" part of the frame and move it up about 6 inches.



Then, get aluminum tubing and fill in the gap; that was fairly simple. The hard part was trying to find someone to weld it for a reasonable price. Little did I know at the time that I had a major hiccup with that motor. As I searched for a welder, my leg had healed up, and I began working again, which meant the bike went on the back burner as far as priorities. It would be over a

named Jeremy McGrath won the Las Vegas 125 Supercross main event on the #125 Kawasaki KX125, and down in Florida a freckled, chubby little Team Green rider was blowing people's minds with his aggression and speed.

Some parts taking from racer x online



year until it was worked on again.



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



