

VOL:1 ISSUE: 10



55 SIGN UPS & COUNTING!

# *MX124 PHOTOGRAPHY* *NEWSLETTER*

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

## *AMA SUPERCROSS*

Well folks, the 2018 ama supercross season has come to an end. Jason Anderson managed to hold on to his points lead after a devastating sequence of events in Utah. He rode smart in Las Vegas and brought home husky's first ever 450 championship! Tomac rode very well which leads you to question, if only he didn't have 2 dnf's. in the 250 class, Zach Osbourne rode his way to a 2<sup>nd</sup> supercross championship while Aaron plessinger captured his first championship. Overall, I thought it was an exciting season. The new formats lead to some unexpected battles. I personally wasn't a huge fan of the triple crown. If they are going to use the next year then I feel each main should be scored separately giving a rider a chance to make up 75 points in one night. I loved the east/west showdowns! They provided the best racing in the 250 class. It was a new experience for supercross. Now who's ready for some outdoors where the true



*toughness comes out of every racer. Adding the 125 support class will be exciting to watch as some big names might show up for it. Most of the field seems to be healthy going into hantown so it should be exciting!*

## 2018 sx Point Standings

### 450 class

|    |    |                 |     |
|----|----|-----------------|-----|
| 1  | 21 | Jason Anderson  | 356 |
| 2  | 25 | Marvin Musquin  | 347 |
| 3  | 3  | Eli Tomac       | 318 |
| 4  | 4  | Blake Baggett   | 285 |
| 5  | 10 | Justin Brayton  | 275 |
| 6  | 34 | Weston Peick    | 251 |
| 7  | 15 | Dean Wilson     | 208 |
| 8  | 20 | Broc Tickle     | 184 |
| 9  | 2  | Cooper Webb     | 181 |
| 10 | 51 | Justin Barcia   | 177 |
| 11 | 27 | Malcolm Stewart | 169 |
| 12 | 55 | Vince Friese    | 168 |
| 13 | 22 | Chad Reed       | 159 |
| 14 | 69 | Tyler Bowers    | 149 |
| 15 | 60 | Benny Bloss     | 140 |
| 16 | 32 | Christian Craig | 134 |
| 17 | 14 | Cole Seely      | 124 |
| 18 | 94 | Ken Roczen      | 102 |
| 19 | 39 | Kyle Cunningham | 99  |
| 20 | 33 | Joshua Grant    | 83  |

## MSC RESULTS

Round 3: Ocfxm hosted the 3<sup>rd</sup> round of the season and mother nature brought out a storm the night before that would leave the track a mess. The ocfx crew did a great job of trying to make the track the best it could be considering the conditions. New York has some of the best mud riders in the country and they showed up to put on great racing. Great battles in the expert classes and lots of unexpected race winners. The first motos saw very muddy conditions although by the time the second motos came around the track was in much better condition just lots and lots of ruts! The weather made an even playing field for all the riders because it was hard to do any of the jumps. There was a ton of crashes, luckily no injuries this weekend. Now a slight break before we get to round 4 at Claverack.

Here are the current points leaders in each class.

|  |   |
|--|---|
| <u>125 2 stroke:</u> Robert 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> Jack Brining       | <u>Plus 25 amateur:</u> John Habacker       |
| <u>250 novice:</u> Kane Spear          | <u>Plus 25 novice:</u> Shane Quenneville    |
| <u>250 2 stroke:</u> James Marks       | <u>Plus 30 expert:</u> James McNeill        |
| <u>60cc:</u> Mike Gurda V              | <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> Pat Mahan                   |
| <u>Jr. mini:</u> Mike Gurda V          | <u>Plus 40 expert:</u> Andy Marano          |
| <u>Mid mini:</u> Reliy Greiner         | <u>Plus 40 amateur:</u> Don Howard          |
| <u>Open expert:</u> Aaron Lampi        | <u>Plus 40 novice:</u> Walter Decker        |
| <u>Open amateur:</u> John Habacker     | <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> Steve Patsey             |
| <u>Vintage 90:</u> Steve Ferreira      | <u>Pee wee oil injected:</u> Calogero Gizzi |
| <u>Open novice:</u> Kane Spear         | <u>Schoolboy:</u> Isaiah Smith              |
| <u>Open mini:</u> Jack Decker          | <u>Sr. mini:</u> Jack Decker                |
| <u>Pee wee 4-6:</u> Travis Scheider    | <u>Women:</u> Amberly Goyette               |
| <u>Pee wee 7-8:</u> Griffyn Alfalla    | <u>Pee wee oil injected:</u> JT Roake       |



**250 west class**

|    |     |                    |     |
|----|-----|--------------------|-----|
| 1  | 23  | Aaron Plessinger   | 211 |
| 2  | 92  | Adam Cianciarulo   | 209 |
| 3  | 28  | Shane McElrath     | 193 |
| 4  | 17  | Joey Savatgy       | 193 |
| 5  | 40  | Chase Sexton       | 167 |
| 6  | 1W  | Justin Hill        | 136 |
| 7  | 11  | Kyle Chisholm      | 134 |
| 8  | 30  | Mitchell Harrison  | 121 |
| 9  | 32  | Christian Craig    | 106 |
| 10 | 63  | Hayden Mellross    | 101 |
| 11 | 54  | Phillip Nicoletti  | 94  |
| 12 | 68  | Justin Starling    | 84  |
| 13 | 52  | Mitchell Oldenburg | 75  |
| 14 | 53  | Bradley Taft       | 64  |
| 15 | 42  | Dakota Alix        | 61  |
| 16 | 45  | Jordon Smith       | 42  |
| 17 | 59  | Cole Martinez      | 39  |
| 18 | 992 | Jean Ramos         | 39  |
| 19 | 6   | Jeremy Martin      | 37  |
| 20 | 1E  | Zach Osborne       | 32  |

**250 east class**

|    |     |                   |     |
|----|-----|-------------------|-----|
| 1  | 1E  | Zach Osborne      | 196 |
| 2  | 45  | Jordon Smith      | 188 |
| 3  | 6   | Jeremy Martin     | 175 |
| 4  | 35  | Austin Forkner    | 137 |
| 5  | 38  | Luke Renzland     | 118 |
| 6  | 76  | Kyle Peters       | 112 |
| 7  | 43  | Sean Cantrell     | 108 |
| 8  | 114 | Brandon Hartranft | 103 |
| 9  | 56  | Anthony Rodriguez | 76  |
| 10 | 57  | John Short        | 58  |
| 11 | 36  | Rj Hampshire      | 57  |
| 12 | 174 | Joshua Osby       | 56  |
| 13 | 31  | Colt Nichols      | 54  |
| 14 | 29  | Martin Davalos    | 53  |
| 15 | 64  | Michael Mosiman   | 51  |
| 16 | 49  | Nick Gaines       | 51  |
| 17 | 373 | Jacob Williamson  | 50  |
| 18 | 92  | Adam Cianciarulo  | 49  |
| 19 | 47  | James Decotis     | 49  |
| 20 | 206 | Thomas Ramette    | 44  |



## UPCOMING PHOTO SESSIONS

2018 MSC MOTOCROSS  
SEASON

2018 BMX RACE SEASON

## UPCOMING RACES

### AMA MOTOCROSS:

- Round 1: Hangtown.  
May 19<sup>th</sup> @ 4pm &  
8:30pm
- Round 2: Glen Helen.  
May 26<sup>th</sup> @ 4pm &  
6pm
- Round 3: thunder  
Valley. June 2<sup>nd</sup> @  
2pm & 4pm

### LOCAL BMX RACING:

New Paltz: Every Friday  
Night

Kingston: Every Wednesday  
& Saturday Nights

### LOCAL MX RACING:

- Round 5: May 27<sup>TH</sup> @  
Southwick
- Round 6: June 10<sup>th</sup>  
@ Diamondback mx
- Round 7: June 24<sup>th</sup>  
@ Ocfmx

DID YOU KNOW MX124  
PHOTOGRAPHY DOES ALL

## RIDER SPOTLIGHT: SETH STAPINSKY



This weeks rider spotlight is seth stapinsky. Thought a very fast bmx racer, seth jumped on motocross bikes and loved it. He is a good novice racer and has the potential to be a great racer. Definitely the nicest, most easy going kid at the track. I

don't think he has a mean bone in his body. Here's seth's story.

### What Got you into racing motocross?

My dad and older brother raced when I was born until my dad got hurt and decided to quit mx when I was 3. After that we were into BMX ever since I was 4 or 5 up until about 2015 when I started to realize all of my friends were moving onto different sports and hobbies so I decided to do mx with a few buddies of mine and fell in love with the sport.

### First Bike?

Honda CRF250R

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

Ak farms, I signed up for collegeboy (not realizing what I was getting myself into with the speed of everybody in that class) and open c. Every moto I either fell or stalled and couldn't get the bike started again and had to push it back to the pits

### Favorite thing about racing?

I mostly like having so many friends that can come together at any time and make a community so great that everybody is like family. And the adrenaline when you line up on the gate is like no other feeling I have ever had.

### Favorite Track?

Walden mx





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## **2018 Goals**

I hope to stay as close to the top of the class points as possible in open c and 250 c. And not get hurt most of all.

## **Favorite Bike Brand?**

I have only owned one Honda and 2 Suzuki's but the rmz 250 is my favorite so far

## **Worst Crash & Worst Injury?**

Walden playboy in open practice over the finish line jump I got whiskey throttle and flat landed about 20-30 feet past the landing and got ran over by a few people.

## **Any advice for kids just starting out?**

if you don't do good in your first few races definitely do not give up. It seems impossible at first but after getting good at it you will love it.

## **Racing Career Highlights?**

The first race of the 2018 season at orange county mx I got my first ever win in open c and hope to keep it going the rest of the season!

## **Any Shoutouts?**

Shout out to mx124 photography/ Justin for putting me in This newsletter and all of their amazing photos they take throughout the season. I feel honored to be in the rider spotlight. I want to thank my family and friends for supporting me at the races and the friends that I race for making me push my limits and become faster. And thank you Justin for cheering me on as you take the pics out there. yes, I here ya!!



## **HISTORY: AMA Motocross 1997-1999**

**1997:** Two things happened before the calendar year turned from 1996 to '97. First came the arrival of a chubby kid on the #768 Kawasaki named Ricky Carmichael. After dominating amateur motocross in America for much of his young life, Carmichael turned

## RM125 PROJECT

So, I am now over a year into this project and it seemed that the bike would be done and ready to go by the time the 2018 season started. The motor was complete and the chassis was complete. Then came all the brake lines, clutch lines and front end. As I explained in the last issue I had to use my 09 spring forks instead of the showa sff fork due to the fact that the showas were a millimeter bigger than the 09 clamps.



After getting that all together and using the wheels from my 450, the bike was ready to rip! As I played with the clutch a little I noticed it had no pressure behind it when pulling it in. now I never took the clutch fully apart when I inspected the motor. I assumed it was all good. Well it wasn't all good. It was missing the push rod. So, I couldn't rip the bike around but I could still run it and make sure it was

pro at the '96 Steel City National. He rode well, though he did not finish in the top five. He even got dropped at one point by another star-in-the-making, Brian Deegan. Most saw Carmichael on the horizon, but few saw the big thing that happened that off-season. Jeremy McGrath shocked the entire sport by quitting Team Honda to ride a Suzuki! After six great years with Honda, winning six straight titles the superstar was having a hard time coming to terms with Honda's tight imagine guidelines. McGrath took his #1 plate and went yellow. Honda was left with Steve Lamson, a superb 125cc rider but one who had never won a 250cc race, and Scott Sheak, something of a project when Big Red signed the privateer from New York. In AMA Supercross, McGrath's move had a slightly better effect for Suzuki than Honda. McGrath won two races and gave Jeff Emig a good run for the title, but a flat tire in the late going kept him just a little too far back. Kawasaki's Emig took his one and only AMA Supercross title. The AMA Supercross tour ended with an earth-shaking moment. After being the early points leader on his YZ250, Yamaha's Doug Henry tangled with Chaparral Yamaha's Jimmy Button at one of the middle rounds and broke his hand. That knocked him out of the points chase, so Yamaha asked Henry if he might be interested in trying out their prototype 400cc four-stroke motorcycle at the season-ending Las Vegas SX. Henry said sure, and the white bike turned out to be the perfect machine for the slick, hard-pack Vegas track. Henry won the main event, and in doing so became the first rider in AMA Supercross history to win a race on a four-stroke. McGrath was less successful outdoors. The loss of not only his AMA Motocross title the previous year to Emig, but also his AMA Supercross title now, seemed to distract him. He rode well that summer for the most part, but he was not the Jeremy of old outdoors. He would finish third behind Emig and the veteran John Dowd. Henry returned to Budds Creek, the track that had nearly robbed him of his career and ended up breaking both of his wrists on the old "Big Gulp" uphill doubles. It was a terrible sight, seeing Doug in pain alongside the track, where he had to have fans help him get his helmet off as he awaited medical attention. But one again, Henry would return, somehow faster than ever. Also, Damon Bradshaw's one and only win on a Honda came at the super-muddy High Point National. After losing his edge since his sudden hiatus in 1993, Bradshaw found his old magic on a Manchester Honda CR250 and beat Larry Ward for the very wet overall win. That same day, Scott Sheak put it all together to win his first and only national in the 125 class. That afternoon also marked the worst national for



all good. The fluids went in, filled her up with vp fuel and gave it a kick. With the choke on it started up in literally 3 kicks. I was ecstatic. Something that I had literally put together from nothing sounded amazing. The motor sounded strong and healthy. It was awesome! I ran some heat cycles with it, running it for a few then turning it off and repeating. Each time it seemed to sound better and better. I had thought the motor was fine, little did I know at the time that it really wasn't fine. After running it, I went to put it away only to realize the front and rear brake had issues. I had no front brake and the rear was spongy. A headache for another day.



### CRASH OF THE ISSUE

Crash photos are some of the most exciting pictures a photographer can take. Especially when it's taken right before the crash. Yes, crashing is not a good part of racing but if you can catch that shot at the perfect time, it could be pretty cool

Ricky Carmichael. The Splitfire/Pro Circuit Kawasaki rider had swept each of the first three rounds, basically announcing his arrival on the professional scene with multiple exclamation points. But at High Point, RC got into his first mud race and the barely finished in the points. It was such a bad day for rc. The things that the rookie did in 1997 would become the trademarks of his career. He would crash hard and often in Supercross until he finally figured it out. He would show great versatility outdoors and dominate from the start. He stayed healthy all summer long and never let off the throttle. He would clinch before the final round. It was a changing of the guard too as Mitch Payton's Pro Circuit outfit asserted itself as the top team in this class, with Honda of Troy in pursuit. McGrath ended the '97 season by announcing that he would be starting up with a satellite program, Chaparral Yamaha and coming back for his title in 1998. After sheer dominance in 1996, Team USA would go down in defeat at the Motocross des Nations in Belgium, as Emig, Dowd and Steve Lamson struggled on an over-saturated Nismes track.

**1998:** It was a new Jeremy McGrath in 1998. Now on a Chaparral Yamaha, Jeremy McGrath would find his old speed and dominance in AMA Supercross, rewarding the brand with its first premier SX title since Mike Bell way back in 1980. Behind McGrath it appeared that Jeff Emig was having some sort of meltdown. The defending champ started out strong with a podium finish at the series opening at the Los Angeles Coliseum but from there the wheels seemed to fall off of Emig's bike, and he struggled throughout the rest of the stadium tour. The AMA Motocross tour did not start at its traditional opening round in Gainesville, Florida. In fact, Gatorback was no longer even a national, as the late February event was basically exchanged for a round of AMA Supercross at nearby Tampa. The teams and many in the industry argued that it didn't make sense to do a single national in the middle of the stadium tour, since it left little time for testing and switching things over and then back. The schedule has remained that way ever since, and no outdoor national has been held in Florida since 1997. Team Kawasaki's Emig would have a new lease on life when the AMA Motocross tour started up, but the winner at the opening round was another Frenchman This time Suzuki's Mickael Pichon. McGrath would take the next round on his YZ250, but then a wrist injury before Round 3 would knock McGrath out of the rest of the summer series. And from there, Jeremy would basically sign "Supercross-only" contracts through the rest of his professional career. Honda's

(the photo not the crash). This issues crash pictures are from Claverack mx in 2017. While competing in the 250 novice class this particular racer had his front end slide out while exiting the turn. From the picture it looks as if the racer next to him was going to hit him but luckily no contact was made. That particular turn at Claverack can be sketchy and on a hot dry day and cause a lot of crashes. Luckily this racer was able to get up and complete the moto scar free.



Ezra Lusk would take Round 3, and it wasn't until the fourth and fifth rounds that the series finally had a repeat winner in a revitalized Doug Henry. Now riding Yamaha's YZF426 full time, Henry would hammer out five wins over the course of the summer, giving him the distinction of not only being the first man to win a SX on a four-stroke, but an outdoor national as well. After practically sleep-walking through AMA Supercross, Emig seemed to find his old mojo once the AMA Motocross tour reached Redbud. Emig took a win there, then followed it up with wins at Unadilla, Kenworthy's and Spring Creek. But then he broke his thumb and his comeback ended in its tracks. Henry was there again to seize the advantage, and ultimately the championship, the first-ever for a four-stroke in AMA Motocross competition. The 125cc class lacked drama all together, as Splitfire/Pro Circuit Kawasaki's Ricky Carmichael showed that his rookie-season title in 1997 was no fluke. RC would win 8 of 12 rounds, including six in a row at one point. Finishing second overall in the series and earning himself a place in the record books as the oldest winner of a 125 National was Yamaha's John Dowd. Dowd won the Southwick National over Carmichael, marking the only time in RC's career that he would lose what's considered the roughest race on the circuit. Team USA took a bath at the 1998 Motocross des Nations at Foxhills in England, but then again, so did everyone else! Rain lashed the valley course, and only Stefan Everts seemed unaffected by it all. He won both his motos in leading Team Belgium to the win. Henry, riding for Team USA for the one and only time in his career. Henry won the first moto for 125/500 class riders, but his teammates Carmichael and Dowd struggled in the deep mud.

**1999:** When the 1999 AMA Supercross tour kicked off, it really looked like Team Honda's Ezra Lusk might have something for Jeremy McGrath and his Mazda/Chaparral Yamaha. McGrath was back on form, but it was Lusk who took the first two rounds. Once the series settled into its rhythm, McGrath upped his game and began pulling away from Lusk and the rest of the field. McGrath would win half of the 16 rounds and with them his fifth AMA Supercross title in six years. McGrath would only enter a couple of outdoor nationals, as his career plan was to focus on AMA Supercross. So, the door was thrown wide open to a deep field, including former world champions Greg Albertyn and Sebastien Tortelli, as well as the latter's Honda teammates Lusk, Kevin Windham and Mickael Pichon. There was also Yamaha's Doug Henry, Factory Connection Honda's Mike LaRocco, and Team Yamaha's





Jimmy Button. The defending champion, Doug Henry had decided to call it quits at the end of 1999. The hero of American motocross had overcome two devastating injuries to win the '98 title and was now looking ahead to a life in the slower lane. Henry would actually win a round at Kenworthy's in Ohio as part of his farewell tour. His fellow four-stroke pilot Button would win in Washougal to become the second man to win an AMA Motocross race on a 4-stroke. Also winning rounds were Tortelli, Windham, Lusk, LaRocco and Albertyn, making for seven winners in 12 races! It seemed like Tortelli was on his way to the title before he crashed coming up out of the old "Screw-U" section at Unadilla, breaking his wrist. Then the momentum went Albertyn's way, and the South African, a three-time world champ, finally accomplished his goal here in America of winning an AMA Motocross title on Suzuki. One rider who did not fare so well in '99 was Kawasaki's Jeff Emig. After another difficult year on the racetracks, he got himself into trouble late in the summer when he was arrested for possession of drug paraphernalia and was fired from Team Kawasaki. It was an ugly moment in otherwise sparkling career for Emig. The 125cc class offered little to the imagination. After an ugly debut on his 250 in AMA Supercross, Splitfire/Pro Circuit Kawasaki's Ricky Carmichael pretty much had his way with everyone outdoors. Already a two-time champion, Carmichael had been working with Johnny O'Mara all along on his entire program. Together they decided that Carmichael needed a full-time trainer if he was going to ever catch McGrath inside the stadiums, and together they found Aldon Baker. He started with RC that year and by the time 2000 was underway, RC looked like a different person: leaner, meaner, faster. Carmichael would win 9 of 12 outdoor rounds, losing to Tallon Vohland in the mud at Budds Creek, Brock Sellards at Washougal after a pair of first-turn crashes, and Nicky Wey at Millville after another early crash in one moto. Carmichael was practically unbeatable if he didn't crash, which is unfortunately exactly what he did at the Motocross des Nations in Brazil. He made maybe two laps in either moto before going down. Team USA was crushed by Italy and everyone else. 1999 had a few other events that register as notable. First was Jeremy McGrath's attempt at promoting his own one-off "stadium motocross" race, which was held at the Los Angeles Coliseum and actually won by Tim Ferry. And then there was the X-Games, which included freestyle for the first time and was won by a 15-year-old Travis Pastrana, who splashed into action sports' lore with his celebratory back flip into San Francisco Bay. And finally, there was

the World Supercross race at Pasadena's Rose Bowl, which was won by Lusk, allowing him to finish 1999 the way he started it. Of course, we have a record of all this because the Y2K virus that was supposed to hit on December 31, 1999, at the stroke of midnight, did not actually cause much damage to anyone. But that same day was a sad one for a certain American hero. After rebounding from his troubles at Lake Havasu to win the U.S. Open of Supercross on a privateer Yamaha, Jeff Emig was poised to take on his old rival McGrath in 2000 on his own Strategic-3 Yamaha YZ250. But on New Year's Eve he was riding at his friend Stephane Roncada's house when he came down hard and snapped both of his wrists. What a way to end an already troubling year.

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!!!**







