

D14 DISTRICT

Michigan's Motorsports

NEWS

February 2020



RIGHTS. RIDING. RACING

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Bob Scott,
showing young
racers the fast
way around the
track.

BOB SCOTT

Amateur Grand Championships

COVER PHOTO COURTESY OF MIKE'S MOTO FOTO

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D14 FLAT TRACKERS

RACER SPOTLIGHT – DYLAN SHAW

Story and photos submitted by Harmony Bailey

Dylan Shaw showed up to the D14 State Championship to cheer on his friends, but his dad's friend had other plans. Dylan was 12 and had never raced flat track before in his life, but he borrowed some gear and threw his leg over a CRF250 for the first time ever. He went out against the district's fastest riders and finished 9th! That was the day Dylan fell in love with flat track racing.

Dylan's love for flat track has only grown with time, he is now 16 and the 2019 high points champ in both of the D14 450 classes (450A and Open Singles). In his short racing career Dylan has soared to the top with his unwavering dedication and relentless drive to be the best in the sport. In fact, Dylan received the D14 Hard Charger award in 2018. An award handed down from rider to rider acknowledging season long determination that never dwindled. Dylan has always entered every race, in state and out, with a determination to finish on the podium.



In 2019, his determination has started to pay off. Dylan finished on the podium 40 times taking home a whopping 32 wins! Dylan was also able to take his racing out of state, and not only qualified for the Springfield Short Track, but finished 2nd in a field of over 40 of the best amateur riders in the country.



While flat track racing is Dylan's passion, he enjoys boating and hunting as well. In fact, he shot an 8-point buck on his very first hunt! Additionally, Dylan's family owns a powder coating shop, where he works a few days a week after school. He's learning the ins and outs of the business and may one day take the reins from his dad!



FEBRUARY 2020

D14 Michigan's Motorsports
DISTRICT NEWS

MARCH 2020

MATERIAL DEADLINES:

Materials need to be submitted by the following date. Sorry, but late submissions are subject to prevailing space and time restrictions and may, if necessary, be left out of the deadlined publication until the following edition.

Advertising & Editorial: Due FEBRUARY 20

SPACE

Space is reserved in every issue for every division in the District. Please, promote your sport by contributing stories and photos about your events, past and/or upcoming. This is **FREE** advertising for your division. Take advantage of it!

When submitting a story or photo please ensure to include event dates and locations, and photos MUST include captions. Event results are always nice to include as well.

For detailed information on submission policies for editorial content and advertising, please go to www.D14News.net.

DELIVERY

The delivery goal of District 14 News is normally around the middle of the month. However, due to varying factors of submissions, printing, and mailing, there is no guarantee the newspaper will reach readers by a specific date in the month. It is recommended and good practice to think at least 1 or 2 months ahead when promoting special events or other time sensitive dates. For example, if your special event is in August, you should consider promoting that event no later than the July edition.

For more info:

linda@D14News.net | 586.855.7413

PLEASE RECYCLE.

This publication is printed on recycled paper using soy-based inks.



Starting Lines

a few words from the editor

Another new year is here, not only a new year, but also a new decade! How cool is that?! What plans do you have for 2020? With a few cold weather months left, hopefully our Ice Racers will get a few races in before their season ends.... and then it's on to the dirt! Hopefully your plans are packed for a great new year of racing with lots of fun and camaraderie!

Not too many division changes this year, but there are some. Chairpersons, PLEASE check all info for your Division and email me corrections for the next issue. What's here is what was provided and included to the best of my ability.

Right now, before the season starts, is a good time to make sure your memberships are up-to-date. Sign up now and avoid the extra time doing so while registering at your events. STILL only \$15!! Purchase online at AMA-D14.org or at the races.

As always, a BIG HUG and THANK YOU to all our contributors. Thank you for giving of your time so generously to write about your division.

'Til next time ... take care, stay warm, and safe.

And as always, enjoy the ride... it all goes by in a blink.

Rox

To this Month's AH-MAZING CONTRIBUTORS...

THANK YOU

– In order of appearance –

Mike Barton, Harmony Bailey, Taylor Carpenter,

Molly Kidner, Kevin Lambert, Jr., Thomas Dunn,

Jeff Gramzow, Jeremy Fellows, Doug Zdybek,

and last, but not least ... Robert H. Mackelarouch,



FEBRUARY 2020 - D14 NEWS

MEMBERSHIP APPLICATION

<input type="checkbox"/> \$15 – REGULAR MEMBERSHIP <input type="checkbox"/> \$30 – Two (2)-Year MEMBERSHIP <input type="checkbox"/> \$45 – Three (3)-Year MEMBERSHIP Must be AMA Member; includes Competition Card and Newspaper Subscription. All memberships are non-refundable. Please check ALL riding disciplines that apply: Road _____ ATV _____ MX _____ Ice _____ Hill _____ Enduro _____ Hare Scramble _____ Flat Track _____	<input type="checkbox"/> \$13 – FAMILY MEMBERSHIP (Canadian Residents NOT eligible) Must be AMA Member; Must have One (1) Full District Family Member; includes Competition Card Only. Your card will expire one-year from the issue date. Indicate Name of Member with Full Membership: Name _____ AMA# _____
<input type="checkbox"/> \$15 – CANADIAN MEMBERSHIP Required if you have Canadian Residence. Must be AMA Member; includes Competition Card; No Newspaper Subscription. Your card and newspaper subscription will expire one-year from the issue date.	<input type="checkbox"/> \$6 – LOST/REPLACEMENT CARD You must have previously been issued a card that has not yet expired, otherwise your privileges to compete in the District could be forfeited completely. Indicate your AMA# or your Original District#: AMA# _____ DISTRICT# _____

You must be an AMA Member to join District 14
PLEASE PRINT CLEARLY and fill out COMPLETELY to receive your paper and membership card.

Name: _____
 First Middle Last
 Address: _____ Apt.# _____
 City: _____ State: _____ or Canadian Province: _____ Zip: _____
 County: _____ e-mail: _____
If you have a Canadian address, you must choose "Canadian Membership" above!

YOUR APPLICATION WILL NOT BE PROCESSED WITHOUT THE FOLLOWING INFORMATION

AMA NUMBER: _____ (all 6 digits or temporary number from application) EXPIRATION DATE: _____
 DISTRICT 14 NUMBER: _____ (all numbers or write NEW/RENEW)
 BIRTHDATE: _____ PHONE: _____ (home / cell)

I understand that this membership is for the right to participate in a District 14 points paying event and I am required to follow the By-laws, policies and procedures of District 14 Club Council as well as the applicable policies of the participating promoter.

Signature _____ Date: _____

Attention D14 Members: Your copy of this application may be used to sign-up in AMA/District 14 Events for 60 Days. If you have not received your District 14 Membership card in 30 days, contact District 14 Membership Administration with information as to where you purchased your membership.

DISTRICT 14 MEMBERSHIP ADMINISTRATION INFO
 to find the current contact info, visit us on the web at www.ama-d14.org

For Club/Promoter use only- must have club and event date name for credit - ALL sold applications must be turned into Membership Administration within 14 days of purchase.
 Club / Promoter Name & Charter Number _____ Event Date _____

D14 Membership App 10.26.2013

COPIES: White = D14 Admin Yellow = Club/Promoter Pink = Member

Rev. 10/2013

SEND TO – MOLLY KIDNER

13785 Spring Creek Dr SW, Fife Lake MI 49633

Bring your copy of this completed form with you to EVERY race until you receive your card!

DON'T WAIT!

Ensure continued
delivery of the

District 14 News

direct to your
home mailbox &

SAVE TIME AT SIGN UP!

Complete this
form & send in
your membership
dues today!

Important!

Keep a Copy Before Mailing
mail to:

MOLLY KIDNER

13785 Spring Creek Dr SW

Fife Lake MI 49633

Don't have your card in 30 days?
Call 231-670-5450 to find out where it is.

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DISTRICT
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DON'T FORGET TO CHECK
OUT OUR WEBSITE!
VISIT US AT WWW.AMA-D14.ORG



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2020 DIRECTORY CHARTER CLUBS & PROMOTERS

PLEASE NOTE: The phone number listed for your organization is the number that was supplied as the primary contact on your application

Battle Creek MC.....	909.806.5149	MI Sprint Enduro (MSE)	517.581.2488
Bent Wheels CC.....	586.854.1372	Muddobber M/C	765.998.2236
Big Air MX	231.578.3828	Muskegon M/C	231.296.9526
Bulldog Riders MC.....	810.241.7740	Owosso Motorsports Park..	810.691.5781
Cadillac Motorcycle Club ...	231.884.0996	Polka Dots M/C	989.423.4450
Drumlin Hills MX, LLC	231.330.0592	Portland Trail Riders	517.376.1437
Dutch Sport Park	296.683.4418	Red Bud MX	296.695.6405
Evergreen Creek CC	989.450.9676	Rider Motorcycle Club	560.249.0312
Flint Motorcycle Club	810-422-3832	T-Time Acres	989.132.3940
Fredneck Ranch	989.615.5944	Team CDI Racing	989.205.0487
Goshen Ironhorsemen	547.514.1894	Toledo Trail Riders	419.392.7117
Grattan Raceway Park	616.788.4454	Treat City M/C.....	937.923.2897
Hill & Gully Riders	708.261.3433	Twin Bay Trail Riders	231.645.0160
JBMX Motorsports	419.212.0838	Twisted MX	734.752.1134
Lansing Motorcycle Club ...	231.590.4242	Valley Motocross	517.881.8756
Lucky Thumb M/C	810.404.2895	Valley Trail Riders	989.879.6397
MI Off Road Events (M.O.R.E) ...	517.896.9757		

If your Charter is not listed, you will need to submit a Charter Application and \$25 Charter Fee. If your application is currently pending, your listing will appear once your status has cleared. If you believe this information to be incorrect, please verify your status with the D14 Secretary,

TAYLOR CARPENTER at 517-802-9609

or via email D14Secretary@ama-d14.org.

Thank You!

DIRECT ALL D14 MEMBERSHIP, ADDRESS CHANGES,
CARD REPLACEMENTS, MISSED NEWSPAPERS AND
OTHER MEMBERSHIP RELATED ISSUES TO THE
MEMBERSHIP ADMINISTRATOR:

MOLLY KIDNER

D14Membership@gmail.com

13785 Spring Creek Rd Dr SW, Fife Lake MI 49633

231-670-5450

THE MEMBERSHIP MINUTE

Molly Kidner, D14 Membership Coordinator

New revised 2020 D14 Membership forms were distributed at the D14 Annual Meeting in December. Clubs/Promoters: Contact Taylor Carpenter at d14secretary@gmail.com if more forms are needed.

D14 Membership is required for all riders participating in D14 events receiving points. ALL MICHIGAN RIDERS MUST HAVE A CURRENT MEMBERSHIP – no exceptions. Out-of-state riders attending a one-time D14 event may be exempt and will not receive points.

Memberships can be purchased/renewed online with immediate confirmation at www.ama-d14.org, on paper forms at any D14 event, or by mailing the membership form cut from the D14 Paper.

Proof of membership must be shown at every event:

- Showing current D14 Membership card or photo of card
- Showing receipt of membership purchase (email or hard copy)
- The participant may log into www.ama-d14.org and their membership status will be verified.

MEMBERSHIP TYPES

- Regular Membership (\$15) – The vast majority need the Regular Membership.
- Family Memberships (\$13) – A “Family Membership” does not cover a family; it provides a discount for additional family members. It knocks off \$2 and they don’t get additional copies of the D14 Paper. Please use care with these memberships, they are often misunderstood. ONE FAMILY MEMBER MUST HAVE A “REGULAR” MEMBERSHIP, then additional family members can get the discount. A separate online profile must be created or separate form at the event for each person must be filled out.
- Canadian Memberships (\$15) – See “Regular Membership”. Same thing, but the member won’t get the D14 Paper due to prohibitive postage costs. Be sure you are using current forms please! Pricing of the Canadian membership may be inaccurate on outdated forms.

LOST CARDS

No fee for replacement. Contact d14membership@gmail.com. Again, outdated forms may be inaccurate.

CLUBS/PROMOTERS

Mail the EVENT REPORT and D14 forms (top copy please) within 7 days with payment to:

D14 Membership (Molly Kidner)

13785 Spring Creek SW, Fife Lake, MI 49633

QUESTIONS?

Call/text 231-670-5450 or email d14membership@gmail.com

2020 AMA / DISTRICT 14 SUPPLEMENTAL RULES

These rules are a supplement to the AMA Amateur, Semi-Pro and Youth Competition Rulebook and the AMA Road Rider Rulebook.

All riders that participate in AMA sanctioned District 14 off-road competition events are required to be a member of the AMA and a member of District 14. The exceptions to this membership requirement are the National Ice Race, Area and Regional qualifiers for the National MX program and Regional Enduro events. If any of the listed exceptions are a scheduled District 14 event, only riders that reside within the geographical boundaries of District 14 are required to be a member of District 14.

2020 AMA/DA4 ICE Rules

1. All studded classes will use authorized AMA studs, except in rubber tire classes. Ice screw specifications: Sheet metal screws with a 1/4" hexagonal washer head with no more than one straight screw-driver slot. Overall head height from under washer 3/16" (.1875" + or -.006) Maximum head washer diameter: .350" Screw driver slot not to exceed .085" Screw height not to exceed 3/16" (.1875" + or -.006) above tire. No added washers. Base of screw must contact rubber of tire. No screw modification from production allowed, such as sharpening etc. There will be no cutting tires, except in rubber tire classes.
2. All tires used must be a motorcycle type tire not to exceed 510 or equivalent in size, with the exception of the 506cc and up Heavyweight Rubber Side Car, they may use up to a 610 or equivalent. Sidecars can only be driven by one rear wheel.
3. All motorcycles and quads used in ice race competition shall be equipped with a tether type kill switch. The cord must be fastened to the body of the driver, not the clothing.
4. No front brakes allowed on motorcycles and sidecars. Front brakes are allowed on Quads only. Motorcycles only running in the GP/TT Series may have front brakes, but must be removed before racing the Oval Series.
5. For studded motorcycle classes, it will be mandatory to have a front fender having a brace at a right angle to the fork leg through the center of the axle. Fender must be mounted within two inches of the tire and extend through axle center line. See 2020 AMA Ice Racing Rulebook.
6. For all studded motorcycle classes it will be mandatory to have a solid rear motorcycle fender, mounted to the swing arm a maximum of two inches from the tire, and 7" past the 90 degree axle center towards the front of the motorcycle. See 2020 AMA Ice Racing Rulebook.
7. Nerf bars with heel guards

are required for all studded ATV Classes to protect the rider's feet, and cannot be mounted higher than the axle center line or wider than the wheels.

8. The distance between the sidecar wheel and motorcycle wheels, measured from the center of the treads, must be between 32-50 inches, with a maximum total width of 60 inches from the motorcycle tire center line to the outside of the sidecar. Any exposed area, to the passenger, of the rear drive and inside of hack wheel must be enclosed in a safe and workman like manner.

9. All motorcycles shall be equipped with 3 number plates measuring at least 7" high and 10" wide, using a white background and black numbers at least 5" high and easily readable. Exception to this rule will be made for motorcycles that are 85cc and below. All quads must have 4 plates one on the front, rear and both sides.
10. Yearend awards will be awarded in all classes that qualify. The money for these awards will be raised in the following manner. The Club/Promoter will pay \$4.00 for each class entered. Where the entry fee is \$10.00 for 50cc classes, the Club/Promoter will pay \$1.00. This will be sent to the D-14 ice race chairman by the event promoter. Riders must compete in at least 70% of the sanctioned events held to be eligible for high point awards. (IE: If 8 are scheduled, and 4 are canceled, you must have attended all 4 completed events)
11. We will allow up to two (2) points paying events per weekend, riders competing in both events may only receive points for one event. This rule does not apply to the GP/TT Series as those events constitute a standalone series. (IE: a rider can participate in and earn points for the GP/TT Series on Saturday and then participate and earn points for the Oval Series on Sunday)
12. In all B classes, the top 30% of riders will be moved up to the A class for the following season, 1 rider if the class has 10 riders or less for the year. The Ice Race Chairman & committee will retain the right to review all riders' performance in any class for possible advancement to a regular amateur class. Up to 50% of C class riders may be moved up to the B class.

- 13a. Six (6) riders constitute a class. If less than six riders sign up for a class, the promoter or club does not have to run that class.

- 13b. More than one class may be run at the same time and scored separately.

14. Points will be as follows for standard meets with full classes;

1st - 20pts. 2nd - 16pts. 3rd - 13pts. 4th - 11pts. 5th - 10pts. 6th - 9pts. 7th - 8pts. 8th - 7pts. 9th - 6pts. 10th - 5pts. 11th - 4pts. 12th - 3pts. 13th - 2pts. 14th - 1point. Scoring for D14 Ice Race State Championship will be as follows:

1st - 25pts. 2nd - 22pts. 3rd - 20pts. 4th -

18pts. 5th - 16pts. 6th - 15pts. 7th - 14pts. 8th - 13pts. 9th - 12pts. 10th - 11pts. 11th - 10pts. 12th - 9pts. 13th - 8pts. 14th - 7pts. 15th - 6 pts. 16th - 5 pts. 17th - 4pts. 18th - 3pts. 19th - 2pts. 20th - 1pt.

15. A rider placing in a National ice race, outside of District 14, will receive straight D14 points according to the position he / or she placed as long as the national promoter or participant pays into the points fund. (You cannot ride your class on Saturday out of state at a national and race in District 14 on Sunday and receive points for both).

16. The Ice Race Division Board shall be composed of the following personnel:

- (1) Chairman
- (2) Technical Advisers also known as Vice Chairman, one specializing in Motorcycles and the other in Quads. They both report to the Chairman.

- (1) Secretary

- (1) Treasurer

17. The Ice Race Division Board will pay no gate fee.

The 2020 staff will be:

- Christopher Ice, Chairman
- Dew Millhisler, Vice Chairman / Quad Technical Advisor
- Kevin Lambert Jr., Vice Chairman / Motorcycle Technical Advisor
- Jenna Millhisler, Treasurer
- Jessica Ice, Secretary

18. Any professionally licensed rider may only compete in "A" level or COMBO classes. In such an event the Pro Rider is not eligible for D-14 points. COMBO classes are considered "A" level classes.

- 19a. A former Pro rider may return to amateur competition and compete at the A level after proper amount of time has elapsed.
- 19b. If any rider feels they are unable to compete at the A level, they can petition in writing to the Ice Race Chairman to be reclassified to the B level. See AMA 2020 Racing Rulebook
20. Ice race locations may be changed do to ice conditions, but no less than 24 hours before race day.
21. Youth riders (under the age of 18) must have a valid AMA Annual Release and present the release card at rider sign-up or must have both parents present to sign their youth rider up to participate.

22. 85cc classes and below may run fewer laps at promoter's discretion.
23. An ice covered oval may be no greater than a half mile long as measured 18 inches from the pole.
24. An ice covered GP/TT style track may be no less than 20 feet in width from start to finish and must consist of left and right turns and is allowed for District points events.
25. Riding numbers 1-10 will be assigned/reserved for the top ten riders in AMA Ice Racing competition according to their overall point's position from the previous season. (IE: No rider is allowed to use #1 unless they earned

it the previous year.)

26. An event that is designated D14 State Championship event must run all district designated classes. A promoter or club is required to advertise the event in order to maximize exposure and attendance.
27. State Championship lineup- The top 6 riders in points in each class are locked into their starting positions according to their point's position. The front row should be a minimum of 6 riders if track dimensions allow.
28. D14 State Championship races will be a minimum 10 laps, maximum of 20 laps. Youth class's laps may be as low as 50% of the adult laps.
29. Any rider removing track banners without authorization will be fined a minimum of 20 points up to full suspension, as determined by D14 Club Council.
30. A rider must finish the final event of the day on the same machine that started the first race of the day. Motor can be changed but must meet class requirements.
31. Any rider that makes the final race but receives DNF score will receive points according to their final position. A score of DNS is no points.
32. Pro License holders cannot enter age classes in amateur competition.
33. Combo Classes will have a minimum 75% payback for at least 50% of the field.
34. Any rider abusing practice system shall start from the penalty line in all races that day.
35. For main events where large classes are concerned, special attention should be payed to plowing. If riders are unable to use the width of the track due to snow build up, the track must be plowed. Riders of these large classes should be consulted on this issue as it develops to insure fast and safe racing.
36. In all heat races, all riders must get a front row start, if there is not enough room; the class is to be split into more heats. There will be a maximum of 5 quads or 5 sidecars in any heat.
37. Track race scoring will be used for AMA D14 Ice Racing.
38. All riders are responsible for the safety and conduct of themselves and their "crew". Any misconduct, bad behavior or unsafe acts by rider or crew member could get your rider penalized from a back row starts for the day, loss of points, suspension or expulsion from D14 events as determined by the District 14 Club Council.
39. The Ice Race Chairman can also award the following special awards: Sportsman Award will be awarded to the rider who shows great leadership, humility, honesty and willingness to help others in need. This should be voted on by riders and promoters.

Rubber Tire Racer of the year, Quad Racer of the Year, Studded Solo Racer of the year, Youth Racer of the year.

40. For all non-studded classes and studded quad classes, inside boundary markers will be moved all the way to the inside by promoter or club track crews.

41. Promoters and Clubs may advertise and run an "exhibition" class, but riders participating in that class will not earn D14 points for that class.

42. AMA D14 Ice Race Board has elected to utilize a Straight Program. Gates open no later than 7am, registration opens at 7:30am, mandatory riders meeting at 9am, practice & racing to follow riders meeting.

2020 AMA/D14 ATV/MX Rules

Referees Duties: Referee must send event report to point's keeper within 7 days after event. Report shall include date and type of event, results of each class and number of riders, and check or money order for point's fund. Points fund check shall be calculated on a per rider basis as described below:

Rider Points fund: Four dollars (\$4.00) per rider, per class. (\$1.00 per rider is paid to Moto-Tally)

GENERAL RULES:

1. The following are supplemental to, or part of, the AMA/ATVA Rules and Guidelines. All other rules and guidelines applicable to the event shall be derived from the AMA.ATVA rulebook/guidelines and AMA/ATVA rules supersede in case of conflict.

2. A rules committee shall be composed of the ATV Chairman, ATV Congressman and Rider Representatives. The ATV chairman will break all tie votes. Rule changes and additions may be submitted, in writing for consideration at any time during the year, but if adopted will not take effect until the following season.

3. Rider representatives will be appointed at the annual sanctioning meeting. They will be required to represent the riders, and will work with the chairman to advance all phases of the sport.

4. Youth racers 15 years and younger may race in more than one big track class per day.

ATV SPECIFICATIONS:

1. Per ATVA Guidelines - All ATVs shall be fitted with a tether type engine kill switch.

2. Number plates and backgrounds should be white or black contrasting combination. Number plates for event scoring are required on the front and rear of the ATV. (Note, the promoter is not responsible for mis-scoring when numbers are difficult to read, it is the rider's responsibility to ensure that the numbers are easily readable at a fair distance, see AMA/ATVA rule book.) Below are commonly accepted ways to number your ATV: FRONT: White background/Black numbers 8" high REAR: White background/Black numbers 8" high, mounted to the rear grab bar or riders back. Numbers are also highly recommended on rear fender deck and riders

back also.

ATV SCORING

1. Riders shall earn full points on any race day that is the only points paying event in the district on that day even if they are the sole rider in the class. On a day when two (2) separate tracks are paying points within the district, a full class constitutes having a minimum of 2 riders and is required to pay full points. If less than 3 riders sign up in a given class on a day when 2 separate tracks are paying district points, ½ points will be awarded for a finishing position.

2. On the day of a nationally sanctioned ATV event held within District 14, that event will be the sole points paying event for that discipline in the District 14 ATV's on that day.

3. Championship awards will be presented at end of season or series, and points fund will be distributed until fund is spent in full on above-mentioned awards. The number of awards given will be based on participation in class.

4. In the event that a race is dubbed "double points", the points will count as 2 separate race finishes instead of 2 times the total points possible. Example: If rider wins a "double points event", he/she will be awarded 2 race results worth 25 points each (25 + 25).

ATV POINTS

All events scheduled for points will be accumulated towards division championships and year-end awards. See the points schedule below:

FINISH MOTOCROSS

1	25
2	22
3	20
4	18
5	16
6	15
7	14
8	13
9	12
10	11
11	10
12	9
13	8
14	7
15	6
16	5
17	4
18	3
19	2
20	1

ATV MOTOCROSS & Michigan ATV State Championship MX Series (MATVSCS)

GENERAL INFORMATION

1. More than one class may be on the track at the same time. However, in the interest of safety no more than 2 drops of gate may be used to start a moto. If number of entrants exceeds limits of 2 date

drops a second moto must be scheduled. (Not counting practice sessions which may be run together regardless of number of entries as long as it is deemed safe by the promoters.)

2. Prizes for all amateur and youth classes will be limited to trophies or dealer checks to a dealer of their choosing. Entrants of the "A" and 'age' classes may receive a cash payback directly to the rider, and all paybacks shall be on the same scale as the corresponding motorcycle class payback.

3. Novice class © riders' performance will be reviewed on a continuing basis. After 4 wins, a rider will automatically be advanced. Riders who are outclassing the field may also be advanced from the C class at the discretion of the ATV Chairman and Rider Representatives. The Novice class © is for the introduction of new riders and riders of this class will be eligible for daily awards at every event.

4. Youth riders (15 and younger) on the big track (excluding Schoolboy Jr and Sr) may ride in more than one class per day on the big track.

5. New Promoters wishing to host an MATVSCS event - If a new promoter/club wishes to host an MATVSCS event, will receive the last date pick for their first 2 seasons hosting the event (unless another new promoter joins in afterward) - new promoter/club implies a promoter/club that did not host an MATVSCS event in the previous season.

6. In the event a rider gets DQ'd from an event for any reason, that race must be used in their year end totals and cannot be used as a 'dropped score'.

MATVSCS ADULT CLASS STRUCTURE

Note: all adult classes are open displacement and do not require that the ATV be a production model. Riders must be 16 years of age or older.

ADULT CLASSES

A - Expert - cash payout

B - Intermediate - dealer check/trophy

C - Novice - trophy- NO year - end championship awards

16-29 - age class - Cash for A Riders (Dealer check value), Dealer Check For B Riders, Plaque /trophy for C Riders

30+ - age class - cash payout

40+ - age class - cash payout

50+ - age class - cash payout

2 Stroke open – dealer check/ trophy

W - Women - must be 13 or older (13-15 year old must comply with Schoolboy Jr/Sr guidelines) - trophy

U - Utility - To qualify for this class, the ATV must satisfy at least one of the following conditions: must come from factory with racks, must be 4 wheel drive, have an automatic transmission, or it must have an automatic clutch - trophy

Schoolboy Jr. - 13-15 years old - This class follows ATVA rules and guidelines for Schoolboy Jr. class (91-300cc 4 stroke Production or 91cc-200cc Production ma-

chines) - trophy or dealer check

Schoolboy Sr. - 14-17 years old - This class follows ATVA rules and guidelines for Schoolboy Sr. (200cc-400cc 4 stroke Production machines) - trophy or dealer check

Limited Stock Sport - (14+) new class

ATV Qualifications: 200cc 2 stroke and up: 250cc 4 stroke and up

1. To be eligible for a Limited Stock Sport class the following CANNOT be changed or modified: air box (including lid), frame, A-arms, fuel tank, carburetor (jetting changes allowed), rim size, electronics, stroke, exhaust system with spark arrestor, swingarm, internal engine components, wheel hubs.

1. Cylinder re-plating is allowed but must retain the original manufacturer's bore and port specifications

2. Changes to carburetor jetting is allowed

3. Clutch plates, pistons and piston rings may be aftermarket items as long as they maintain the stock shape, design and material of the OEM parts

4. High-compression pistons are not allowed

5. All other internal engine components must be stock OEM parts

6. Material may be added to the existing frame for strength, including welding. These changes shall not affect frame geometry

7. OEM front and rear suspension can be altered with internal modifications only. Shock linkage and suspension spring rates may be changed to any commercially available part.

2. Any items not listed above may be changed or modified.

3. Violations of the Limited Stock Sport class rules as determined by the protest process or by the referee of the event will result in a disqualification from the event. A second violation of the Limited Stock Sport class rules will result in a disqualification from the event and a suspension from AMA competition for one year. However, if violation is deemed by the referee to be cosmetic in nature, with no performance advantage or willful misconduct involved, he may issue a warning or fine in lieu of disqualification.

4. To be eligible for Limited Stock Sport class that use oil-injection systems, only oil may be put in the reservoir. Pre-mix gasoline is not allowed in the oil-injection system.

Required Safety gear: Nerf bars, heel guards, tether. See Rules and Regulations for other recommended and required personal protection/safety gear.

ATV Displacement Must Be Age Appropriate

Award: Trophy

Youth Classes:

50 Limited Stock - (age 4-6) see ATVA size

RULES continued on page 12

REMEMBERING BOB SCOTT

Story and photos submitted by Kevin Lambert, Jr.

Former D14 Ice Race Chairman, National Champion and VTR member Bob Scott Sr 76, of Gladwin, formerly of Pontiac, went to his heavenly home on Saturday, January 18, 2020. He was born on February 28, 1943, the son of Thomas Scott & Helyn (Evon) Bradish. He was united in marriage on May 12, 1962, to Kim Fink. Bob was a proud veteran of the United States Navy and was stationed in Charleston, SC.

He worked for Grand Trunk Railroad in Detroit. After moving to Gladwin Bob opened his own business Gladwin Sport & Cycle for many years. He loved the outdoors, bow & rifle hunting for deer, fishing, watching baseball & football, but his true passion was motorcycles. He enjoyed ice racing motorcycles & was the MI district director for the Gold Wing Road Riders Association from 2014-2017. One of his most cherished memories was at age 73, Bob won his last ice race against his brother (Greg) & son (Robert Jr.) in what would be bragging rights forever.

Bob was a fierce competitor and responsible for mentoring many younger non studded ice racers in particular sidecar racers and builders. Bob will be missed by many and never forgotten!



▲ Bob Scott Sr. was a hard working family man



▲ Bob Scott Sr was an avid motorcyclist

◀ Three of D14's most influential sidecar racers in one photo

Visions

by Thomas Dunn, District 14 President

A WORD FROM THE PREZ

Welcome to February in Michigan! Where we all try to patiently wait for the sunshine and warmer weather of spring to bring us back to our riding/racing season.

Some of our riders are lucky enough to be able to ride throughout the winter in Michigan, braving the snow and cold, riding our States wonderful trail system, personal courses or tracks and some indoor tracks.

ICE RACING

As has been common in the past few years our Ice division is yet to have been able to hold an event.

Our new Chairman and our clubs and promoters have put together a very ambitious calendar of events for our racers but Mother Nature so far is having none of it! Fierce weather for a couple of weekends followed by warm ups that melts the ice. Even the AMA National in Wisconsin has had to be postponed twice to date.

With some luck February, with five weekends, will bring us some events!

BANQUET SEASON

January and February are typically our big banquet time. My wife and I try to make as many banquets as possible to support our riders in the celebration of their hard work and love of our sport.

The Motocross Banquet has become a huge event with approximately 600 people sponsors and vendors filling the auditorium of Soaring Eagle Casino.

The ATV XC Banquet is a bit smaller and extremely personal event that we enjoyed and promised as a show of support that I, your President, will in fact compete on an ATV at one of their events this year.

Huge congratulations to the ATV XC crew for putting a schedule of events to make us all proud, showing that hard work and perseverance can help accomplish anything.

The upcoming Off Road Banquet will also be a great time with Hare Scrambles, Michigan Sprint Enduros, Enduros and Family Enduro Series all coming together to celebrate the 2019 season.

Scheduling conflicts made it impossible to attend the Flat track and ATV Motocross, Hill Climb banquets but hope that I can attend next year's. Letting me know with as much advance notice helps to allow scheduling of all these wonderful events.

D14 NEWS

I have received multiple complaints about the December cover of the paper. Some are wondering why we had a rider on the cover from a non District sanctioned event.

December is a rough month to cover, not much going on except the Sanctioning meeting (no one wants my mug on the cover), Ice season has yet to start and the rest of the Divisions are over.

I don't know for sure, but Ben Lowe has been a long time District member. Riding an event and winning or placing well is a feather in our cap. Flint Motorcycle Club has also been a long time member, although they did not sign up this year, added to the fact that we promote "motorcycling" (part of our bylaws).

I'm not going to lose any sleep over this. We have several times had events on the cover that weren't District sanctioned but shows our riders in a good light, that's what it's all about.

SOCIAL MEDIA

Each of our Divisions have a Social media page to promote our sport and each of the different types of riding we offer in the District.

These pages are to promote and advance our sport. Please be kind and think about your comments before posting, this is not the arena to bash people or clubs. Everyone is trying their best out there and none of us are trying to ruin the sport. Having this available to you, allows us to get information out to you quickly and helps when events are canceled or venues change.

Please Think be for you post!

AWAITING THE SEASON

Please rest assured as you wait for the upcoming season, in which ever is your type of riding, the District, Divisions and Organizers are working to solidify the rule changes, scheduling and processes to get things in place for your riding pleasure!

See ya at the races!

TIDBITS from Taylor

by Taylor Carpenter, D14 Secretary

Hey everyone, it's my busy time of year both for work and as Secretary. If I haven't gotten back to you, I probably forgot and I do apologize and I will soon, please call, email, or text me again.

Charters all expired on the 31st of last year and need to be renewed if they haven't been already. I'm still missing quite a few, this isn't something new so please keep on top of this, they were due at the annual meeting!!!

Chairs I need your rules and schedules to get them into annual report or you won't get your subsidy. I won't listen to you complain if you don't get it later in the year.

I still have newspapers so let me know if you need one.

Later TM

ATTENTION!!

Submit your ads
and articles by the
20th of each month
for the following
month's edition!

Feb. 20 ►► March paper
Mar. 20 ►► April paper
Apr. 20 ►► May paper
May 20 ►► June paper



RIDER'S FLAT TRACK CORNER

Story by Kevin Lambert Jr. | Photo Mike Barton

A QUICK HOW-TO ABOUT DIVISION BOARDROOM VOTING PROCEDURES

It may seem strange that we as racers do not have any voting power as far as the boardroom goes, however, this is a big reason I got involved from the get go to help give us a voice here and at the AMA level. As AMA members we can voice our opinions and concerns to our representatives or even at a meeting, but that does not mean we will get our way; as a matter of fact, rider representatives, commission members, chairs and vice-chairs have no voting rights within the divisional meeting either. These voting rights are reserved for the organizers who run our events.

Rules changes are decided upon by a group of hardworking people who have the most to lose or gain within our race community; these organizers have the right to decide what is done within the division as the facilities we have the privilege to race at are their businesses.



▲ AMA D14 and Canadian flat track & Ice racers Don Payne (Duck) and Bruce Durffy throw deuces for local photographer Mike Barton

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MANY SURPRISES

at D14 Hare Scramble Banquet

Story and photos by Jeff Gramzow

The D14 ATV Hare Scramble Series closed out its 2019 season with an absolute amazing awards banquet on January 11th. As has become tradition on banquet night the weather didn't disappoint either. Snowy icy roads made for difficult travel but still a large group showed up to celebrate the years accomplishments and the plans for 2020. Our host for the night Eight 2 Eight Hall in Sheppard Michigan provided us the perfect venue for our party, what an awesome building. The evening started with some great giveaways from our supporters. Always a fun part of the night to see who gets to grab the socket set with the 10mm socket missing. We then had a great moment to thank all the elected officials in our series for everything they do. Our Chairman Jason Cottrell, who you will see later has been busting his butt to make this series better. Taylor Ellis our Co-Chair who continues to move up in classes eating up those 450's on his big bore 400ex. And most importantly our treasurer/score keeper and number one fan Melissa Tompkins. Our racers also have the support of their rider Reps, Sarah and Chad Meyer, Roy Thomas, and Jeff Gramzow. One of the greatest additions to our series this year after a 13-year hiatus has been Jeremy Fellows, he has brought years of experience and contacts back to help us grow. It is truly a team effort to keep this series going and it couldn't happen without these people. It is always great when you are supported



▲ TROPHIES



▲ MORE TROPHIES

by the District and tracks, and this night was not a disappointment. We had the pleasure to have Tom Dunn and his wife in attendance, and to say he was surprised with what he saw was an understatement. We also had the privilege to welcome and hear from Craig Scott from Valley Trail Riders, one of our favorite tracks. Also in attendance was the property owners for T-Times Acres. Thank you all for attending, it meant a lot to our riders to have you there.

The list of sponsors and supporters

that came through for our banquet was amazing. All these companies have been great to work with and have the same ideas and objectives as we do. Without them we couldn't do it. Oh Yah!!! SWAG TIME.. Heads up everyone. (Insert loud air horn here). If you couldn't tell it was a fun, exciting night full of a lot of laughs.

We have learned that as our series has gone up and down in quad counts our number one asset is awareness and recruiting. We announced the addition of a new YouTube Channel for our series



▲ B CLASS



▲ 40+ CLASS

along with the creation of a series resume and official sponsor packages. Our goal of 50+ quads in 2020 is our motivation, and with the increased traffic on our Facebook page since the banquet we are well on our way there. (Check us out on Facebook - AMA District 14 ATV XC)

There were a few announcements made relative to 2020 to help the series grow. The number of classes was reduced from 9 to 7 to help increase class size and competition. The other major announcement that was teased for a few weeks was finally unveiled. The 2020 schedule, with a lot of time and effort from Jason Cottrell the series currently has 9 series races. Doubling what we had in 2019. With hopefully more to come. Great job Jason and thank you to all our tracks. We are



▲ C CLASS



▲ MINI CLASS

BANQUET continued on page 19

RULES continued from page 7

and age guidelines and acceptable modifications. Trophy
 50 Production CVT - (age 6-8) see ATVA size and age guidelines for 50 Production. Trophy
 70 Limited Stock - (age 6-11) 0-70 cc CVT or single speed automatic. This class follows the ATVA rules for limited stock. Riders may be advanced to the 70 Production Class as it is deemed he/she is outclassing the field. This is a beginner class for riders with limited race experience and beginner riders. Trophy
 70 Production - (age 6-11) 0-70cc CVT, belt drive or single speed automatic and factory shifters. Trophy
 90 Production - (ages 8-15) 51-90cc 2 stroke or 51-125cc 4 stroke HAND CLUTCH WILL BE ALLOWED. Trophy or dealer check.
 90 Limited Stock - (age 8-15) 51-90cc 2 stroke or 51-125cc 4 stroke quads. This class follows the ATVA rules for stock. Riders may be advanced to the 90 Production Class if it is deemed that he/she is outclassing the field. This is a beginner class for riders with limited race experience and beginner riders. Trophy
 90 Modified - (age 8-15) See ATVA size and age guidelines. Trophy or Dealer Check

Super-mini - This class follows the ATVA rules for "Super-mini" - Trophy or Dealer Check
 Youth Open - (age 6-15) 51-105cc 2 strokes and 51-150cc 4 strokes. Class is open to CVT's, shifters and mods. Rider must be on an age specific ATV. Riders 7 years and under, may ride no larger than a 70cc ATV, riders 8 years and older may ride 90cc 2 strokes and 125cc 4 strokes. Trophy or Dealer Check

General Guidelines (this section is for reference only, please consult AMA/ATVA rules and guidelines for complete rules)

1. Riders shall use the last 2 or 3 digits of their AMA number for his/her machine number. An earned or requested number may be used, provided that number is not already in use.

Advancement of riders to higher classes will be based upon accumulation of points, performance and/or ability. Chairman will notify riders being considered for advancement.

2020 AMA/D14 Hare Scramble Rules

GENERAL RULES

SECTION A – RACE PROTOCOL

1. Races will be held on the dates and at

the locations published in the District 14 newspaper and on the District 14 Hare Scrambles web page. Event scheduling or venue changes or cancellations will be posted to the District 14 Hare Scrambles web page and the District Facebook page as soon as they are known.

2. Motorcycle hare scramble races will be 2 hours, Plus one lap or a maximum of 15 laps, in length. Youth class races will be 1 hour in length. 50cc auto class races will be 20 minutes in length.

3. Hare Scramble tracks will be a minimum of 5.5 miles. Courses should be laid out such that, even in the event of inclement weather prior to or during the race, the minimum track length is achieved. Mini course length is at the discretion of the promoter.

4. Race programs for District 14 hare scrambles races will typically follow this order:

- 50cc auto's parade lap 9:00am. Race to start after parade lap. 20-minute race time.

- Youth and Small Bike/ Women – parade lap 9:30am, scheduled race start 10:00am
- Adult Riders – scheduled start 12:00pm

5. Programs for National Hare Scrambles and Regional Hare Scrambles may follow an alternate schedule.

6. Dead-engine starts will be accomplished on a class by class basis as follows:

- Start Order for Youth and Small Bike Women Riders – 1. Super Mini; 2. 85cc Junior ; 3. Woman's/girls class 13 years of age and up; 4. 65cc; 5. Trail bike. Classes will not rotate. Starting order will be the same at all events.

- Start Order for Adult Riders – 1. Expert; 2. Team A; 3. Open A; 4. 30+ A; 5. 45+A and 55+A (shared row); 6. Open B; 7. 30+B; 8. 45+ B; 9. Team B; 10. 55+ B/C and 60+ (shared row); 11. 13-24 C; 12. 25-34 C; 13. 35+ C; 14. Team C; 15. Women's class.

Classes will not rotate. Starting order will be the same at all events.

7. If there are only 3 riders or less in a class, it may be combined with another class (after approval from the scoring personnel) of the same skill level for starting purposes only. Any rider leaving the starting line prior to their assigned start position will be penalized 1 lap.

8. Scoring (via electronic transponder and manual back-up) will be on a lap by lap basis with lap times being recorded for each lap (minutes and seconds). An analog clock must be displayed at scoring area in full view for the riders to see. Key time (start time) of 12:00 will be used on the clock for each race. The loss of a transponder during a race will incur a one lap penalty (all classes).

9. The designated scoring area will serve as a "no passing zone". Riders must enter as well as exit the scoring area in a slow, safe and single file manner. Promoters will clearly mark the scoring area and the checkered flag will always be forward of

the scoring area. If the scoring personnel deem a rider is racing through scoring said rider will be warned once through the scoring chute and the rider's number will be recorded, if said rider races through scoring on any other lap during the race day the scoring personnel will inform the chairman of the rider's number and that rider will be docked a lap; no questions asked.

10. The club/promoter is responsible for monitoring the laps/time and making the riders aware of whether laps or time will determine the completion of the event. This should be done before the start or in the early stages of the race. The white flag shall be displayed at no sooner than the 2-hour elapsed time. (EXAMPLE) If the leading solo rider comes into scoring at the time of (1:59.59) The WHITE FLAG will NOT be given to the leading rider. If the leading solo rider comes into scoring at the time of (2:00.01) The WHITE FLAG (WILL) be given to the leading rider, and ONE lap will be left to race. In the event of extreme track or weather conditions the club referee, District Chair, and rider reps can make necessary changes.

11. The club/promoter will double mark the course as needed and riders must go between any double markers or around any double marked turn. Failure to follow the INITIAL prescribed course will result in disqualification and/or penalty UNLESS COURSE OFFICIALS have altered the course during a race due to deteriorating conditions.

12. If a race must be stopped due to unforeseen circumstances with less than half the scheduled time having elapsed trophies may be given but NO District 14 points are to be awarded.

13. A rider must finish a minimum of ½ the laps of the winner of their class to be scored in the results.

14. To determine the overall position of a rider, the competitor with more laps will finish higher in the overall regardless of elapsed time.

15. Riders registered as team participants may only race in the team class for which they entered. No rider entered as a team participant may also race in a solo class during the same event. At no time may both bikes and riders be on the course - only one rider/bike at a time.

16. All results and awards are FINAL after a protest period (30 minutes after results are posted). Awards shall be presented as soon as possible following the protest period has elapsed. Only clerical errors can be corrected for administrative purposes.

17. Trophies and/or awards will be paid to the riders the day of the event as follows: 2 riders/ 1 award; 3-4 riders/ 2 awards; 5-8 riders/ 3 awards; 9-12 riders/ 5 awards; 13-17 riders/ 6 awards; 18-20 riders/ 7 awards; and 21-up/ 8 awards

RULES continued on page 18



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MOMENTUM

Story and photos submitted by #646--Jeremy Fellows

Possibly the economy, maybe old timers jumping back in, perhaps SXS transferring back, a Yamaha corp. who never giving up? Whatever it is D-14 ATV XC racing has gotten a shot in the arm over the last few years. 24, 36, 50 is the average attendance of 2018, 2019 and projected for 2020 respectfully. Not necessarily staggering, but a very healthy hike for D-14 and the XC community from years past. So why? Economy, old timers, SXS, etc. certainly have contributed, but there's a bit more to it. There's some history to this and a train load of hard work to gain momentum.

MANUFACTURERS

When sport four stroke sales were booming (starting around 2005 until 2010ish) you seen a large amount of manufactures jump in to get their share. Damn, let me see if I can count just the 450's: Kawasaki, Yamaha, Honda, Suzuki, KTM, Polaris, Can Am, Polaris, Cannondale. Who am I missing....?

And now there's one company left making a production 450. Yamaha. That speaks volumes to me however I've always been fond of tuning forks. I understand the manufactures are in it to survive and make money hence dropping out when times get light, but Yamaha man—thank you. You hung in there with a solid racing quad option. Heck, I might just say thank you with a purchase in the spring if you keep it quiet from my wife.



VERSATILITY

Fortunately, in D-14 XC, the rider is primary and the quad is somewhat secondary. Yah I know a new 450 will rip up a 300 on a straight, but the woods can be an equalizer and I've seen some 300 riders smoke 450's in the trails. What I'm getting at is the versatility of the sport. You don't need a 2020 YFZ to compete as the classes are based on your overall skill and not the quad. This allows the investment to be relatively low (or insanely out of control too if you want—allegedly). D-14 XC quad racing has adapted to fit all budgets. Buying new or hopping up what you can afford and having just as much if not more fun due to lower stress. Believe me, tweaking your stock 400EX A-arms hurts a lot less then tweaking your new Hous-

MOMENTUM continued on page 27



2020 AMA D14 EVENTS

Be sure to check back next month for possible updates to this schedule as late changes and corrections do occur after the initial posting. Any changes will be noted in RED.

ICE

CHAIRPERSON Chris Ice

FEBRUARY

- 01 Sandford Lake Park GP/TT
- 02 Sandford Lake Park Oval
- 08 Devils Lake Winter Fest..... GP/TT
- 09 Devils Lake Winter Fest..... Oval
- 15 Crystal Lake Winter Fest GP/TT
- 16 Crystal Lake Winter Fest Oval
- 23 Racing w/The Saints St. Charles

MARCH

- 01 Valley Trail Riders Bentley
- 02 Make Up Date TBD

ATV MX

CHAIRPERSON Ryan Day
 ⚡ = MI State Championship Race

APRIL

- 04 Log Road Bronson
- 05 ⚡ Log Road Bronson
- 11 Valley MX Stanton
- 12 ⚡ Valley MX Stanton
- 18 Dutch SP Bloomingdale
- 19 ⚡ Dutch SP Bloomingdale
- 25 Red Bud MX Buchanan
- 26 Red Bud MX Buchanan

MAY

- 23 Dutch SP Bloomingdale
- 24 Dutch SP Bloomingdale
- 30 ⚡ Big Air Newago
- 31 ⚡ Big Air Newago

JULY

- 11 Dutch SP Bloomingdale
- 12 Dutch SP Bloomingdale
- 25 Nat'l Red Bud MX Buchanan
- 26 Nat'l Red Bud MX Buchanan

AUGUST

- 08 Dutch MX Bloomingdale
- 09 ⚡ Dutch SP Bloomingdale
- 29 Twisted MX Milan
- 30 ⚡ Twisted MX Milan

SEPTEMBER

- 05 Valley MX Stanton
- 06 Valley MX Stanton
- 07 ⚡ Valley MX Stanton
- 12 Red Bud MX Buchanan
- 13 Red Bud MX Buchanan

OCTOBER

- 03 Log Road Bronson
- 04 ⚡ Log Road Bronson
- 10 Dutch SP Bloomingdale
- 11 Dutch SP Bloomingdale
- 17 Twisted MX Milan
- 18 ⚡ Twisted MX Milan

ATV XC

CHAIRPERSON Jason Cottrell
VICE CHAIR Taylor Ellis

APRIL

- 26 Bundy Hill..... Jerome

MAY

- 17 Valley Trail Riders Bentley

JUNE

- 07 Bent Wheels CC Rose City
- 21 Valley MX Stanton
- 28 Dutch Sport Park Bloomingdale

JULY

- 19 T-Time Acres Mount Pleasant

AUGUST

- 02 Dutch Sport Park Bloomingdale
- 30 T-Time Acres Mount Pleasant

SEPTEMBER

- 19 Griffin Hines Farm Swanton, OH

OCTOBER

- 10 Dutch Sport Park Bloomingdale



ENDURO

CHAIRPERSON Mike Maurer
 (No FES dates provided as of printing)

APRIL

- 14 D14 Grand Kankakee

JULY

- 26 D14 Valley Trail Riders

AUGUST

- 09 D14 Hill & Gully
- 16 D14 Lansing MC

OCTOBER

- 04 D14 Muddobber

NOVEMBER

- 01 D14 Riders MC
- 08 D14 Treaty City

FLAT TRACK

CHAIRPERSON Teresa Bennett
VICE CHAIR Harmony Bailey

MAY

- 16 ST Polka Dots
- 17 ST (Rain) Polka Dots

JUNE

- 13 ST Lucky Thumb MC
- 14 TT Lucky Thumb MC

JULY

- 10 ST Lucky Thumb MC
- 11 TT Lucky Thumb MC
- 12 (Rain) Lucky Thumb MC
- 25 TT Muskegon MC
- 26 TT Muskegon MC

AUGUST

- 01 ST Lucky Thumb MC
- 02 TT Lucky Thumb MC
- 08 ST Polka Dots MC
- 09 ST (Rain) Polka Dots MC

SEPTEMBER

- 12 **STATE CHAMPIONSHIP**
ST Lucky Thumb MC
- 13 **STATE CHAMPIONSHIP**
TT Lucky Thumb MC

- 19 **STATE CHAMPIONSHIP (RAIN)**
ST Lucky Thumb MC
- 20 **STATE CHAMPIONSHIP (RAIN)**
TT Lucky Thumb MC

HARE SCRAMBLES

CHAIRPERSON Zack Keizer
VICE CHAIR Dan Stephens

APRIL

- 26 Portland TR Portland

MAY

- 17 White Trash Autumn Hills

JUNE

- 07 Bent Wheels CC Rose City

JULY

- 12 Fredneck Ranch ???
- 19 Muskegon MC Muskegon

AUGUST

- 02 Dutch Sport Park..... Bloomingdale
- 23 Polka Dots MC Midland

SEPTEMBER

- 13 Evergreen Creek ???
- 20 Battle Creek MC Battle Creek

HILL CLIMB

CHAIRPERSON John Radke
VICE CHAIR Eric Briggs

MAY

- 17 Goshen Ironhorseman Goshen, IN

JUNE

- 12 Muskegon MC Bridgeton
- 13 Muskegon MC Bridgeton
- 14 Muskegon MC Bridgeton

AUGUST

- 23 Goshen Ironhorseman Goshen, IN

2020 AMA D14 EVENTS

MOTO CROSS

CHAIRPERSON Kreg Bigelow

★ = MI State Championship - Max Points

🏍 = Loretta Lynn Qualifier

APRIL

04	Log Road MX	Bronson
05	Log Road MX	Bronson
05	Bulldog Riders	Millington
11	Valley MX	Stanton
12	Valley MX	Stanton
18	Twisted MX	Milan
18	Dutch SP	Bloomingtondale
19	Twisted MX	Milan
19	Dutch SP	Bloomingtondale
25	Red Bud MX	Buchanan
25	Big Air MX	Newago
26	Red Bud MX	Buchanan
26	Big Air MX	Newago

MAY

02	🏍 Log Road MX	Bronson
03	🏍 Log Road MX	Bronson
03	Bulldog Riders	Millington
10	Portland Trail Riders	Portland
16	🏍 Red Bud MX	Buchanan
17	🏍 Red Bud MX	Buchanan
17	Battle Creek MC	Battle Creek
23	Valley MX	Stanton
23	Dutch SP	Bloomingtondale
24	Valley MX	Stanton
24	Dutch SP	Bloomingtondale
25	Valley MX	Stanton
30	Big Air MX	Newago
30	Portland TR	Portland
31	Big Air MX	Newago
31	Portland TR	Portland

JUNE

06	Grattan Raceway	Belding
07	Grattan Raceway	Belding
07	Polka Dots MC	Midland
13	Twisted MX	Milan
14	★ Twisted MX	Milan
20	Battle Creek MC	Battle Creek
21	★ Battle Creek MC	Battle Creek
27	Big Air MX	Newago
28	★ Big Air MX	Newago

JULY

03	Red Bud MX	Buchanan
04	Red Bud MX	Buchanan
04	Valley MX	Stanton
05	Red Bud MX	Buchanan
05	Valley MX	Stanton
11	Grattan Raceway	Belding
11	Dutch SP	Bloomingtondale
12	★ Grattan Raceway	Belding
12	Dutch SP	Bloomingtondale
19	★ Polka Dots MC	Midland
25	Log Road MC	Bronson
26	Log Road MC	Bronson

AUGUST

01	Valley MX	Stanton
02	Valley MX	Stanton
08	Big Air MX	Newago
08	Dutch SP	Bloomingtondale
09	Big Air MX	Newago
09	Dutch SP	Bloomingtondale
15	Log Road MX	Bronson
16	★ Log Road MX	Bronson
23	Battle Creek MC	Battle Creek
23	★ Cadillac MC	Cadillac
29	Grattan Raceway	Belding
29	Twisted MX	Milan

30 Grattan Raceway Belding

30 Twisted MX Milan

SEPTEMBER

05	Valley MX	Stanton
06	Valley MX	Stanton
07	Valley MX	Stanton
12	Red Bud MX	Buchanan
13	★ Red Bud MX	Buchanan
13	Cadillac MC	Cadillac
19	Portland TR	Portland
20	★ Portland TR	Portland
26	Big Air MX	Newago
27	Big Air MX	Newago
27	Polka Dots MC	Midland

OCTOBER

03	Log Road MX	Bronson
04	Log Road MX	Bronson
04	★ Bulldog Riders	Millington
10	Dutch SP	Bloomingtondale
11	★ Dutch SP	Bloomingtondale
17	Twisted MX	Milan
18	Twisted MX	Milan
24	Valley MX	Stanton
25	★ Valley MX	Stanton

VINTAGE MX

CHAIRPERSON Steve Baginski

★ = GP Series

APRIL

04	Log Road MX	Bronson
26	Big Air MX	Newago

MAY

09	★ Portland TR	Portland
17	★ Valley TR	Stanton

JUNE

06	★ Polka Dots MC	Midland
28	Log Road MX	Bronson

JULY

18	★ Polka Dots MC	Midland
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AUGUST

09	Dutch MX	Bloomingtondale
22	★ Battle Creek MC	Battle Creek

SEPTEMBER

20	Red Bud MX	Buchanan
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OCTOBER

10	★ Twisted MX	Milan
24	Valley MX	Stanton

FIND THEM

online

AMA – AmericanMotorcyclist.com
D14 – AMA-D14.org
MichiganVintageMotocross.com

BattleCreekMotorcycleClub.com
BentWheels.com
BigAirMotocross.com
BulldogMX.com
CadillacMC.com
DutchSportParkMX.com
FlintMotorcycleClub.com
GKTrailRiders.com
GrattanRaceway.com
I96Speedway.com
LansingMotorcycleClub.org

LogRoadMX.com
LuckyThumbMotorcycleClub.com
MidwestEnduros.com (Hill & Gully)
MichiganMafiaMXC.com
MichiganVintageMotocross.com
MuddobbersMC.org
MuskegonMotorcycleClub.com
OwossoMotorsportsPark.com
PHMC-USA.com
PolkaDotsMC.net
PortlandTrailRiders.com
RidersMC.org
RedBudMX.com
TheValleyTrailRiders.org
ToledoTrailRiders.com

Be sure to visit these websites often during the season and off-season to make sure you're up to date on the latest and greatest!

TwistedMXMilan.com
ValleyMotocross.com
UPSandStormers.com



Have an Official FB Group?
Want it listed here?

Email me to let me know how people can find you and I will list it here!

linda@d14news.net



▲ Brian Kidner showing fellow rider Brian McMullen his new dance moves at the Toledo Trail Riders Hare Scramble

The 2019 District 14 Hare Scramble Series is officially “in the books” and what a great season it was! From the tight battles for points positions in the youth and adult classes to the amazing determination from all the young riders in the 50cc Auto Class, this series is just as much fun to watch as it is to participate in!

Now that the cold weather is fully

upon us and the Hare Scramble racing has come to a temporary halt, it's time to warm up the garage and get moving on that off-season bike maintenance. With the wrenches in my hand and the thoughts of racing on my mind, I often catch myself spending just as much time thinking about the upcoming season as I do reflecting on all the wonderful



▲ Neal Soenksen (left) and Carl Wollet (right) make quick work of fixing a flat tire on Blake Cain's bike during a race in Moorestown, MI

HARE SCRAMBLES

It's More Than Just Racing

Story and photos submitted by Doug Zdybek



Another great day of Hare Scramble Racing with lots of trophies from Polka Dots Motorcycle Club – Left to right: Neal Soenksen, Brian Kidner, Ethan Day, Charlie Zdybek, Gunnar Buhr, Henry Zdybek, Talon Soenksen and Dan Stephens

memories this past season has brought. I am fortunate enough to be blessed with 2 boys who are passionate about riding dirt bikes and my wife Amy, who is fully supportive (most of the time) of our new found love for off-road racing. As my mind drifts, I think back to all those fun conversations we shared in the truck on the ride to each race. I can't help but smile when I recall the many times I listened to heavy snoring from the back of the truck because my kids gave it everything they had at the race that day. My mind continues to wander as I dream of those warm weeknights my family and I hung out together sharing in the responsibility of bike maintenance, gear scrubbing and preparing for the next race. Amy would quietly slip out of the garage only to return a few minutes later with huge plates of food because she knew we wouldn't stop to eat but also knew we were starving! As I think back, I realize that the majority of my memories are not of the actual courses, the success or even the mistakes we made during a race, but rather the time spent before and after each event. The bond amongst my family is surreal. A bond and a family that has always been there but escalated to a whole new level since joining the Hare Scramble

Series. Allow me to elaborate further...

While some may consider it a curse, I have been told that I have the “gift to gab.” I consider it a gift and took full advantage by introducing myself to other riders when all of this Hare Scramble stuff was brand new to us. I'm quite certain that my strong (or weird) ability to approach and converse with total strangers was often embarrassing for my wife and kids but it kept us from learning about Hare Scrambles the hard way! What I quickly realized was that everyone I approached was more than happy to provide help or advice to ensure that we all had a good day. For a brief moment, I suspected “pure luck” was the reason that I managed to find only the nice folks at these races. What I quickly learned is that EVERYONE was nice!

They truly wanted to see the sport grow and went above and beyond to welcome every new participant! I was floored by the reassurance and positive energy the racers provided each other at the starting line of my very first race. I remember thinking “Do these guys know they are competing with one another?” Well, turns out they did know that it was a competition and this was just normal behavior. My results at the end of

the race also confirmed their awareness that it was a competition! When the race was over, many people whom I had not even met were quick to congratulate and inquire if we would be back for the next round! The experience of that day and many after it has reassured me that we made a great choice to get involved with District #14 and the Hare Scramble

community. It was amazing how quickly we went from being the new family to being part of an entire family. That is essentially what the Hare Scramble Series is.... an "Entire Family." Mutual respect on and off the course is a given. Support for each other exists everywhere. Help is just ahead on the course or right next to you in the pits. We have become what I would



▲ Just a few of the awesome ladies who help make the Hare Scramble Series so much fun! – (front) Adina Britton, Amy Zdybek (back) Madi Bauman and Dawn Bauman



▲ Neal Soenksen enjoying ice cream at Dutch Sport Park while his dog Molly waits for some to hit the ground!



▲ William Britton celebrating a 3rd place finish with Dad (Todd Britton) after riding his first Hare Scramble at Valley Trail Riders

call "regulars" at the Hare Scrambles because of this great environment. We frequently share potluck style meals at the track with others on Saturday evenings, we jokingly talk "smack" with fellow riders on social media, we share photos, stories, hardships, successes, even provide dirt

bikes to each other when needed! This is what family and the Hare Scramble Series is all about! If you don't believe me when I say it's more than just racing, I encourage you to come check it out for yourself! The 2020 season can't start soon enough for my family and we hope to see you there!



▲ Left to right: Ethan Day, Henry Zdybek and Gunnar Buhr were all smiles after their 1st place finishes at Polka Dots Motorcycle Club

RULES continued from page 12

SECTION B- RIDERS AND CLASSIFICATIONS

1. District 14 Hare Scrambles Division will award points in the following classes:

Youth and Small Bike/Women's Classes

Trail Bike class, up to 150cc 4-stroke, air-cooled, maximum wheel sizes of 21" front and 19" rear, 7-15 yr. solo rider

65 Class, mini class, 0-65cc 2-stroke, 0-110cc 4-stroke Trail Bike, maximum wheel sizes of 14" front and 12" rear, 7-11 yr. solo rider. Note: Trail Bike for this class is defined as air cooled 4-stroke

85 Junior class, mini class, 66-85cc 2-stroke, 100-150cc 4-stroke, maximum wheel sizes of 17" front and 14" rear, 7-11 yr. solo rider.

Super Mini class, mini class, 66-105cc 2-stroke, up to 150cc 4-stroke, maximum wheel sizes of 19" front and 16" rear (smaller wheel sizes are permitted), 12-15 yr. solo rider.

Women's/Girls class, 66-105cc 2-stroke, 0-150cc liquid cooled 4-stroke, maximum wheel size of 19" front and 16" for liquid cooled 4-stroke and 2-stroke bikes. Up to 150cc air cooled 4-stroke bikes may run full size wheels (21" front and 19" rear).

Big Bike Classes

Expert/AA class, Open age and displacement, top ten riders from previous year, solo rider

Open A class, Open age and displacement, solo rider

30+ A class, Open displacement, 30+ yr. solo rider

45+ A class, Open displacement, 45+ yr. solo rider

55+ A class, Open displacement, 55+ yr. solo rider

Open B class, Open age and displacement, solo rider

30+ B class, Open displacement, 30+ yr. solo rider

45+ B class, Open displacement, 45+ yr. solo rider

55+ B/C class, Open displacement, 55+ solo rider, B skill level although C level can ride.

60+ class, Open displacement and skill level, 60+ yr. solo rider

13-24 C class, 96cc and up, 13-24 yr. old age bracket.

25-34 C class, Open displacement, age 25-34, solo rider.

35+ C class, Open displacement, age 35+yr. solo rider.

A Team* class, A, B, or C skill level, open age/displacement, 2 riders, max of 2 bikes

B Team* class, C or B skill level, open age/displacement, 2 riders, max of 2 bikes

C Team* class, C skill level, open age and displacement, 2 riders, max of 2 bikes

Women class, 96cc and up, 13 yr. minimum age, minimum wheel sizes of 19" front and 16" rear.

* A team consists of two (2) riders and a maximum of two (2) bikes. Teams should compete in the class corresponding to the

higher skill of the two riders. Advancement from "C" team to "B" team or "B" team to "A" team will mostly be "on your honor", or at the discretion of the series chairman at any point before, or during the season. In order to score points as a team, the team must remain intact (same two riders) for the season. If a racer rides solo for team points, he/she must sign up and pay for his/her absent teammate.

2. Rider numbers (unique) must be displayed on the right side of the rider's helmet. Riders must display their class number on the back of their helmet. A one (1) lap penalty will be imposed if a rider fails to properly identify his/her helmet.

3. Riders must purchase a transponder to be scored during an event (at the designated price, transponder fees go to the Hare Scramble Maintenance Fund). Team riders will use one (1) transponder to be exchanged during the race.

4. The bike size for afternoon classes is limited to 96cc and above. Ages are limited to 13 years and older.

5. A rider whose bike exceeds posted sound limits (when measured per the AMA procedure) at any time during the event will face disqualification and forfeit of any points that may have been earned during the event.

6. Any non-sufficient funds (NSF) will result in withholding points until payment has been received in full plus any applicable bank fees.

SECTION C- POINTS AND ADVANCEMENT

1. Points at each event will be awarded based on the results generated by the electronic scoring system according to the following schedule:

- 1st - 25; 2nd - 22;
- 3rd - 20; 4th - 18; 5th - 16; 6th - 15; 7th - 14; 8th - 13; 9th - 12; 10th - 11; 11th - 10; 12th - 9; 13th - 8; 14th - 7; 15th - 6; 16th - 5; 17th - 4; 18th - 3; 19th - 2; 20th - 1

2. Series standings will be based on points earned over the entire season subject to the following "throwaway" schedule:

- less than 10 races – 1 throwaway
- 10 - 12 races – 2 throwaways
- 13 - 15 races – 3 throwaways
- 16 or more races – points counted from 75% of events (any fractional point rounded to the NEAREST whole number, 0.5 or more rounds up).

3. Any rider that assists in a D-14 Hare Scramble will be allowed to use one less race than the requirement and his/her best finish of their season results will be added to complete his/her total class and overall points as a work credit. A rider must get in contact with the head of the club/promoter for the event in which they wish to work. Upon coming to an agreement with the club/promoter on the work to be completed the rider will have to have the head of the club/promoter contact the chairman with the rider's name who will

be working the event. Once this is submitted and approved, the rider must work the event and not race. A "work credit" can be for work done before an event or the day of the event at the club/promoter's discretion. A rider cannot get work and ride points the same day. No work points will be awarded for Super Endurance Events.

Calculating Work Points: (EXAMPLE) An 11-race series allows two "drops". Rider's best finish goes toward final points.

4. All solo classes are eligible for series Overall points

5. If two or more riders are tied in points at the end of the season, tie-breakers will be used to determine standing. The tie breaker will be the most 1st, or 2nd, or 3rd (etc.) place finishes. If a tie still remains, then the rider that finished better at the last event both competed in would win the tie breaker.

6. The top ten (10) overall riders from solo classes of the previous year will be promoted to the Expert AA class. These riders must ride the Expert AA class if they are riding the solo program. The class is optional for other riders; however, once a rider signs up for the Expert AA class that rider MUST ride the remainder of the season in that class. A rider of the age of 45 or above that finishes in the top 10 overall, has the option to opt out of the Expert AA class. This rider must ride an "A" class the following year.

- National Hare Scrambles and Regional Hare Scrambles do not pertain to the rule.

7. Any rider that has previously won a Michigan District 14 Hare Scramble Overall Championship cannot run in a "B" class.

8. All class champions will be advanced to the next level class that they previously won. Example "C" class champion will move to a "B" class. A "B" class champion will move to an "A" class. Other rider class advancement will follow current AMA Racing Amateur Competition Rule Book, AMA Off-road section 2.1.6 (Appealing Advancement/Classification). Rider advancement point status may be checked on the AMA website. Riders must submit an advancement appeal to the AMA and an appeal board will review appeal and make a ruling.

9. Any rider who participates in enduro events, MUST ride the same specific skill level in the hare scrambles series as if they entered into in the enduro events. (Example: An "AA" enduro rider would be required to enter the "Expert/AA" class at a hare scramble event. A "B" class enduro rider should enter a "B" class at a hare scramble event. A rider may move up a skill level but not down.

SECTION D- PROGRAM/ SERIES

1. The Hare Scrambles program will consist of a strict schedule of events to be arranged and finalized at the District Sanction meeting, prior to the start of the new race season. A.) The D-14 Hare Scrambles

season will begin March 1st and end October 31st. Events held before or after these dates will not receive D-14 Points. B.) There will be no championship point races on Easter, Mother's Day, Memorial Day, July 4th weekend, or Labor Day except by special permission from the Hare Scrambles Committee.

2. All events scheduled at the December meeting (that do not conflict with rule 1a and 1b) will pay D-14 points. The only races scheduled after the fall meetings that can be awarded points are those scheduled to replace a race dropped by another promoter. If possible, these events should be scheduled on the same date as the canceled event. The change must be properly advertised. National Hare Scrambles and Regional Hare Scramble points will not count towards D-14 Hare Scrambles.

3. No competing D14 hare scrambles events will be scheduled on the same day anywhere within District 14 unless agreed upon by the Division and the promoters involved.

4. The series Chairman, Officers, and Promoters can collectively approve a "special" race, which is either co-sanctioned with another series or is run as a "Special Endurance Event". These events are to be explained in detail prior to the start of the season. Riders will be awarded points if the series Chairman, Officers, and Promoters agree to do so. Only one Super Endurance Race may be run per year.

5. Parade laps will be at the discretion of the club/promoter with the agreement of the hare scramble officers. If a parade lap is offered, it is advisable that a 15-minute break (suitable to length of track) is given to allow for refueling and for riders to assemble at start line following the parade lap. Riders are expected to be ready for the parade lap at the designated time and the clubs/promoters are under no obligation to wait for a rider before beginning a race. All mini classes and youth classes are required to have a parade lap.

6. All District 14 classes will be offered and points given in order to receive District 14 sanctions. Two or more riders will constitute a class for trophies/awards in that event. If only one rider signs up for a class, that rider will receive points for that class in that event. That same rider may be moved to another class for trophies/awards.

7. The Scoring & Registration Team (appointed by Chairman) will utilize the scoring equipment (Moto-Tally) maintained by the Hare Scrambles Division. There will be a service fee of up to \$270 per event payable to the Scoring/Registration Coordinator. The club/promoter will pay an equipment rental fee of \$30 payable to the Hare Scrambles Equipment Maintenance Fund. The club/promoter will provide the necessary number of people to assist the scoring process, at least 3 persons to do back-up scoring and/or flagging. The club/

RULES continued on page 20



▲ VET A CLASS



▲ VET B CLASS

BANQUET continued from page 11

going back to Bundy Hill again, Valley Trail has stepped up for two races, we return to T-Time Acres for two races this year. The big addition for 2020 was the three dates at Dutch Sports Park, this is a great facility and we are welcome to add these dates to our schedule. If you didn't learn from the first time you will be prepared this time. Oh Yah!!! SWAG TIME..

Now to the part of the night that everyone was waiting for, besides the schedule. Awards. We started out with the Mini Class. The top four were awarded trophies, 4th place – Jeremiah Robinson, 3rd Place – Dominique Chaplain, 2nd Place – Ryker Allen, 1st Place – Ashley Gramzow. This is the future of our sport and these kids did not disappoint the entire year. The youth class was next were 3rd Place was Nicholas Dearing, 2nd Place – Olivia Durham, and 1st Place – Nathan Meyer. Women's class awards were 3rd Place – Rachel Adams, 2nd Place – Stephanie Ar-

nold, 1st Place Rylie Budd. Our C Novice/Schoolboy class awards were 3rd Place – Willie McGillen, 2nd Place – Jason Dean,



▲ WOMENS CLASS



▲ OVERALL

1st Place – Cole (who put that trailer in front of me) Provoast. The O 40+ class saw 3rd Place – Wes Raska, 2nd Place – Chris Robinson, 1st Place – Bill Dossey. The Vet B class was a great battle again this year. 3rd Place – Jeff Gramzow, 2nd Place by the tie breaker Sarah Meyer, 1st Place – Jeremy Fellows. B Open awards were 3rd Place – Jacob Carpenter, 2nd Place Justin Guthrie, 1st Place Taylor Ellis. Vet A results were 3rd Place Brian Keane, 2nd Place – Dan Brendel, 1st Place - Chad Meyer. A Expert Class final standings were 3rd Place – David Letts, 2nd Place – Donny Griffith, 1st Place Brent Bergeron. Overall Series results brought a first for our series looking back as far as we could find. For the first time in series history a female finished in the top 3 overall. Great Job Sarah Meyer for your 3rd Place Overall finish. 2nd Place – Dan Brendel. And 1st Overall after a 13-year break from the sport and still sporting his speed, Jeremy Fellows. Great job to everyone of our award winners and all the competitors during the 2019 season. One of the highlights of the evening was the presentation of a commemorative bench presented to Dan Brendel for all his continued years of dedication, support, and drive to keep the series going. Dan has been the staple of the series and continues to push the bar of himself and his competitors. The highlight of the evening was a special video message from GNCC Pro ATV rider Adam "Gator" McGill #521 to the ATV riders of District 14.

None of this could not have happened if it wasn't for the Great people of this Series. The greatest thanks and appreciation must go to Jason Cottrell our Chairman. He has worked many of hours and 7 days a week to get this series back to the way it

is. His passion for this series and its success is second to none. That does not go with out a cost though. From everyone involved in this series we want to Thank you Jason and your family for what you have done this year. You always say it's a team effort, but you are our leader. We Thank you. And second, we want to Thank Jeremy Fellows, you have brought back to this series your experience and your ideas.

Your contacts and understanding of this sport are what our series needed. You are a true Champion, not just on the Track. Melissa Tompkins, we cannot forget about you. You are our Track mom. You keep us all in line, and most importantly make sure every lap counts. There are allot of company's that helped to make this banquet and our season possible. Some of them are: Freedom Custom Carvings, Zoom Zoom Parts, FASST Company, Macomb Powersports, Klim, JSR Moto Design, Fox Powersports, Edge Graphics, Rocket Ron Racing, Rocky Mountain ATV, EVS, BRAAP Motowerx, LS4, Adam and Haley McGill #521, Eight 2 Eight Hall, Mid-Michigan Machine, Maple Leaf Apartments Shepard Mi, Sweet Graphics, Xtreme Garage, Galloci Oil, Sugar Skull Design, Reker Motorsports, Central Motorsports.

The work doesn't stop now, we have momentum, Lets keep this going D14 ATV XC. 10 seconds!!!! See you on the line at Bundy.



▲ YOUTH CLASS

RULES *continued from page 18*

promoter is responsible for supplying adequate shelter from the elements and a steady power source to run the scoring equipment.

8. \$5 per D-14 rider will be collected by the club/promoter at sign-up to be forwarded to the Hare Scrambles Treasurer or Chairman with the race report (this includes all racers riding in a points paying class at a D-14 sanctioned event; except in case of a dual sanctioned event. Those riders other than D-14 may be excluded.). This is to be done no later than 14 days after the race date. If the Treasurer informs the Chairman of non-payment from an event, the Chairman may recommend no points for any of the promoters remaining sanctions. This account will be maintained strictly as the Hare Scrambles Awards Fund for post-season activities, set forth by the riders' votes from the riders' meeting.

9. The Hare Scrambles Chairman, Vice Chair, Treasurer, Points Keeper, Web Director, Rider Reps, and Scoring Specialists will be exempt from gate fees. They are issued an ID tag and will present it to the staff as they enter the track.

SECTION E- HARE SCRAMBLES COMMITTEE

1. The Hare Scrambles committee will consist of 12 members, including the Chairman. The riders will elect 7 members each year. 5 will be appointed by the Chairman

2. The seven (7) committee members elected by the riders need not be racers. Two (2) will be designated the Rider Reps, one (1) will be the Alternate Rider Rep, one (1) will be the Treasurer, one (1) will be the Points keeper, (1) will be the Vice Chair, and one (1) will be the Chairman for the division.

3. Of the five (5) committee members being appointed by the Chairman one must be a rider and the remaining will be from clubs/promoters conducting Hare Scrambles.

4. All committee members must be members in good standing of the AMA and must hold a current Associate Membership card in D-14.

5. The Hare Scrambles committee will meet a minimum of twice a year. One meeting will be the Saturday before the fall sanction and general membership meeting of AMA District 14 Club Council, as set by the DFCC Board of Directors. The second meeting will be between October 01 and the annual meeting. This meeting will be designated as the Hare Scrambles Annual Meeting.

6. The Hare Scrambles Annual Meeting will be held for the sole purpose of proposing new rules, making future plans, reviewing the past season, etc. by the riders in the presence of the Hare Scrambles Committee. Election of the 7 positions by

the riders for the Hare Scrambles Committee will be held at this time.

7. The Hare Scrambles Riders annual meeting will be held at a designated place to be announced to the riders at least 30 days in advance. The general meeting of the riders will follow the Hare Scrambles Committee Meeting.

8. The Chairman may convene the Hare Scrambles Committee at any time during the year to consider requests for action on any aspect of the sport deemed necessary.

2020 AMA/D14 Flat Track Rules

1. The rules are a supplement to the AMA Amateur, Semi-Pro & Youth Competition Rulebook/Online Copy. Please pay attention to these rules they will be strongly enforced for our 2019 D14 Dirt Track Series. Online copy will be correct copy to follow. Any changes to rules after rule books are printed will always be posted online.

2. Classes recognized by AMA/D14 Dirt track & for which points may be earned are as follows: 0-51cc Junior - Pee Wee Shaft Drive/Multi-Speed 4-8 yrs. (Multi-Speed Shifters must be removed); 0-51cc Senior - Chain 4-8 yrs; 52-65cc 6-11 yrs; 66-85cc 7-15 yrs; 86-250cc Open; 251cc+ Open Single; 251-505cc Amateur; 251cc+ Open Twin 17+ yrs; Veteran 35+ yrs; Senior 60+ yrs; Vintage 0-400cc (Air Cooled 1988 and older); 401 Open Vintage 1988 or older (17+ yrs on 400CC+ Twin); Wildcat 80-200cc (Air Cooled 4 Stroke, 12yrs older and up).

3. A promoter or club, at their discretion, may run classes in addition to those listed, but the riders will not earn points in these "additional" or "optional" classes Combo and Buddy. If promoter chooses to run a Buddy class it must be 11yrs and under or a 12yrs and older class. AMA/D14 points will be earned in those classes as listed above 1-16 only.

4. Six (6) bikes/quads constitute a class. If less than six bikes/quads sign up for a class, that class need not be run and bikes/quads may be moved up to the next higher class and/or class equivalent. In classes which cannot be combined, the promoter or club may elect not to run any class with three (3) bikes/quads or less. With classes with four (4) bikes/quads but less than six (6), the club or promoter may elect to run only a final race and no heat race.

5. Points will be figured out as follows: 1st-20pts, 2nd-15pts, 3rd-10pts, 4th-8pts, 5th-6pts, 6th-5pts, 7th-4pts, 8th-3pts, 9th-2pts, 10th-1pt. DNS 0pts DNF 0-1pt-please see rule 22.

6. 0-65cc classes will not be allowed to start a final race after 10pm. The promoter / club to plan accordingly to schedule these races earlier in the program. In the event that no finals start prior to 10 pm, at the referee's discretion, he/she may ask for a unanimous vote amongst guardians to continue to race the final or use the results of

the heat/qualifier races for scoring.

7. To receive Amateur AMA/D14 points a rider must:

A. Use the last two digits of their D14 or AMA number with the first letter of their last name (letter optional. Example: John Doe's D14 or AMA number is 1234; John Doe will run the number 34D.). If both riders in the same class are using the same number (one using the last 2 digits of his AMA and the other D14), the rider having had their number the longest shall use that number. The other rider will add the first letter of their last name to their number.

B. Use the number they earned in AMA/D14 competition.

C. Use the number they earned in AMA National Competition with an "N" after it.

D. All machines must be equipped with three number plates: white in color with black numbers and letters (optional colors for licensed professionals.)

8. Riding numbers 1 through 10 will be assigned to the top 10 riders in AMA/D14 Dirt Track Competition according to overall points earned the previous year. NO RIDER IS ALLOWED TO USE #1 UNLESS THEY EARNED IT THE PREVIOUS YEAR.

9. Number Plates:

A. Bike must be equipped with 3 plates of uniform size shape and must be black numbers on white background (except for licensed professionals.)

B. Numbers must be at least 5-inch high standard block letters; numbers must NOT be shaded or outlined.

1. Lettering must have a professional appearance.

2. AMA national numbers will take precedence in all events, and will be designated by a 3-inch letter N (such as 1N)

3. 50cc classes may use 3 inch high numbers to maintain a neat appearance.

C. Four Wheeler's must be equipped with vertical number plates on rear grab bar of quad.

10. In the "B" class the top 20% of the riders in the point standings shall be moved to the "A" class for the next season. Points Keeper and District Chairperson to identify the top 20% and publish at the end of each season. Once you advance yourself to the "A" class, you will relinquish your points earned in the "B" class.

11. A referee cannot referee a class that an underage family member is participating in. An assistant referee will be appointed for that class. A club member / promoter cannot set the heat / qualifying race line-ups (when more than one is required) of a class in which a family member is participating. The referee or a District 14 representative must be present when the heat/qualifier race line-ups are set.

12. Only one event in each type of competition, short track, half mile or TT will be designated the District 14 State Championship event of the year. It is not necessary to have a State Championship in each event.

13. An event that is designated the District 14 State Championship event of the year,

must run all of the AMA/D14 designated classes.

14. A promoter or club who is awarded a D14 Championship event must advertise it in order to inform every D14 rider and to get maximum spectator attendance. All advertisements are subject to D14 rules.

15. D14 RACE POINTS WILL BE AWARDED FOR D14 EVENTS ONLY. The only exception is if the Flat Track & TT Scramble Amateur Grand National Championship and/or Regional National races are run on the same date as a District 14 race of same type of event, then and only then, will the National/Regional event count for District 14 points. It will be counted from the actual finishing spot. However, it is up to the rider to keep track of the position he finished, then it must be submitted within 3 weeks after the event. The chairperson will have it certified from the hosting club/or promoter that it is accurate.

16. At State Championship races the minimum places that will receive awards will be up to 6th place unless otherwise stated.

17. Each club and promoter will pay the sum of three dollars (\$3.00) per rider signed up in each class at each of any D14 points paying event and all half mile, short track, and TT will be qualifiers and the sum of three dollars and fifty cents (\$3.50) per rider signed up in each class at the State Championships. These should be collected and sent to the D14 Flat Track Chairperson, with their D14 referees report and race results report no later than 2 weeks after each event. Race results must be legible, identify the D14 recognized classes, include the rider name per D14 membership and include at least the last 4 digits of D14 membership number; results must be sent to the D14 Points Keeper and AMA within 7 days of the race event.

18. State Championship Races – The top 6 riders in points in each class will be locked into the front row starting position. The 7th-12th riders will have to qualify for a back row position if there are more than 12 riders. Points will still determine line pick for your semi.

19. Any entrant removing a race track banner without authorization of track officials, shall be penalized a minimum of 20 District points and up to complete removal of all D14 points for the entire season, penalty determined by the D-14 board.

20. Unless otherwise advertised, practice will start two hours before race time and go through two complete sessions. It then stops and a riders meeting conducted, and time permitting, late practices will be given. In case of lost time or delay by some unforeseen reason, the referee may shorten practice.

21. Any rider abusing the practice system by taking more than two practice sessions per bike/quad (not class), unless approved by the referee, shall start from the penalty line in all races for that day.

22. Any rider holding a current professional racing license shall not be permitted to en-

ter an age class (Vet 35+ and 60+) at amateur competition. Licensed riders may not enter the 251-505 Open Single class.

23. Any rider holding a current professional racing license shall not be permitted to enter an age class (Vet 30+ and 45+) at amateur competition. They also may only enter A level classes where there are no B riders entered.

24. At a D14 race, the head starter/referee/club-promoter, before practice/riders meeting, will go over what every flag and what its colors mean. The head starter/referee/club-promoter shall have schooling or instructions for corner flagmen. This is to make flagmen familiar with all the flags and their meaning and to be supplied with appropriate flags and means of communicating with the head starter and/or referee. In addition, they shall coordinate with emergency personnel, at the appropriate times, for emergency vehicles to enter the racetrack.

25. NOTE: Combo Class (non-points paying) 250cc+, MINIMUM OF 15 YEARS +, and must be an A rider, Pro-sport, Pro-Expert or GNC rider. A minimum pay out of 75% of sign-up and pay 50% of the riders in the Main Event (non-points paying money class) shall be given.

26. 401 Open Vintage 1988 or older, 401-600CC Air Cooled Single Cylinder 2 or 4 valve, 401-750CC Air Cooled Twin Cylinder 2 or 4 valve. Air Cooled 2 stroke. Must be period correct, twin shock frame, or period correct single shock frame. (Note: See 2019/2020 AMA Rule Book for 1980's Vintage 750 CC for proper single shock frame type.) Must be a minimum of 17 years old to ride a 400+cc twin.

27. 401 Open Vintage 1988 or older, 401-600CC Air Cooled Single Cylinder 2 or 4 valve, 401-750CC Air Cooled Twin Cylinder 2 or 4 valve. Air Cooled 2 stroke. Must be period correct, twin shock frame, or period correct single shock frame. (Note: See 2018/2019 AMA Rule Book for 1980's Vintage 750 CC for proper single shock frame type.)

28. Tie-Break: In the event of a tie for the Points Championship, the winner will be determined based on the number of main event wins in the series. Should it still be a tie, finishes of second, third, etc. will be tallied until the tie is broken. If a tie remains, the best finish in the last race will determine the champion.

29. A number 1 plate will be given to each high point rider in each class of each division (Short Track, Half Mile and TT) at the end of the season. An overall number 1 plate will be given to a rider who has earned the most points in that class that include all divisions (Short Track, Half Mile, TT). A rider must compete in a minimum of 50% of the races to be eligible for overall year-end awards only. In order for awards to be given more than 2 races for the season must be ran.

30. The Overall Champion in each class will be the ONLY rider allowed to use the #1 on

the bike in the same class for the next year.

31. In the case of a rider falling during practice or a race, ONLY TRACK OFFICIALS AND EMERGENCY PERSONNEL ARE ALLOWED ON THE TRACK. When it is determined safe to enter the track, a track official can give authorization for entry. Any person not adhering to this rule may be removed from the premises and that rider may be disqualified for the day. Repeated non-compliance to this rule may lead to expulsion for the year pending decision by District 14 and AMA.

32. It is mandatory that all promoters/ clubs verify District 14 and AMA cards are present and in current standing, prior to allowing signing up for any class. Any rider not in possession of a current District 14 card or proof of membership will be required to sign-up again. No points will be earned for any race that the rider competed in where the membership was not current, NO EXCEPTIONS.

33. If running a bike in the buddy class, kickstands must be removed.

34. Number of bikes on track for race is at track discretion.

35. A CRF150 will be placed in the 86-250 Open class and the rider must be a minimum of 12 years old.

36. Mini Electric motorcycles may be run as an exhibition class. If the referee chooses, they can combine with the 0-51cc Chain class, but must be scored separately.

37. No racer under the age of 16 will be allowed to race or passenger any sidecar. All age to displacement rules will still apply.

38. Quad classes may be run as exhibition classes only.

39. 0-51 Junior class may consist of shaft or multi-speed bikes. In the event of a multi-speed shifters must be removed. In both 0-51 Junior and Senior classes, modifications may be made, but must be kept to a 50cc displacement.

2020 AMA/D14 Enduro Rules

The District 14 Enduro Series is comprised of a group of AMA chartered clubs and promoters engaged in the sponsorship and promotion of Enduros. It is dedicated to the betterment of the sport of enduro riding, and to providing the individual competitor with a quality, safe, challenging event. The following rules and guidelines will be used to govern enduro events in the District 14 Enduro Series for 2018.

a. Recognized Classes: AA, A-200 (86-200cc); B-200 (86-200cc); C 29 and Under; A-250 (201-250cc); B-250 (201-250cc); C 30+; A-Open (251cc +); B-Open (251cc +); C 50+; A 30+; B 30+; 60+; A 40+; B 40+; Women's; A 50+; B 50+.

b. Required Equipment

a. At sign-up, all machines must be equipped with operating headlight, tail-light, horn, mirror, and valid license plate "where applicable", and a USFS-approved spark arrestor muffler.

b. All required equipment must remain intact during the entire event.

c. Events, Fees, and Results

a. As much as possible, D14 Enduro events should not conflict with National Enduro dates.

b. There will not be more than one Enduro sanction per week in District 14, except by consent of the Enduro Chairman.

c. Any D14 Chartered club or promoter may apply for a D14 Enduro sanction. Applications will be considered by the Enduro Chairman.

d. Entry fee must be listed on any event advertisement.

e. All series runs will have a 9:00am key time unless clearly indicated otherwise on the event flyer.

f. The A 50+ class will ride the same course as the "A" classes. The 60+ and Women's class will ride the same course as the "C" classes.

g. All District 14 Enduro sanctioned events must run the full set of D14 Enduro classes, with the exception of National Enduros.

h. At National Enduros that are also a D14 Enduro sanctioned event, D14 Enduro Series Members may enter any class that is offered as long as it is appropriate for the rider classification (A rider must ride and A class, B rider must ride B class). For the purpose calculating D14 Enduro series points, points will be given for the class the rider has chosen to ride in the District 14 Enduro series. AA riders are strongly encouraged to ride the AA class provided at a National. If a D14 rider chooses to ride a class at a National other than the D14 class, they must notify the points keeper 30 days prior to the National event.

When riding a National Enduro, riders are responsible for ensuring that they ride the correct course length that is appropriate for their D14 class. E.g., Riding A 55+ at a National typically runs the "B" course. If the rider enters A 55+ at the National, but is running A 50+ in D14, they need to ride the "A" course at the National in order for their results to be transferred to the D14 A 50+ class correctly.

i. For Restart format events, Emergency checks will be scored by total minutes and seconds, and calculated from the top of a riders due minute. Scores will be tabulated by the actual number of minutes and seconds that a rider is late to an emergency check. Example: if you are due on minute 20, and come in at 21:30, your score is 1 "Minute" and 30 "Seconds" not 1 "Point" and 60 "Emergency Points".

j. Row Assignments:

i. For all events, AA riders must ride on rows 21-40. One row position must be left available on rows 21-40 for the AA riders. No row positions will be reserved for specific riders.

ii. All promoting organizations are encouraged to provide a paid pre-entry system for all events. When there is a paid pre-entry system, a rider will be given the choice of requesting three rows in order

of preference. For riders to request to be on the same row, their paid entries must be sent in together.

iii. All other starting positions, including those assigned at event sign up, will be assigned and reserved only if there is an entry fee paid for the row being assigned.

iv. The option of using the lottery system for row assignment is at the discretion of the event promoter.

k. Marking Standards

i. Two arrows laid down indicate a turn depicted on the route sheet

ii. Arrow pointing at 45 degrees indicates a turn ahead in the direction of the slant

iii. Arrow pointing down indicates a minor hazard

iv. Road signs indicate possible cross vehicle traffic

v. X indicates DANGER

vi. W indicates wrong way

vii. Gas stop signs must be used to depict the beginning and the end of a gas stop

l. Riders must make their scorecards visible and available to checkpoint people.

m. Clubs / promoters have the right to penalize (including disqualification) any rider who, in the opinion of the flag person at the road crossing, failed to stop at that road crossing.

n. The event promoter must use a sweep crew that follows the entire course to aid disabled bikes or injured riders, and to ensure that no participants are left stranded on the course.

o. All scores that make it through the protest period are official for event awards. During the protest period, scores are to be posted listing individual rider's scores. All clerical errors found after the protest period must be brought to the attention of the Points Keeper by the close of the second event following the event in question, or before the D14 annual sanctioning meeting (first week in December) if it is the last scheduled event of the season.

p. If the final check is a secret check before the final posted mileage on route sheet, club / promoter must inform the rider that the event is over.

q. All events will have a riders meeting; topics should include courtesy to checkers and faster riders, policy on road crossings, and to introduce referee and assistant.

r. In order to fund the awards banquet and help operate the series, each club / promoter will contribute the following amounts for each sanctioned event:

- For D14-only sanctioned events: \$4.00 per rider

- For co-sanctioned events: \$4.00 per rider who is registered for D14 Enduro Points

s. Any D14 Enduro-assessed fees must be forwarded to the D14 Enduro Treasurer within 14 days of invoice. Payment must be post-marked within 14 days of the invoice, or the event promoter may be assessed a \$50 late fee, payable to the D14 Enduro Series.

t. Event Results:

RULES continued on page 22

RULES *continued from page 21*

i. Must be submitted to the D14 Enduro Points Keeper within 7 days of the event, or the event promoter will may be assessed a \$50 late fee payable to the D14 Enduro Series Points Fund.

ii. Must be submitted in electronic format as either a text, Excel, CSV (Comma Separated Value), or MDB (Microsoft Access database) file format.=

iii. Required fields are: AMA Number, First Name, Last Name, Date of Birth, City, State, Bike Brand, District Membership(s), Class, Checks Completed, Points, and Emergency Points. Each field must be separated by a delimiter.

iv. If there are different course lengths used at the event, the number of total checks possible for each class course length must also be included in the results.

v. If event results are not submitted in electronic format as described, or results were generated by a non-approved scoring application, the event promoter may be assessed \$150, payable to the D14 Enduro Series.

*Please check with the D14 Enduro Points Keeper for a list of currently approved scoring applications.

u. If a club / promoter has any outstanding fees or assessments, D14 Enduro points may be pulled for the associated event.

d. Series Points and Awards

a. All riders must also be a current District 14 member as of the date of the event to earn series points. It is a promoter's responsibility to ask for proof of District membership, and a rider's obligation to provide proof of membership.

b. Series points will be awarded for each event, in each recognized class, as follows (placement, points) :

Grand Champion 35; High Point AA 30; High Point A 30; High Point B 30; High Point C 30; 1st 25; 2nd 22; 3rd 20; 4th 18; 5th 16; 6th 14; 7th 12; 8th 10; 9th 8; 10th 6; 11th 5; 12th 4; 13th 3; 12th 2; 15th 1.

c. Number of events to be counted for end-of-season standings will be as follows (total # of Events, # of Events Counted):
1 – 5 All; 6,5; 7, 6; 8+, Drop 2.

d. The Grand Champion category (includes A/AA riders) will have only 1 drop. This is only for determining the Grand Champion at the end of the year. All other classes, including Overall A/B/C, will use the standard drop schedule.

e. A rider must complete the first timed section to receive series points for the event. If a rider signs up but does not start the event they will not receive points for the event.

f. Worker Points:

i. A rider that works an enduro will receive 1st place points in their class for that event.

ii. The rider will receive Overall points equal to their best Overall finish for the season.

iii. A rider is eligible to receive worker points for only one (1) event per season.

iv. Permission to work an enduro must be granted by the club / promoter, and the definition of "working" an event is left to the discretion and judgment of the club / promoter.

v. The Enduro Chairman must receive notification, preferably in writing, from the rider at least 30 days prior to the event date stating the enduro to be worked. If notification is made less than 30 days from the event date, or not at all, approval of worker points is at the discretion of the event promoter and Enduro Chairman.

vi. The Points Keeper will confirm with the club/ promoter after the event that all worker requirements have been met prior to awarding points.

vii. A rider can work up to 25% of a non sprint enduro and still ride the event.

g. If at the end of the series a tie exists, the winner will be determined by:

i. The rider with the highest point value in the corresponding Overall class.

ii. If the tie still exists, the rider having the most 1st, 2nd, 3rd, etc. will be the winner.

iii. If the tie still exists, the points accumulated in all the events previously not counted (e.g., drops), regardless of whether the riders involved in the tie have competed in an equal number of events, will determine the winner.

iv. If the tie still exists, the rider who had the better score at the last event in which all riders involved in the tie competed will be the winner.

v. If the tie still exists, and the riders did not compete directly against one another in any event, the rider who competed against the most entries in the class of all the accumulated events will determine the winner.

vi. If the tie still exists, and the riders competed against the same number of riders in the series, the rider competing against the most entries in a single event will be the winner.

vii. If the tie is in "OVERALL" and the riders did not compete against each other, both riders will be awarded the same position.

viii. In the event a tie still exists, the winner will be determined by the D14 Enduro Chairman.

ix. Worker points will be considered for the purpose of breaking a tie, but the worker point value will be equal to the rider's best finish in the class for that season.

h. A banquet will be held after the series to present awards.

i. Riders must earn points in, or entered, approximately 60% of the completed events to qualify for year-end awards, at the discretion of the Enduro Chairman.

e. Top Riders

i. AA, A, B, C Hi-Point riders shall be determined on an overall basis.

ii. The top riders from the classes will be awarded points on the basis of Rule 4a starting with 1st place.

iii. The top 12 AA/A riders from the previ-

ous year, plus all National AA and above riders, will be considered as Enduro AA within D14.

iv. Any person riding the AA class must ride that class at multi-district events if that class is offered by the club / promoter putting on that event (Except AMA National Enduros). Riders are required to ride their highest classification at multi-sanctioned events (e.g., AA class).

g. Elections, Rules, and Voting

a. Voting on D14 Enduro Division rule changes and election of the Enduro Chairman will be done at the annual D14 sanctioning meeting.

b. Rule changes can be submitted to Enduro Chairman anytime throughout the year. These proposed changes will be reviewed and discussed at the annual meeting.

c. Each D14 Chartered club and promoter shall receive 1 vote for each D14 sanctioned event that they hosted in the most recently completed season, OR are hosting in the upcoming season. A 2-day event will count as 2 votes if each day of the event is scored separately. If a 2-day event is a combined score, the event will count towards 1 vote.

d. The Enduro Chairman will be allocated 1 vote.

e. There will be three (3) Enduro Rider Reps.

ii. One (1) Rider Rep must ride in the C Class, Womens, or 60+ Class. The other two (2) Rider Reps must ride in one of the A/AA or B classes.

iii. Nominations for Rider Reps can be submitted by anyone. Those nominated should have an expressed interest in being a Rider Rep.

iv. Nominations must be submitted to the Enduro Chairman no later than the annual awards banquet. the annual District 14 Sanctioning Meeting (first Saturday of each December).

v. A 10 day voting window will be made available within 7 days of the D14 sanctioning meeting for eligible riders to cast their ballot, either electronically or via mail-in ballot. The newly elected rider reps will be announced by December 31st of the current year.

vi. To be eligible to vote, a member must have received D14 enduro points in the current year / season.

vii. Each eligible voting member will be allowed to cast up to three (3) votes for those nominated. Up to one (1) vote can be cast for nominees in the C, Womens, 60+ Rider Rep category, and up to two (2) votes can be cast for nominees in the A/AA/B Rider Rep category.

viii. The nominee receiving the most votes in the C/Womens/60+ Rider Rep category will be deemed one of the elected Rider Rep for the new term. The top two (2) nominees receiving the most votes in the A/AA/B Rider Rep category will be deemed the other two elected Rider Reps for the new term.

x. Ties will be won by the person who has ridden the most events in the current season, and if necessary due to both tied nominees having the same number of events, looking back to the prior seasons, in reverse chronological order, until the tie is broken.

xi. The term for Rider Rep is one (1) year, beginning on January 1st of the new year.

xii. Each Rider Rep will be allocated one (1) vote regarding Enduro Division rule proposals and elections.

f. Only those eligible to vote and are present at the D14 AMA Sanctioning Meeting shall be allowed to vote. The term "present" shall be defined to include those in physical attendance at the meeting, and those who are participating via telephone conference call.

g. A rule proposal will be deemed approved by a majority vote.

h. All approved rule changes will take effect beginning the next January 1st, pending review and approval by the AMA.

i. The newly elected Enduro Chairman will appoint a Vice Chairman / Points Keeper.

j. The term for the Enduro Chairman, Vice Chairman / Points Keeper, and Enduro Rider Reps will be for one (1) calendar year.

h. Rule Books

a. D14 enduro events will be governed by the current:

i. AMA Racing Rules

ii. District 14 Bylaws and Enduro Division Supplemental Rules

iii. For National Enduro events, the AMA National Enduro Championship Series Supplemental Rules

2020 AMA/D14 Hillclimb Rules

General Guidelines for all Classes:

1. All riders should use the last two digits of their AMA D14 membership card and the first letter of their last name for their riding number. Clubs or promoters may issue a temporary rider number to be used until the member receives his or her card. Numbers must be at least 5" high with standard block letters and be on the front of the motorcycle as a minimum.

2. Riders who finish in the top five places in every class will be awarded their finishing place as their riding number for the following year. This awarded number may be used only in the class in which it was earned and only used for the next year races. Example 1m, 2m, 3m.

3. Tether length no longer than 36" inches when taunt.

5. No riding, practice or any type of closed competition will be allowed on a hill 5 days prior to a District 14 event on that hill.

6. a. Minimum age of participants is 4 years old. No training wheels.

b. Youth riders are limited to 3 classes per event (age 16 and under).

c. Adult riders are limited to 4 classes per event (age 17 and older).

RULES *continued on page 24*

RUBBER TIRE REVOLUTION:

No ice no problem, we are taking it indoors!

Story and photos submitted by Robert H. Mackelarouch



▲ Barnes, Corey-D and Will Harrington out of the Barnes Racing Garage sweep the podium at the 2019 Flint Indoor rubber tire invite

The idea seemed mildly stupid to some, at the time of course. Indoor non-studded Ice racing. Some said meh, some said yeah, and some just were there to ride.

A handful of years ago at the Big Brothers Big Sisters (BBBS) race at the Dort Federal Event Center in Flint Michigan, a few brave souls tested the hard indoor waters. After securing \$2000 in donation money from local racers, fans, and businesses for BBBS, the class was let to run; it did not disappoint, and fan favorite Corey D took the win that night!

A few years later at the same venue the event was ran again; it also worked again!

RUBBER TIRE continued on page 26



▲ The Cook brothers lead the heat race at OMP with a gamey Eric O'Boyle, Kevin Shook and Noah Alessi in tow



▲ Harry's roamers in Colorado host a series of bare tire races as they call them. Many well know Colorado based flatracers run the class including the Durell family.



Ross In Action at the Winter Throw Down

LOCAL FLAT TRACK RACER SCORES SUPPORT FROM TWO MAJOR SPONSORS

Story and photos submitted by Kevin Lambert Jr.

2019 AFT pro singles title sponsor Jerry Stinchfield of Roof Systems of Dallas Texas could not help but notice something special about local D14 flat track standout Billy Ross. I saw Billy win the Steve Nace Springfield short track and he was very impressive to watch; I introduced myself to his father first and then I met Billy, he's

a real nice young man with a big future in flat track racing. Bill Ross sr, his Dad is totally committed to Billy's Racing program. That's one big reason I jumped on board with their team, they are a Good family said Stinchfield over the phone.



Ross is no stranger to success as he is a multiple class D14 flat track champion, Ross has also competed with and beat riders of professional caliber in the 2019 season.

When Billy was asked about having the support of such a big name sponsor he stated that he was super thankful for Jerry giving him the opportunity as an amateur. And that the plan is to get ready for 2021 being his first year riding AFT singles as well as sticking with Jerry and Roof Systems. "I Can't wait to see what this year brings" stated a very excited Ross!

Ross and his family are well known in the flat track world as some of the most friendly, competitive and professional people you can meet in the sport. Roof systems of Dallas Texas also supports local AFT production twins class racer Ben Lowe as well as other regional talent.



Hard work has paid off for the Ross family as they have also picked up major support from Dunlop for 2020! This season will be one of their best yet!

RULES *continued from page 22*

7. Riders may use the same motorcycle in more than one class. Two riders may use the same motorcycle in the same day's program, but they must compete in different classes.

8. The motorcycle that is used on the 1st attempt must be used on the 2nd attempt. No changing out motorcycles between attempts.

9. You must ride the motorcycle that was teched in and used to sign up. No changing motorcycles after signing up.

10. The rider must be physically capable and mature enough to control his/her machine at all times, and to ride it safely. This includes stopping, starting, standing still, mounting, dismounting, and putting one or both feet on the ground.

The referee has the authority to disqualify a rider who can't safely control his/her machine.

EXHIBITION CLASS:

a) Will be run after the District program has been completed.

b) No points awarded in this class and this class does not qualify for the fastest time of the day award.

c) Motorcycles that run in exhibition class must conform with all amateur Hillclimb equipment rules.

POINTS:

Points will be awarded in each class (except exhibition class) according to the AMA schedule.

Points will be awarded as follows.

1st - 30 pts	11th - 10 pts
2nd - 25 pts	12th - 9 pts
3rd - 21 pts	13th - 8 pts
4th - 18 pts	14th - 7 pts
5th - 16 pts	15th - 6 pts
6th - 15 pts	16th - 5 pts
7th - 14 pts	17th - 4 pts
8th - 13 pts	18th - 3 pts
9th - 12 pts	19th - 2 pts
10th - 11 pts	20th - 1 pts

Bonus points - if you attend 100% of the races for the year, you will be awarded one bonus point for each race that year. This will be added to your total points after the last race of the year.

To qualify for the year end Championship awards you must attend the following at a minimum.

- 1 to 5 races – attend all of them.
- 6 to 9 races – can miss one race.
- 10+ races – can miss 20%

Two dollars (\$2.00) for each entry at each event to be sent to division chairman for year-end awards fund.

CLASSES:

Youth Classes

1. PW50 - 4 to 8 years old, PW50 50cc.
2. 50cc - 4 to 8 years old, 0cc to 50cc.
3. 65cc - 6 to 11 years old, 0cc to 65cc 2 stroke, 0cc to 90cc 4 stroke.
4. 85cc JR - Riders 7-11 years old, 52-85cc 2-stroke and 52-125cc 4-stroke, maximum 16" rear and 19" front wheels

5. 85cc SR - Riders 12-15 years old, 66-85cc 2-stroke and 75-125cc 4-stroke, maximum 16" rear and 19" front wheels
6. 125 JR – Riders 11 – 15 years old, 86 to 125cc
7. Woman's JR – Female Riders 4 to 15 years old, 0-85cc 2-stroke or 0-125cc 4-stroke, maximum 16" rear and 19" front wheels.

Amateur Classes

8. Woman's SR – Female riders 12 or older. 86cc to open. Must be 14 to ride 251cc and over.
9. 125 - 86cc to 125cc
10. 200 - 126cc to 200cc 2 stroke, 126cc to 250cc 4 stroke
11. 250 - 201cc to 250cc
12. 450 -251cc to 450cc
13. 600 - 451cc to 600cc
14. 750 - 601cc to 750cc
15. Open - 751cc to Open
16. Senior 40+ - Riders 40 or older
17. Super Senior 50+ - Riders 50 and older
18. 2 Stroke - 86cc to 600cc
19. 4 Stroke - 86cc to 600cc
20. 400 Stock - 86cc to 400cc Stock wheelbase
21. Open Stock - 401cc to Open Stock wheelbase.
22. Vintage - 86cc to Open, motor and frame over 30 years old.

CLASS RULES:

1. The minimum age for amateur riders is 12. In all events, a rider must be 14 or older to ride motorcycles above 250cc.
2. Youth riders are no younger than 4 and no older than 16.
3. A rider's age on Jan. 1 will determine their age for remainder of the year. A rider may move to the next higher age class within the youth division only if they will be eligible to do so at any time during the year. Once a rider moves to the next higher age class in AMA or non-AMA competition, they may not move back to the lower age class. Riders are encouraged to determine at the beginning of the points season/year the age class they will participate in for the points season/year. Points earned in a lower age class won't transfer to the higher age class
4. A youth entrant may use the same machine in both youth and amateur events on the same day as long as the machine meets the engine displacement of the class entered.
5. Riders have a maximum of 2 minutes to make their attempt upon entering the starting area, or when directed to do so by the referee. The club may decrease the amount of time available at their discretion.
6. If you sign up for a class, you are not authorized to race in you will not be allowed to race and you will forfeit your entry fee for that class. No points will be awarded.
7. If you race in classes that break the rules you will not be awarded any points for all that day's race and you will forfeit all entry fees for that day.
8. If you break any rules, depending on the

referee decision, you may not be awarded any points for that day's race and you may forfeit all entry fees for that day.

CONDUCT:

1. If you and your crew do not attend the mandatory riders meeting you will not be allowed to race and you will forfeit your entry fees for that day.
2. Hot pit limited to one crew person. Crew member must be signed in at tech inspection.
3. All race personnel, officials, riders, mechanics, photographers and anyone associated with riders must not consume or be under the influence of intoxicants or drugs that could affect their normal mental or physical ability. Failure to comply may result in disqualification of the rider and/or a fine. Besides affecting the safety of the meet, any such use is inconsistent with the concept of good sportsmanship and is harmful to the sport of motorcycling.
4. Riders and/or family and pit crew who direct foul and abusive language to an official of the sponsoring club, organizer, AMA official or district official are subject to disqualification for the entire meet.
5. Each rider is responsible for the actions of his/her family and pit crew, and any detrimental action by these individuals puts the rider at risk of disqualification. Riders and pit crew are expected to conduct themselves in a manner respectful to the club, the sport, and the environment.
6. Riders are expected to comply with any and all club rules, and any direction from club members and/or the event referee while present on the event grounds.
7. Competition motorcycles must be in the pit area. No competition motorcycles in the spectator area.

PROTEST:

Procedure and time limit for protest: All protests must be submitted and signed only by the person directly concerned. Each protest must refer to a single subject only and must be presented to the Referee together with a \$50 security deposit, before trophies are handed out and submitted on an official protest form located in the AMA Racing Rulebook.

2020 AMA/D14 Motocross Rules

These rules are a supplement to the regular AMA Amateur, Semi-Pro & Youth Competition rulebook.

GENERAL RULES

1. Michigan residents must be both an AMA and District 14 member in good standing to compete in any AMA/District 14 event.
2. Any District 14 MX member with an outstanding NSF check to the AMA, D14 or a D14 club/promoter will have any and all points and or yearend awards held until payment is made in full including all fees and charges.

3. No jumping or passing on a Red Cross Flag. When a yellow flag is displayed, competitors must ride cautiously until they have passed the incident that caused the flag. When a yellow flag is displayed there is no passing or jumping between the flag and the incident that caused the yellow flag. Failure to do so may result in the rider being docked one position up to disqualification from the event subject to the referee's discretion.

4. If an AMA District MX promoter or AMA District 14 official witnesses a rider, pit crew or family member using foul language, that rider is subject to instant disqualification for unsportsmanlike conduct.

5. If a rider, pit crew or family member threatens or strikes a referee, event staff member, AMA District 14 official or another rider, that rider faces instant disqualification from the day's event for unsportsmanlike conduct.

RIDER CLASSIFICATION

"A" Class

- Highest AMA District 14 rider classification
- Riders are eligible for Pro-Am competition
- Riders are eligible for Cash Awards
- Recognized as an D14 Motocross Championship Series. Results will be determined by the District Points Scale using the best 22 finishes
- Top 99 recognized with two digit numbers
- White number plates with black numbers recommended

"B" Class

- The classification preceding "A"
- Eligible for "B" class competition only
- Eligible for trophy and dealer check awards only
- Recognized as an D14 Motocross Championship Series. Results will be determined by the District Points Scale using the best 22 finishes
- No two digit numbers recommended; last three digits of AMA number recommended

"C" Class

- The classification preceding "B"
- Eligible for trophy awards only
- Recognized as an D14 Motocross Championship Series. Results will be determined by the District Points Scale using the best 22 finishes
- No two digit numbers recommended; last three digits of AMA number recommended
- Black number plates with white numbers recommended
- The 85C class covers ages 10 to 15 years old.
- Schoolboy and amateur 14 plus class participants may be eligible to ride in the 125B/C, 250C or Open C classes
- No rider is to be classified as a C rider if that rider has participated in the AMA Amateur Nationals in any previous year in

any class with the exception of any girls or women classes unless otherwise specified.

ADVANCEMENT “B” Class Advancement (See AMA Rulebook)

- Rider must have a minimum of six points paying finishes in any “B” class in order to be considered for advancement. The performance value of 15 will be the cutoff point in each class. Each “B” class will be calculated separately.
- Rider’s performance value will be calculated in each class as follows: total number of points earned divided by number of points-earning finishes. DNF’s and non-points paying finishes will not count in the calculation of a rider’s performance value. That is, if a rider races 25 times and does not earn points in five of those races; his performance value will be his total number of points earned divided by 20.
- Advancement is effective January 1st of the following season and will be notified by the AMA.
- Riders must be 16 years old as of October 31st of the current year to be forced to advance to “A”.
- Advancement can be appealed to the AMA
- Any rider who has been advanced and still rides the “B” class will be ineligible for points and awards for the meet. Any rider found to be riding in a class lower than their earned ranking can be suspended for up to one year from AMA and D14 events.

“C” Class Advancement (See AMA Rulebook)

- Rider must have a minimum of six points paying finishes in any “C” class in order to be considered for advancement. Each “C” class will be calculated separately.
- The following criteria are to be used when determining a rider’s eligibility for the C class:
 - o No rider is to be classified as a C rider if that rider had a RPV of 15 or higher the previous year in the C class or a 12-16 youth division.
 - o No rider is to be classified as a C if that rider has ever been classified as an A rider.
 - o No rider is to be classified as a C rider if that rider has participated in AMA Amateur Motocross Nationals in any previous year in any class.
 - o No rider is to be classified as a C rider if that rider is receiving or has ever received any type of OEM factory support in any class.
 - o If a rider doesn’t meet any of the above criteria, they may not participate in the C class if they have raced C class the previous two calendar years and have an RPV of 13.0 or higher.
- Rider’s performance value will be calculated in each class as follows: total number of points earned divided by number of points-earning finishes. DNF’s and non-

points paying finishes will not count in the calculation of a rider’s performance value. That is, if a rider races 25 times and does not earn points in five of those races; his performance value will be his total number of points earned divided by 20.

- Advancement is effective January 1st of the following season and will be notified by the AMA.
- Advancement can be appealed to the AMA
- Any rider who has been advanced and still rides the “C” class will be ineligible for points and awards for the meet. Any rider found to be riding in a class lower than their earned ranking can be suspended for up to one year from AMA and D14 events

85C Class Advancement

- 85C class advancement process will be handled by the District 14 Motocross Advancement Committee.
- Rider must have a minimum of six points paying finishes in the 85C class in order to be considered for advancement.
- The following criteria are to be used when determining a rider’s eligibility for the 85C class:
 - o No rider is to be eligible for the 85C class if that rider had a RPV of 11 or higher the previous year in the 85C class.
 - o No rider is to be classified as an 85C rider if that rider has participated in AMA Amateur Motocross Nationals in any previous year in any class.
 - o No rider is to be classified as an 85C rider if that rider is receiving or has ever received any type of OEM factory support in any class.
 - o If none of the above criteria has been met to be advanced you may still be advanced at the sole discretion of the District 14 Advancement Committee and will take place effective January 1st.
- Rider’s performance value will be calculated in the 85C class as follows: total number of points earned (using the most current Rider Advancement Point scale in the AMA rulebook) divided by number of points-earning finishes. DNF’s and non-points paying finishes will not count in the calculation of a rider’s performance value. That is, if a rider races 25 times and does not earn points in five of those races; his performance value will be his total number of points earned divided by 20.
- Advancement is effective January 1st of the following season and will be notified by the District 14 Motocross Division.
- Advancement can be appealed to the District 14 Motocross
- Any rider who has been advanced and still rides the 85C class will be ineligible for points and awards for the meet. Any rider found to be riding in a class lower than their earned ranking can be suspended for up to one year from AMA and D14 events.

Vet Sport Class Advancement

- Vet Sport class advancement process will be handled by the District 14 Moto-

cross Advancement Committee.

- Rider must have a minimum of six points paying finishes in the Vet Sport class in order to be considered for advancement.
- The following criteria are to be used when determining a rider’s eligibility for the Vet Sport class:
 - o No rider is to be eligible for the Vet Sport class if that rider had a RPV of 11 or higher the previous year in any class.
 - o No rider is to be classified as a Vet Sport rider if that rider has participated in AMA Amateur Motocross Nationals in any previous year in any class.
 - o No rider is to be classified as a Vet Sport rider if that rider is receiving or has ever received any type of OEM factory support in any class.
 - o If none of the above criteria has been met to be advanced you may still be advanced at the sole discretion of the District 14 Advancement Committee and will take place effective January 1st.
- Rider’s performance value will be calculated in the Vet Sport class as follows: total number of points earned (using the most current Rider Advancement Point scale in the AMA rulebook) divided by number of points-earning finishes. DNF’s and non-points paying finishes will not count in the calculation of a rider’s performance value. That is, if a rider races 25 times and does not earn points in five of those races; his performance value will be his total number of points earned divided by 20.
- Advancement is effective January 1st of the following season and will be notified by the District 14 Motocross Advancement Committee.
- Advancement can be appealed to the District 14 Motocross Advancement Committee
- Any rider who has been advanced and still rides the Vet Sport class will be ineligible for points and awards for the meet. Any rider found to be riding in a class lower than their earned ranking can be suspended for up to one year from AMA and D14 events.

YOUTH RULES

As per AMA youth rules, a rider’s age on January 1st determines class eligibility for the entire year. For example, a rider who turns 12 on January 2nd may ride the 85 Jr. (9-11) class for the entire year. However, once a youth rider moves up to the next age division, he may not move back down to the lower age class.

50cc Specific Rules

Any 50cc classes can be run together and scored separately at promoter’s discretion.

50 Jr (4-6) Limited
Occ - 51cc 2-stroke
Occ - 51cc 4-stroke
Single-speed automatic. Maximum wheelbase 36 inches. Maximum wheel size 10 inches. Maximum seat height 24 inches.

No larger than 14mm round intake.

50 Sr (7-8) Limited
Occ - 51cc 2-stroke
Occ - 51cc 4-stroke
Single-speed automatic. Maximum wheelbase 41 inches. Maximum wheel size 12 inches. Retrofitted 12-inch wheels are permitted - OEM parts must be used. No larger than 19mm round intake.

50 SS (4-8) Limited
Occ - 51cc 2-stroke
Occ - 51cc 4-stroke
No larger than a 12mm intake. Maximum wheelbase 36 inches. Maximum wheel size 10 inches. Maximum seat height 22 inches.
NOTE: All Models listed in 50 Trail (4-8) Limited are legal to run in this class along with Cobra P3 and KTM mini. All models containing an Oil Injection system must have a functional Injection System to be considered legal to compete.

50 Trail (4-8) Limited
Occ - 51cc 2-stroke
Occ - 51cc 4-stroke
This class is limited to the following:
Yamaha PW & TTR 50cc
Honda CRF & XR 50cc (shifters must be removed)
Suzuki Jr
Kawasaki KLX 50
***Note: All models with an Oil Injection System must have a Functional Injection system to be considered legal to compete.

All other definitions & rules for limited classes contained in Chapter 1, Section 1.2 of the AMA Rulebook will apply to the above mentioned classes. Violations of the limited class rules as determined by the protest process or by the referee will result in disqualification from the event and a second violation will result in suspension from AMA competition for one year.

MISCELLANEOUS

1. Bike number will be placed on the front and both sides of the bike and must be legible. District 14 earned numbers may only be used in the class in which they were earned. Numbers earned in AMA National Competition may also be used in the class in which they were earned.
2. Total points awarded toward the D14 Motocross Championship Series will be tallied from the rider’s best 22 D14 points paying finishes from April - October.
3. Any youth rider wanting to advance to the next higher age class must appeal in writing to the Motocross Chairman and be approved by the Motocross Advancement Committee. You will be notified in writing of their decision before advancement will be allowed. Once advancement is made you are not eligible to return to younger class.

RULES continued from page 25

4. Advancement appeals may be submitted only once per season to the District 14 Motocross Advancement Committee for the 85C and Vet Sport class

5. D14 Motocross Championship Series Requirements (April – October): Riders must participate in a minimum of 10 races to be eligible for yearend awards. Yearend awards will be awarded up to 10th place provided the minimum races are met in a specific class. Each Motocross Series Event will give points based on the scale listed below. Maximum points will be given in each D14 Motocross Championship Series class during a Michigan State Championship series Event Only.

6. Michigan State Championship Series Requirements: Riders must participate in a minimum of 6 races to be eligible for yearend awards with best of 11 races counted. Yearend awards will be awarded up to 3rd place provided the minimum races are met in a specific class. Michigan State Championship Series events will pay maximum points regardless of rider turnout.

7. Series Tie Breaker Rule: A Racer with the highest number of accumulated points will be awarded the winner of the series provided they have met the requirements. In the event there are two racers with the same total of accumulated points the racer with the highest number of 1st Place finishes will be determined the winner of the series. At that point if there are two winners with the same number of accumulated points and 1st Place finishes the racer with the highest number of 2nd Place finishes will be determined the winner of the series.

2020 POINTS SCALE

	1-15 entries	16 + entries
1st	22	30
2nd	19	25
3rd	16	21
4th	14	18
5th	12	16
6th	10	15
7th	9	14
8th	8	13
9th	7	12
10th	6	11
11th	5	10
12th	4	9
13th	3	8
14th	2	7
15th	1	6
16th		5
17th		4
18th		3
19th		2
20th		1

2020 Vintage Motocross Rules

For 2020 we will be having a 12 Race championship Series

- Your Best 10 finishes will count toward your year end award

- There will be no rain make up dates

- You must attend and score points in a minimum of 4 races (in the same class) to be eligible for a top ten award

- You must attend and score points in a minimum of 4 races (in the same class) on a 125cc to be eligible for the 125cc division top three

- A racer will be able to only compete in Two Vintage classes per race day

- We run our races in the morning program of a split program schedule or within the first half of a straight program schedule

- A racer must have a visible number on all three sides of his bike to be scored properly. If there is a mistake made during scoring and a racer does not have the proper numbers, then no action will be taken

- The "Kevin Stone Holeshot Award" will be based on a percentage of holeshots earned to number of starts taken. A minimum of ten moto starts must be taken to be eligible for this award

- Each racer will keep their best ten of twelve finishes and throw away their worst two finishes

- If a racer only competes and scores points in four to ten races then all of their finishes count towards a possible year end award

- If a racer competes and scores points in eleven races then they would throw away their worst finish and the other they did not attend.

- A racer will be scored based on the results posted by the track, like it has been done since 2017. They post as a racer must take the checkered flag, whether under power or pushing, and make at least half of the leaders laps. A DNF or DNS on one moto format days or a double DNF or double DNS on a regular event will NOT receive points.

- A racer must check the results the day of the race and ask for any changes within the protest time allowed by the track. No changes can be made after that time.

- In the event of a tie in the year end points, it will be determined by:

- Which ever rider has the most first place finishes

- Then whichever rider has the most second place finishes

- Then third place finishes and so on
- If there is still a tie then it will be determined by the riders total points with no throwaways

- If there is still a tie then it will be by the rider who finishes higher in an event where there were 16+ entries

- Our points table will be the same as what District 14 uses and is as follows:

(position -points)	1-15 entries	16+ entries
1-22	1-22	1-30
2-19	2-19	2-25
3-16	3-16	3-21
4-14	4-14	4-18
5-12	5-12	5-16
6-10	6-10	6-15
7-9	7-9	7-14
8-8	8-8	6-13

- 1 point for each position

- Thank you Tom Claerhout for stepping up as the new points keeper

HISTORIC: 1976 and older Motorcycle (8.5" front or rear travel limit); Must use factory frame; If there is a protest, the vin/frame number will be researched for the year. If the vin has been "removed", then that results in an automatic DQ

EVOLUTION: 1983 and older air cooled and drum brake; Any year air cooled and drum brake four stroke; Forks can be changed/modified but must be no larger than 43mm conventional style; Forks that were available in the era and no larger than 44mm are legal ie "Fox Forks"

INNOVATION: 1991 and older motorcycle; Any year air cooled four stroke motorcycle

TRANSITION: 2001 and older motorcycle; If there is a protest, the vin/frame number will be researched for the year. If the vin has been "removed", then that results in an automatic DQ

****Husky and Kawasaki to 2002 are still legal as they were last year**

SCHOOLBOY: 2001 and older motorcycle; 12-15 years of rider age; 125cc two stroke and under; 250cc four stroke and under; 80cc bikes are legal but must be big wheel version

FOR MORE INFORMATION OR TO REVIEW THESE RULES ONLINE PLEASE VISIT

AMA-D14.ORG



Your division
schedules and rules
are online too at the
DISTRICT 14 WEBSITE!
www.AMA-D14.org

RUBBER TIRE continued from page 23

This edition of the indoor rubber tire race was an invite format with a few new faces that you would not expect to see but they would get their chance to prove their worth; and they did! The 2019 edition of the race had Corey D and Friend Joe Barnes finishing the race neck and neck with Barnes edging out Corey at the line and sliding in spectacular fashion into the bails in turn one triumphant in victory, Barnes could have cared less as he knows he is the guy to beat indoors in 2020 and has stated their will be a race again next year with a new format.

Noticing the success of the event The ICE series asked a handful of local racers to attend their version of the event with a slightly different format. A twelve man race with 2 heats an LCQ, a 8 man main and a purse! This event will be ran on January 25 in Kalamazoo and will most likely only add to the rubber tire frenzy that is propagating as quick as bikes can be built and tires be made!

Non-studded Ice racing, Bare Tire, Rubber Tire racing..whatever you call it...it is growing across the state and the revolution will continue!

ATTENTION IN THE PITS!

**ALL Board Members,
Division Chairs, Clubs &
Promoters....**

PLEASE REVIEW YOUR INFORMATION

on each of the following pages
to ensure it is accurate!

Page 04 – Board of Directors
& Division Chair Listing

Page 05 – Charter Clubs
& Promoters

Page 14 – Schedule of Events

Page 15 – Online Club/Promoter
listing

Please email all corrections
to Linda@D14News.net

Thank You!



Thank You!



MOMENTUM continued from page 13

er's. We have 20-year-old 400ex's all over and a few class champions on them.

PROMOTERS

I know the quad vs. bike arguments. Tired of them. I own both. Could care less who's riding what as long as you're supporting the sport & on what you feel best. Some promoters let quads go, while others stuck it out. I have no ill feelings as it's ultimately their choice. With that said, those who stuck it out, you're never to be forgotten. Those who have reconsidered—thank you. Those that came on entirely new to support within the last few years—hot damn! It's not one-sided either. Respect on both sides is imperative and that's what you'll absolutely get and if not, we have leadership that'll kick the rider & quad to the curve.

SUPPORT

(STRENGTH IN NUMBERS)

I took a different approach this year with support. Instead of looking out for myself, I focused on the group. The results were excellent. Every company I reached out to backed D-14 ATV XC. We're happy to report we have a great mix of grass roots and major players and thank them all equally.

THE TEAM

The D-14 ATV XC team has a ton of past experiences to work with. To all those who have taken on chairman, rep, etc. roles in the past and related what they feel works

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and what doesn't--Thank you. This knowledge is invaluable and respected. Speaking of respect, it's critical along with some modesty. Most likely the driving force with our current chairman and it's great to see the relations he's building due to it.

OLD TIMERS/WOMEN/KIDS

This includes me. If you were racing when 450's were everywhere, you might be older, but you're not too old to still hold your own damn it. That's another bonus of D-14 woods racing. The 2nd time around is more enjoyable for me and I'm seeing a few old friends stick their toes in the "water" again possibly for a 2020 return. One jumped in the "water" way back when and is still swimming man! You know who you are bench boy.

The women are strong. They have their own class and we have one, well she rocks B class and maybe even A in 2020. All welcomed additions which only helps the attitude, population and sport. Plus get a women wearing some riding gear.... damn!! (I'm probably not allowed to say that)

Mini's and youth are a strong presence also. Quick little bobble heads and will be soon yelling at me to move over and out of their way.

Alright. Well this is my \$.02 on what's going on in the D-14 ATV XC world and why we're seeing upward movement, but what do I know man.... No problem agreeing or disagreeing. For me, I'm just happy to get out there, challenge myself and see some old/new friends. A great way for me to feel that dirt mouth adrenaline again. Oh, and did I mention I could use a new YFZ? Shhhh.





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