

July 2021

# D14 DISTRICT NEWS



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The Politics of Racing

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& Updates



# LEVI ZIMMER

SUNSET RIDGE MX (Walnut, IL) | June 19, 2021

▲ Levi Zimmer, age 8  
out of Marne Michigan  
is preparing for the  
Quad Nationals to  
take place at Red Bud  
Motocross  
July 31-August 1

COVER PHOTO COURTESY OF JESSICA TEN HAGEN



# LORETTA LYNN PREVIEW

Story and photos by Jessica Ten Hagen

Welcome to the District 14 preview of the 40th annual running of the Monster Energy AMA Amateur National Motocross Championship at Loretta Lynn's Ranch. Here is where you will find all you need to know about the event and the Michigan Riders who have qualified to compete as 1 of the top 42 riders in the entire nation.

The qualification involves a two-step process in which riders competing at local tracks and is divided into 8 regions. Each region has multiple area qualifiers starting in late February that takes the top 9-12 riders to the regional qualifier depending on the Region. To advance to the National Championship you must earn a 6th place or better at 5 of the 8 Regionals and a 4th place or better in the remaining 3 regions.

The National Championship will be held on August 2-7 and will be open in 2021 for spectators in person. The event will also be broadcast on racertv.com. Racers across the United States dream of competing at Loretta Lynn's Ranch and MX Sports is surely not going to disappoint on the 40th annual event in 2021.

Let us look at the riders representing Michigan and the District 14 at the 40th running of the Monster Energy AMA Amateur National Motocross Championship at Loretta Lynn's Ranch presented by MX Sports.



▲ Bryce Martinez – Womens



▲ Ethan Day – Schoolboy2



▲ Leo Tomilson – 51cc 4-6 Limited Ebike



▲ Sarah Hale and Piper Bell – Girls 11-16



▲ Stevie Hooker – Collegeboy



Bailey Tuoriniemi – 250 C ▶

## 51cc 4-6 Ebike

Levi Leddy, Saginaw MI  
Leo Tomlinson, Kenosha MI  
Gage Desmyther, Cottrellville MI  
Berchel Johnson, Twin Lake MI  
Parker Beckington, Saline MI  
Ezra Hicks, Dewitt MI

## 51cc 4-6 Shaft

## 51cc 4-6 Limited

## 51cc 7-8 Limited

## 65cc 7-9 Limited

## Mini Senior 1

## Supermini 2

## Schoolboy 1

## Schoolboy 2

## Collegeboy

## 250 C Limited

## 250 C

## 450 C

## 250 B

## 450 B

## 250 Open Pro Sport

## 450 Open Pro Sport

## Senior 40+

## Senior 45+

## Masters 50+

## Women

## Girls 11-16

Jase Delamater, Lakeview MI  
Joseph Vicari, Oxford MI  
Blake Bradish, Columbiaville MI  
Cody Harrington, Clinton Township MI  
Cody Harrington, Clinton Township MI  
Dominic Felty, Mishawaka IN  
Ethan Day, Twin Lake MI  
Cayden Switzer, Muskegon MI  
Christopher Blackmer, Muskegon MI  
Mitchell Pratt, Yale MI  
Christopher Schroeder, Baroda MI  
Aron Kaip, New Hudson MI  
Aron Kaop, New Hudson MI  
Mitchell Pratt, Yale MI  
Kyle Petrie, Sunfield MI  
Mitchell Frantz, China MI  
Christopher Blackmer, Muskegon MI  
Jace Kessler, Eagle MI  
Jace Kessler, Eagle MI  
Donald Leddy, Saginaw MI  
Christopher Mcmillin, Sturgis MI  
Justin Mclosky, Owosso MI (no photo submitted)  
Christopher Mcmillin, Sturgis MI  
Allen Horne, Highland MI  
Troy Assemy, Dearborn Heights MI  
Terry Bidlack, Oakwood OH  
Landrey Hazen, Bay City MI  
Briana Scheltema, Caledonia MI  
Bryce Martinez, Bronson MI  
Landrey Hazen, Bay City MI  
Sarah Hale, Flint MI  
Piper Bell, Sault Sainte Marie MI



# JULY 2021

## D14 DISTRICT NEWS

### AUGUST 2021

#### 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 deadline publication until the following edition.

#### Advertising & Editorial: Due JULY20

#### 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](http://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](mailto: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

As of this writing, we are in the midst of an awesome D14 season. I hope each of you are enjoying your summer in the dirt, at the tracks and hanging with your D14 families.

A VERY BIG THANK YOU to this month's contributors. Without you, this paper would just be a bunch of blank pages! Now if we could just get on track with meeting deadlines, I think we'd all be happier with an earlier newspaper delivery date. We shall see!!!

Right now is a PERFECT time to make sure your memberships are up-to-date. There's a **NEW FORM BELOW** if you're not tech savvy or still prefer mailing it in. STILL only \$15!! You can also purchase online at [AMA-D14.org](http://AMA-D14.org) or at the races.

'Til next time ... take care and be cool. 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 –

Jessica Ten Hagen, Steve Baginski,

Steve Esselink, Mark Becker,

D14 Hare Scramble Photos, Jason Cottrell,

D14 ATV XC FB Page, Steven Beane,

and last, but not least ... Thomas Dunn



#### MAIL 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!

☐ \$15 – REGULAR MEMBERSHIP

☐ \$30 – Two (2)-Year MEMBERSHIP

☐ \$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 ☐

Sprint Enduro ☐

☐ \$15 – CANADIAN MEMBERSHIP

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No newspaper subscription.

Please check ALL riding disciplines that apply:

Road ☐ ATV ☐ MX ☐ Ice ☐ Hill ☐

Enduro ☐ Hare Scramble ☐ Flat Track ☐

Sprint Enduro ☐

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: \_\_\_\_\_

Address: \_\_\_\_\_ Apt.# \_\_\_\_\_ City: \_\_\_\_\_

State: \_\_\_\_\_ or Canadian Province: \_\_\_\_\_ Zip: \_\_\_\_\_ Country: \_\_\_\_\_

Phone: \_\_\_\_\_ (home/ cell) E-mail: \_\_\_\_\_

#### 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) DOB: \_\_\_\_\_

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](http://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 09-14-2020

Rev.09/2020

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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!

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

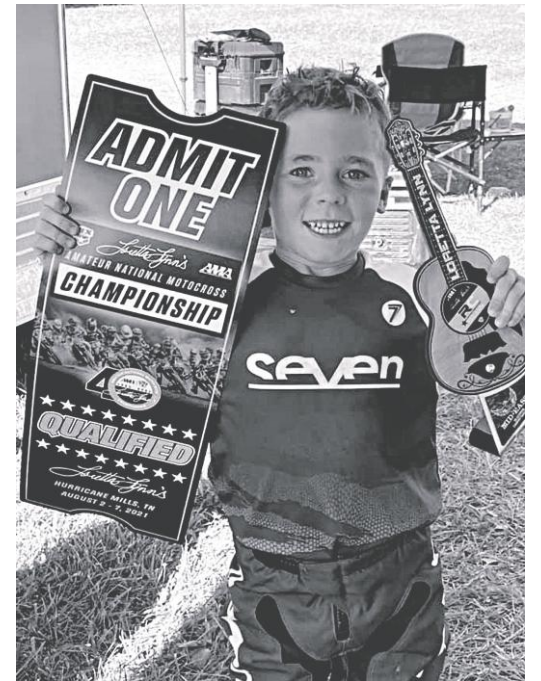




▲ Aron Kaip 250 C and 450 C



▲ Cayden Switzer – Schoolboy 2



▲ Gage Desmyther – Ebike



▲ Allan Horne – Masters 50+



▲ Blake Bradish – 65 7-9 Limited



▲ Christopher Schroeder – 250 C



▲ Don Leddy – 40 Plus



▲ Brianna Scheltema – Womens



▲ Christopher Blackmer – 250 Pro Sport and Collegeboy



▲ Jace Kessler – Open Pro and 250 Pro





▲ Jase Delamater – 51cc 4-6 Limited



▲ Landrey Hazen – Women and Girls



▲ Kyle Petrie – 250 B



▲ Mitchell Frantz – 450 B



▲ Terry Bidlack – 50 Plus



▲ Levi Leddy – Ebike, 50 Shaft, and 51 Limited 4-6



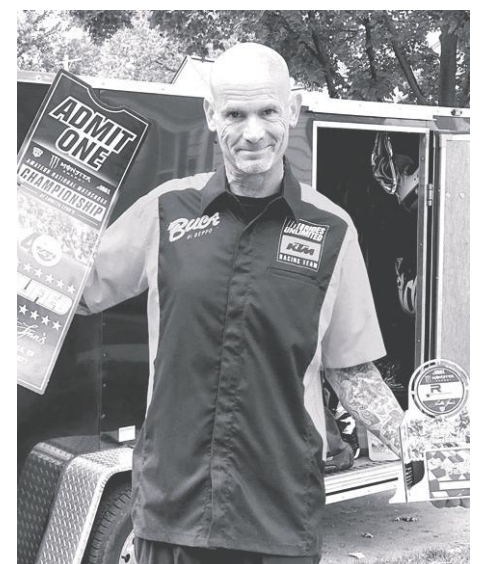
▲ Joseph Vicari – 51cc 7-8



▲ Parker Beckington – 51cc 4-6 Shaft



Mitchell Pratt – 450 C and 250 C Limited ▶



▲ Troy Assemy – 50 Plus



# VINTAGE MX GREAT DAY FOR BATTLES AT BIG AIR



**BIG AIR (Newago MI) | May 22, 2021**

Story and photos by Steve Baginski  
Big Air was host of round three on Saturday May 22nd. We chose Saturday to try and accommodate the long drive for the east side racers and it seemed to work. We had a record high for that track with 51 entries! It rained a little very early in the morning but it was the perfect amount to help with the perfectly prepped track. They had to bust out the hoses shortly into the program but did a great job. They moved along quickly and we were done racing before 5pm. That gave us the perfect amount of time to celebrate a birthday in the pits with some cake and ice cream. Happy Birthday Ray Brooks.

We combined the Evolution and Schoolboy classes for the first group and it was John Korte with the holeshot. Mike Sokalski took over the lead by the end of lap one and checked out. Ray Brooks, John and Shaun Nestor battled for a little but it was Mike Mason on the move. Mike made his way into second by the end of the race. Ray held on for third with John in fourth. Shaun rounded out the top five with William Hawkins having to earn sixth as Al Doneth was all over him on his XR100 for the entire race. Tom Lee was learning some cornering tips from Doneth back in eighth as he held off Derek Michael and Doug

Layman in the top ten. Sokalski was off to a better start in moto two with the holeshot and led every lap for the overall. The top five were all the same riders but in different orders as they battled all moto. Mason once again made it into second for second overall as it was a great last two lap battle for third. Brooks had the spot but he had to deal with Korte all the way to finish and barely held onto third. Korte ended up fourth with Nestor a straightaway behind in fifth. Doneth rode the wheels off his in moto two and was able to gain a spot as he took sixth for sixth. Michael also rode better as he made the last lap pass on Lee for seventh but eighth overall. Lee was consistent in eighth as he was just ahead of Hawkins who was back in ninth after a good first moto. Layman looked solid in his nice CR480 as he rounded out the top ten. The Schoolboy race seemed to come down to the start as the top two had just about the same speed. Seth Gamet had the better start in moto one and took the win. James Garn had the better moto two start and took the win and the overall. Alexis Argue was close early and had to push all moto as newcomer Kennedy Young was also putting in consistent laps. Alexis rounded out the podium in both moto's as Kennedy took fourth.

The "old guys", old bikes and Transi-

▲ William Hawkins was fast on his YZ100 but a loose shock bottle slowed him in moto two



▲ Tommy Lee showed some speed as he put himself into a three way tie for fourth





▲ Nathan Stephens had to ride hard to earn his 1-1 in Transition



▲ Dylan Bialik rounded out the podium despite grabbing both holeshots

tion classes were altogether next with Trans going in the first drop as Dylan Bialik led the way. Nathan Stephens was quick to take over the lead but had pressure all race long from Dylan and George Souliotis. Nathan held on for a narrow victory as George took over second on the last lap with Dylan rounding

out the podium. Nik Michael had a hard time getting by Chad Morehouse but finally made the pass stick mid race as they were in the top five. Gene Hunt-oon was having fun on his 125 like usual as he rode steady to take sixth with a slight gap back to Rich Isza in seventh. Mark Havalda struggled a little back in eighth but was able to stay ahead of Eli Hovorka and Barry Sims. Moto two was a great one to watch as Dylan was once again out front with the holeshot. Nathan was a very close second as Chad slotted into third just ahead of George. Nathan made the move into the lead as George also made a pass for third. The next lap through, Nathan still had a slight edge over second who was now George as Dylan slipped to third as they were all within 5 seconds of each other. At the line, it was Nathan with another moto win and overall. George was only a bike length behind for second as Dylan was on the same straight back in third. The big change was Nik went missing after lap one with a big crash. He was helped back to the trailer and was banged up and done for the day after a solid first moto. Chad was able to hold on to fourth for fourth overall with Gene rounding out the top five. Mark had a great moto two as he closed the gap on Rich and made the pass early on the last lap to take sixth for sixth overall. Rick slipped back the seventh for seventh overall. Eli and Barry rode



▲ Mike Mason was on the gas in both classes but second was all he could manage in Evolution



▲ Lance Shelton was unstoppable in Innovation as he took both holeshots and moto wins





▲ Michael Sokalski made his Evolution overall victory easy with a holeshot in moto two



▲ Andrew Garn took his first race win in Schoolboy



▲ Blake Argue airs his way into fourth earning the three way tie breaker



▲ Brody Bahlau styles his way to second overall in Innovation



▲ Ray Brooks (015) and John Korte (370) had a good Evolution podium battle



▲ The 65+ class winner went to Gordy Baird

### VINTAGE MX continued from page 7

well for eighth and ninth as Nik dropped to tenth overall after his crash. The old guys and bikes were in the second drop with Gordy Baird leading them through turn one. William Hawkins almost had the overall holeshot as he led the Historic class. Gordy and John Korte made their way to the front and went on to win their 65+ and 70+ classes respectively. William was still leading Historic and it was Dorene Payne up into second. Dorene is a California native that came to join our series and is known for being the first ever woman to qualify for a main event in a men's AMA Pro Outdoor MX National. Mike Mason made his way into third as Blake Argue was into fourth. That didn't last long as his chain came off and put him way back. Alexis Argue took over fourth while Ken Argue ended early with a dnf. William went on to a smooth win with Dorene and Mike in the top three. Moto two was a strange one as William took off with the first drop and rode the entire race with the transition racers. Unfortunately that would mean a one lap penalty and dropped him all the way to sixth for fourth overall. So Dorene and Mike were bar to bar for the holeshot with Mike having the slight edge. HE led every lap to take the win and overall with his 3-1 finishes. Blake had his chain issue sorted and rode great as he tried to hang with Mike. He would go on to take second for third as Dorene rode hard enough to take third for second overall. Ken couldn't get his bike fixed from moto one so he jumped on a spare

VINTAGE MX continued on page 11



# 5 REASONS YOU SHOULD USE A PLANT-BASED CLEANER



## 1. Safety:

Have you read the label on the back of a commercial cleaner? Warning! Flammable! Do not ingest! Keep out of reach of children! Many chemicals used in household cleaners have not been tested for safety. Household cleaning supplies are one of the top five substance classes accounting for calls to the National Poison Control Center. Many commercial cleaners contain ingredients that are endocrine disrupting chemicals, carcinogens, or neurotoxins. Kids, babies, and pets are even more vulnerable to chemical exposure because they are smaller and cannot get rid of toxins as easily as adults. It is definitely

worth ditching harsh chemicals for a cleaner with plant- and mineral-based ingredients.

## 2. Air Quality:

Did you know that indoor air is 5–7 times more polluted than outdoor air? Most cleaning products contain Volatile Organic Compounds (VOCs), which have been associated with many health problems, including damage to the liver, kidneys, and the central nervous system. They have also been shown to harm our lungs and cause throat irritations and headaches. VOCs are released when products are used and can linger in the air long after we clean. When we

breathe, we inhale the air—as well as whatever is in the air.

## 3. Environmental Impact:

Harsh chemicals found in cleaners are not only harmful to our bodies, but they also have a major impact on the environment and are huge contributors to environmental pollution. Some conventional cleaning products contain ingredients that are toxic, non-biodegradable, and from non-renewable resources like petroleum, so they harm the Earth's ecosystems. Harsh chemicals may contaminate the water through rivers, streams, and lakes, which affects wildlife, plants, trees,

and us! Plus, there are thousands of chemicals that are in cleaning products that have never been tested for safety.

## 4. Convenience:

It's much easier to clean with a few products that take care of all your cleaning needs, rather than having a whole arsenal of toxic products under your sink and in your bathrooms. With Thieves® Household Cleaner, you can tackle multiple cleaning jobs in your home without switching products as you clean! It cleans countertops, windows, mirrors, floors, toilets, showers, and pretty much everything else. Plus, you don't have to worry about getting bleach stains on your clothes or accidentally mixing dangerous chemicals together. It's worth a try for the convenience alone.

## 5. Cost:

The cost of buying cleaners is expensive, especially if you have to buy multiple different cleaners. Thieves Household Cleaner is very cost effective, and it comes in a concentrated form. There are approximately 60 capfuls of the cleaner in a 14.4-ounce bottle. Using the medium degreasing ratio, you can get about 29 16-ounce cleaners. That's less than \$1 a bottle!

Why worry about all the what if's? Be empowered and take charge of your chores by using a cleaner with plant-based ingredients.

**These are only five of the many reasons to use a plant-based product.**

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WWW.AMA-D14.ORG





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# 2021 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.....	517.993.7860	Muddobber M/C.....	765.998.2236
Bent Wheels CC .....	586.854.1372	Muskegon M/C .....	231.773.2940
Big Air MX.....	231.578.3828	Ogamaw Sport & Trail .....	989.685.2999
Bulldog Riders MC .....	810.919.9821	*Owosso Motorsports .....	810.691.5781
Drumlin Hills MX, LLC.....	231.330.0592	*Polka Dots M/C .....	989.423.4450
Dutch Sport Park.....	296.591.1166	Portland Trail Riders .....	517.376.1437
*Evergreen Creek CC .....	989.450.9676	Red Bud MX .....	296.695.6405
*Flint Motorcylce Club.....	810.422.4383	Riders Motorcycle Club ....	574.780.4188
Goshen Ironhorsemen.....	547.514.1894	*T-Time Acres .....	989.423.3940
Grattan Raceway Park.....	616.788.9454	Team CDI Racing .....	989.205.0487
*Grand Kankakee TR .....	708.269.9754	Toledo Trail Riders .....	419.392.7117
Hill & Gully Riders.....	708.261.3433	Treat City M/C .....	937.459.0508
JBMX Motorsports.....	419.212.0837	*Twin Bay Trail Riders .....	231.645.0160
Lansing Motorcycle Club..	231.590.4242	*Valley MX.....	No phone
*Lucky Thumb M/C .....	810.404.2895	Valley Trail Riders .....	989.879.3365
MI Off Road Events (M.O.R.E) ..	517.896.9757		

**If your Charter is not listed or designated with an asterisk,**  
you 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](mailto:D14Secretary@ama-d14.org).

Thank You!

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**MOLLY KIDNER**

**[D14Membership@gmail.com](mailto:D14Membership@gmail.com)**

13785 Spring Creek Rd Dr SW, Fife Lake MI 49633

**231-670-5450**



▲ **Al Doneth came out to just have fun on his XR100 and just missed out on a top five**

**VINTAGE MX** continued from page 8

to just go out and hound his daughter Alexis. It worked and they went back and forth all race long as Alexis took fourth for fifth overall with Ken back in sixth overall. Gordy led the way early again and he took the 65+ moto win and overall. John Korte was tight up there like usual as he led the entire race for the win with Skip Krassa going 2-2 for second in 70+.

The Innovation class was out last with Lance Shelton getting both hole-shots. He had a little pressure early but put his head down and charged away for both moto wins. Brody Bahlau was quickly into second and looked great as he went 2-2 for second. Gene Huntoon was back out for his second class and was a solid 3-3 to close out the podium. The battle for fourth was a good one between Tommy Lee, Ray Brooks and Blake Argue. Tommy had the spot early as Blake took over fifth briefly late in the race. Tommy took fourth but Ray retook fifth with Blake in sixth. Moto two had Ray in the front for a bit until Blake took the spot mid race and never looked back. Ray held on for fifth with Tommy making it into sixth with two laps to go. They would all tie for fourth with Blake earning the spot with his 6-4. Ray took fifth with his 5-5 and Tommy just missing out with his 4-6. Shaun Nestor and Ken Argue also had a good few races as they swapped moto finishes after Ken came from behind in moto one. Shaun had the edge in moto two with his 8-7

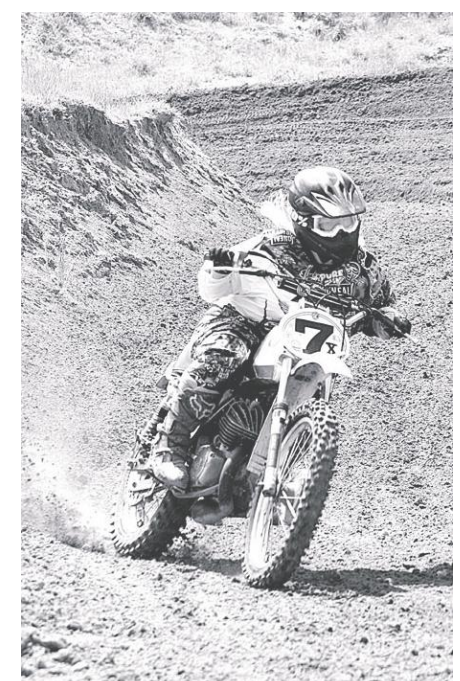
to best out Ken's 7-8. Eli Hovorka had a lonely ride in ninth as Steve Adema had his work cut out for him in the second moto. He started off almost last and worked his way through the back to get into tenth and was on the rear wheel of Eli by the end of the race.

As of writing this, our next race will be at Polka Dots on Saturday July 17th. That will also be round two of the All-pro Auto and Off-Road GP series. Then we have another few week break before heading to Red Bud on Saturday August 7th. After that we have our first double header of the season at Battle Creek on August 21/22 with Saturday being a GP and Sunday a regular D14 points race. The points will be posted shortly and they'll be on the web at [www.michigan-vintagemotocross.com](http://www.michigan-vintagemotocross.com). Check the site and/or Facebook for those points and any other info. Thanks for checking in and I'll see you at the races.

**RESULTS: BIG AIR 5/22/21 – Historic:**

1. M. Mason (Suz); 2. D. Payne ( CZ); 3. B. Argue (Hon); 4. W. Hawkins (Suz); 5. A. Argue (Hon); 6. K. Argue (Hon) **Schoolboy:** 1. J. Garn (Suz); 2. S. Gamet (Ktm); 3. A. Argue (Hon); 4. K. Young (Hon) **Evolution:** 1. M. Sokalski (Hon); 2. M. Mason (Kaw); 3. R. Brooks (Suz); 4. J. Korte (Mai); 5. S. Nestor (Mai); 6. A. Doneth (Hon); 7. W. Hawkins (Suz); 8. D. Michael (Hon); 9. T. Lee (Ktm); 10. D. Layman (Hon); 11. J. Ottenwess (Yam); 12. K. Krassa (Yam); 13. V. Grahn (Yam); 14. R. Murphy (Kaw) **Innovation:** 1. L. Shelton (Yam); 2. B. Bahlau (Kaw); 3. G. Huntoon (Kaw); 4. B. Argue (Hon); 5. R. Brooks (Suz); 6. T. Lee

**VINTAGE MX** continued on page 12



▲ **Legendary Dorene Payne roosts her way to second overall in Historic**



# Straight Programs are Bad for D-14

Submitted by Steve Esselink

MX straight programs are bad for the promoters, bad for District 14 and bad for the riders.

It takes me 2 hours to get to most D-14 MX tracks. And since I have to wake up at least an hour early to put the final preparations loading the bike, trailer, food, etc. So, do the math, if sign up is 7 – 8 am and it takes two hours to get there and another one to get ready I have to wake up at 4am. That’s ridiculous after working all week! There have been many occasions where I have bailed just because of this reason. So, the promoter and D-14 lose my gate fee and multiple class sign up. I lose by not riding.

With a straight program I cannot attend church in the morning and still make it to the races like I could with a split program.

The waiting game. I show up for sign up at 7. Practice at 9. Then wait an hour for my first moto! Then I wait for 15 more motos for my second race! That stinks! That’s hours of downtime sitting around waiting. And I can’t take a nap or anything because I have to keep track of the race progression so I don’t miss my moto. So, I got up at 4am. Didn’t race until 10. And got 20 minutes of riding (including practice), but it took me ALL DAY! I didn’t get home until 9pm!

So, why do so many tracks run straight programs? I asked them. The resounding answer is 1 sign up and 1 pay out (awards); instead of the 2 that a straight program requires. Are you kidding? It’s in your best interest to have more riders and since you lose so many by starting so early, that’s not in your best interest and not in the riders’ best interest.

What they’re not saying. Maybe promoters like straight programs because they think they get more concession sales by trapping us there all day. I think that’s a fallacy. Most people with their big money campers, big rigs, race trailers, etc prefer to bring their own healthy food. So I don’t think that is the reason. Maybe they think sign ups increase because many riders enter multiple classes so they are not bored all day. I think this is true for some, but not all. So, if you get 1 rider who signs up for 2 classes and a gate fee but you lose another rider that can’t get up early, lose his entry fee plus the gate fees of him and his wife/family/ significant other, have you really gained? And what about the best interest of the riders and the sport in general?

Frankly, I’ve asked riders if they prefer a straight program or split program and many respond favoring a straight program. I shake my head and ask why? They say, it gets them out of there earlier in the day and they can still go home and get other things accomplished. That’s a gamble! It depends on if you are the 1st moto of the day or the last moto out of 16. If you show up and you are the 16th moto, you won’t even race until almost 1pm and you won’t finish until 5pm! All day for 25 minutes of racing! What are they smoking? Split programs guarantee that you will invest a half day in the affair! Isn’t that better? If you choose to run morning and afternoon classes then you are getting up at 4 and investing your whole day....but that is by your choice!

Some tracks, like Bulldog Riders cannot host a straight program because they don’t have the parking for both sets of motos; morning and afternoon, together. Instead they choose the split format. Half the riders come in the a.m. and leave. And the other half of the riders come in the p.m. So, if this letter does nothing to sway you from a straight to a split program, at least understand why tracks that run split programs do it and quit belly-aching about it! At the end of the day we want to maximize participation for the sake of healthy clubs and for the sake of as many racers as possible.

Additionally, why do we have so many MX classes? Let’s look at Valley MX for 5/31/2021. There are 40 plus, 45 plus, 50 plus, 55 plus and 60 plus classes. Why? That just causes too many motos to be run all day long.

- 40 Plus had 6 Riders
- 45 Plus had 7 Riders
- 50 Plus had 6 Riders
- 55 Plus had 6 Riders
- 60 Plus had 9 Riders

If we had 40 Plus, 50 Plus and 60 Plus it would have looked like this:

- 40 Plus had 13 Riders
- 50 Plus had 12 Riders
- 60 Plus had 9 Riders

That’s more balanced! And fewer motos. You could afford to run 5 lap motos instead of measly 4 lap motos! Remember 5 lap motos? Remember 15 minutes to the white? Now, with only 4 laps, riders are losing seat time. That’s not in the best interest of the rider or the sport.

## VINTAGE MX continued from page 11

(Ktm); 7. S. Nestor (Mai); 8. K. Argue (Hon); 9. E. Hovorka (Hon); 10. S. Adema (Hon); 11. J. Ottenwess (Yam); 12. A. Garn (Yam); 13. K. Krassa (Yam); 14. C. Goulet (Hon) **Transition:** 1. N. Stephens (Hon); 2. G. Souliotis (Hon);

3. D. Bialik (Kaw); 4. C. Morehouse (Hon); 5. G. Huntoon (Kaw); 6. M. Havalda (Hon); 7. R. Isza (Hon); 8. E. Hovorka (Hon); 9. B. Sims (Kaw); 10. N. Michael (Hon) **65+:** 1. G. Baird (Kaw) **70+:** 1. J. Korte (Hon); 2. S. Krassa (Hon)



▲ Nik Michael (01) making an early pass on Chad Morehouse (82) in moto one



◀ Mark Havalda had an up and down day as he took sixth overall in Transition



▲ Gene Huntoon showing proper form in the corners





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# 2021 AMA D14 EVENTS

## ATV MX

CHAIRPERSON ..... Ryan Day  
 ☆ = State Championship Race

### AUGUST

01 ☆ Redbud Nat'l..... Buchanan  
**SEPTEMBER**

18 Dutch MX.....Bloomingtondale  
 19 ☆ Dutch MX.....Bloomingtondale

### OCTOBER

02 Log Road MX.....Bronson  
 03 ☆ Log Road MX.....Bronson  
 16 Twisted MX.....Milan  
 17 ☆ Twisted MX.....Milan

## ATV XC

CHAIRPERSON ..... Jason Cottrell  
 VICE CHAIR ..... Jeff Gramzow

### SEPTEMBER

11 Toledo Trail Riders.....Toledo, OH  
 25 T-Time Acres..... Mount Pleasant

### OCTOBER

16 Valley Trail Riders.....Bentley

## ENDURO

INCLUDES FAMILY ENDURO (FES)  
 CHAIRPERSON ..... Mike Maurer  
 (No FES dates provided as of printing)

### AUGUST

15 Summer Bummer..... Roselawn  
 21 Pine Cone (FES).....Moorestown  
 22 Jack Pine ..... Moorsetown

### SEPTEMBER

11 Greenville (FES)..... Greenville, OH  
 25 Fife Lake (FES).....Fife Lake

### OCTOBER

03 National Enduro  
 Muddobbers..... Matthews, IN

### NOVEMBER

06 Turkey Gobbler (FES) .... New Paris, IN  
 07 Turkey Creek ..... New Paris, IN  
 14 Peace Pipe ..... Greenville, OH

## FLAT TRACK

CHAIRPERSON .....Harmony Bailey  
 VICE CHAIR ..... Teresa Bennett (Gigi)  
 (All Events run Quad Exhibition Class)

### AUGUST

01 TT ..... Lucky Thumb MC  
 21 TT ..... Bridgeton / Muskegon MC  
 22 TT ..... Bridgeton / Muskegon MC

### SEPTEMBER

11 **ST STATE CHAMPIONSHIP**  
 ..... Lucky Thumb MC  
 12 **TT STATE CHAMPIONSHIP**  
 ..... Lucky Thumb MC  
 18 ST Rain Date ..... Lucky Thumb MC  
 19 TT Rain Date..... Lucky Thumb MC  
 25 ST ..... Owosso  
 26 TT ..... Owosso

## HARE SCRAMBLE

CHAIRPERSON ..... Zack Keizer  
 VICE CHAIR ..... Dan Stephens

### AUGUST

01 Battle Creek MC.....Battle Creek  
 15 Polka Dots MC.....Midland

### SEPTEMBER

12 Toledo Trail Riders ..... Toledo, OH

### OCTOBER

10 Fredneck Ranch.....Frederic

## HILL CLIMB

CHAIRPERSON ..... John Radke  
 VICE CHAIR ..... Brix McFee

### AUGUST

21 Muskegon MC ..... Bridgeton  
 29 Goshen Ironhorseman ..... Goshen, IN

### SEPTEMBER

10 Muskegon MC ..... Bridgeton  
 11 Muskegon MC ..... Bridgeton  
 12 **STATE CHAMPIONSHIP**  
 Muskegon MC ..... Bridgeton

## MOTO CROSS

CHAIRPERSON ..... Kreg Bigelow  
 VICE CHAIR ..... Kip Bigelow  
 ☆ = MI State Championship - Max Points

### AUGUST

01 Valley MX..... Stanton  
 07 Big Air MX ..... Newago  
 07 Dutch MX .....Bloomingtondale  
 08 Big Air MX ..... Newago  
 08 Dutch MX .....Bloomingtondale  
 14 Log Road MX ..... Bronson  
 15 ☆ Log Road MX ..... Bronson  
 21 Cadillac MC.....Cadillac  
 22 ☆ Cadillac MC.....Cadillac  
 22 Battle Creek MC.....Battle Creek  
 28 Grattan MX.....Belding  
 28 Twisted MX.....Milan  
 29 Grattan MX.....Belding  
 29 ☆ Twisted MX.....Milan

### SEPTEMBER

04 Valley MX ..... Stanton  
 05 Valley MX ..... Stanton  
 06 Valley MX..... Stanton  
 11 Red Bud MX.....Buchanan  
 12 ☆ Red Bud MX.....Buchanan  
 12 Cadillac MC.....Cadillac  
 18 Portland Trail Riders.....Portland  
 18 Dutch MX .....Bloomingtondale

19 ☆ Portland Trail Riders.....Portland  
 19 Dutch MX .....Bloomingtondale  
 25 ☆ Big Air MX ..... Newago  
 26 Polka Dots MC.....Midland  
 26 Big Air MX ..... Newago

### OCTOBER

02 Log Road MX ..... Bronson  
 03 Log Road MX ..... Bronson  
 09 Dutch MX .....Bloomingtondale  
 10 ☆ Dutch MX .....Bloomingtondale  
 16 Twisted MX.....Milan  
 17 Twisted MX.....Milan  
 23 Valley MX..... Stanton  
 24 ☆ Valley MX..... Stanton

## SPRINT ENDURO

CHAIRPERSON ..... Logan Densmore  
 VICE CHAIR ..... Shawn Elkins

### AUGUST

08 Muskegon MC .....Grant  
 29 Dutch MX .....Bloomingtondale

### SEPTEMBER

19 Nancy Boy.....Bentley  
 26 Drumlin Hills..... Ellsworth, MI

### OCTOBER

24 Battle Creek GP .....Battle Creek

## VINTAGE MX

CHAIRPERSON ..... Steve Baginski  
 ☆ = GP Series Race

### AUGUST

07 Red Bud MX.....Buchanan  
 21 ☆ Battle Creek MC.....Battle Creek  
 22 Battle Creek MC.....Battle Creek

### SEPTEMBER

12 ☆ Twisted MX.....Milan  
 25 Polka Dots MC.....Midland

### OCTOBER

16 ☆ Valley Trail Riders .....Bentley  
 17 ☆ Valley Trail Riers.....Bentley



VISIT OUR WEBSITE FOR  
 SCHEDULE UPDATES  
 WWW.AMA-D14.ORG



# The Politics of Racing

A Review of the VTR Fathers' Day Hare Scramble | 20 June, 2021

Story by Mark Becker | Photos courtesy D14 Hare Scramble Photos

I have been away from the keyboard and have semi-retired from active racing. I'd like to share what is involved in planning, executing, and cleaning up an event. Most of you wankers have had a hand in helping a club host an event. Some have stapled an arrow or two. Some have showed up on race day to perform several small grunt tasks. Some talk trash on social media. We all have a part to play. So let us start at the beginning.

I suspect all clubs are similar. The meetings consist of useless talking and grandiose ideas that are impractical and way over budget. VTR has had its share of good and bad ideas. The same characters are present in every meeting. The quiet ones that don't say a whole lot but ironically they do the bulk of the grunt work. The guy that never shuts up yet rarely says anything of value (every club has one or two). Then we have the bitter old guys that always remind the others of how things were done "back in the day". Makes for an amusing story time but I have a 2 hour drive home so let's keep this rolling. My personal favorite are the guys that want to be in charge but have no plan or even an idea. They usually rattle off crazy ideas using the shotgun technique hoping some pellet of ignorance strikes the good idea target. You may wonder where I fit in this collection of misfits and malcontents. Truth is I have played all parts at one time or another. We are a collection of misguided throttle jockeys that love the sport and want to promote that sport. The problem is that with 20 different heads come 20 different ideas on how to reach that goal. Every club suffers this dilemma.

So like most of our monthly meetings we decide who wants to chair which event. It is usually a given that I take on the hare scramble. No one is going to jump up and declare they want it. It is reminiscent of my military years. After all, a smart marine never volunteers. It's always best to wait 'til it becomes an order, by then you have safety in numbers to avoid any further responsibility.

This year my partner in crime offered up his assistance, none other than Mr. Craig Scott. Talk about a character, this guy is a loose cannon that's not afraid to go off. More on him later. He agreed to lay

out the ATV course while I could focus on the bike course. Never refuse help, Craig taught me that. That man is a pain to work with at times but he does have a nugget of wisdom from time to time. I digress.

Craig and I were in the woods as soon as the snow was gone. So mid to late March we were marching through the VTR property tying yellow ribbons around every (oak) tree every 3 paces marking our proposed course. Coincidentally, that's an old song reference for you Google types to research. We had an unusually dry spring which made it easier to utilize more acreage. The entire time I was thinking it would devolve into one of our infamous swamp bog races. Not this time. Every weekend we were humping around and clearing trail. That early in the year affords great vision to see where you've been and where you need to go. You may have seen our yellow ribbons out there while following our orange arrows, or maybe not since most of you become brain-dead retards that only follow the equally stupid rider in front of yourself. No matter. We marked the course entirely with pieces of yellow ribbon with the exception of the 2 grass tracks. Those require our neighbors' permission but we have a great relationship with our neighbors. Once a rough course is marked is when the real grunt work begins. Next comes clearing trail of all debris and extracting any dangerous elements (logs, sharp sticks, even garbage). Then we finally start stapling arrows. I start this on Mothers' Day and continue right up to the actual race day. Keep in mind, this entire process is done on foot. The actual riding does not take place until 2 or 3 weeks before the event date. When I finally start riding the trail it is done at a slow pace to look for any flaws or awkward transitions. At this time I start hanging ribbon to help direct the 300 lost souls to stay on course. I bet you wankers never realized how close the trail turns on itself. That was a subject of heated debate between myself and Mr. Scott on many occasions. We had many verbal exchanges out in the woods, I'd like to think it kept the bears away. It certainly kept any common decency away. Again, I digress. At this point Craig has



▲ New rider, Zippy LaBelle

ventured off to do the ATV course. I have all the detail work on the bike course left. Which never seems to end. The mini course is always a challenge, it involves many gate changes and qualified people to make those happen. I always stress over the mini course. Every year the mini parade lap kills us on time which sets the whole program back. I propose we banish that antiquated parade lap. Time for the little rug rats to enter the big leagues. The little boneheads use the parade lap as pre-race hot lap without ever looking the course over. The other extreme is the poor kid that just learned to ride a week ago and tries to survive the parade lap. Time to let this tradition go. If I do my job in properly marking the course then a parade lap is not necessary. Enough said.

Now, consider this. We laid out 2 separate race courses with very little overlap on 160 acres. The trails crossed each other several places but rarely shared any length of trail. Hats off to Mr. Scott on doing that and he gave the quads almost 7 miles while the bikes had 9.8 miles. That is a club record. The most fascinating aspect of our hare scramble course is the "burn in" or pre-riding. I can't get bodies to do that. I had help throughout the weeks leading up to our event in clearing trail but riding it has its own unique challenges. Most racers are racing, going to events so they are not available. Now before you go into a vapor lock and start protesting about riding an event before race day; consid-

**VTR** continued on page 26





▲ LET'S DO THIS!!! Minis lined up and ready to rock!

Wow, what a first half of the season it's been?!?!

Last year, we set out a goal of having 50 riders attend one event. Well, when the season was over, we had achieved that THREE TIMES!!!

This year, we haven't set a goal yet. The reason we didn't set a goal is because we wanted to see what we would retain from last years season and how it would carry over. With that being said, we've kept the momentum and even grew more than we thought possible over the off season! Here we are... 4 races deep in the 2021 District 14 ATV XC season that is proudly brought to you by Macomb Powersports and Zoom Zoom Parts... and we haven't had a race with less than 50 riders in attendance yet!

Guys and girls, the effort that you have all put into this series is phenomenal and shows that we will in fact not quit and we will not go away. Now, we are nowhere near the bikes attendance records.... but ask any seasoned member of our series when the last time they've seen us this strong!

This year, we've seen returns from a few previously retired racers like TJ Whited, Kevin Fleszar, Jim Cook, John Arens, Ken Jones and I'm sure I'm missing a few even! I've asked a few, "why the return?". Their answers??? "It's simple. I've been watching the growth of this series both in numbers and in the aspect of it becoming more family oriented.... and that's something that I want to be a part of." The only thing

**ATV UPDATE** continued on page 19



▲ Brock Thomas (#98) putting up a fight and hanging on as Ryker Allen tries to reel him in!



▲ Lined up and ready for the green flag at Whiskey Creek!



▲ Returning vet John Arens back in the saddle again!!!



▲ Ben Hayden (#358) runs thru scoring with Ty Bkt (#221) hot on his heels!!



▲ Rubbin is Racin!!! Nathan Meyer (#815) taking a spill after fighting for a spot with Nathan Eades (#21)



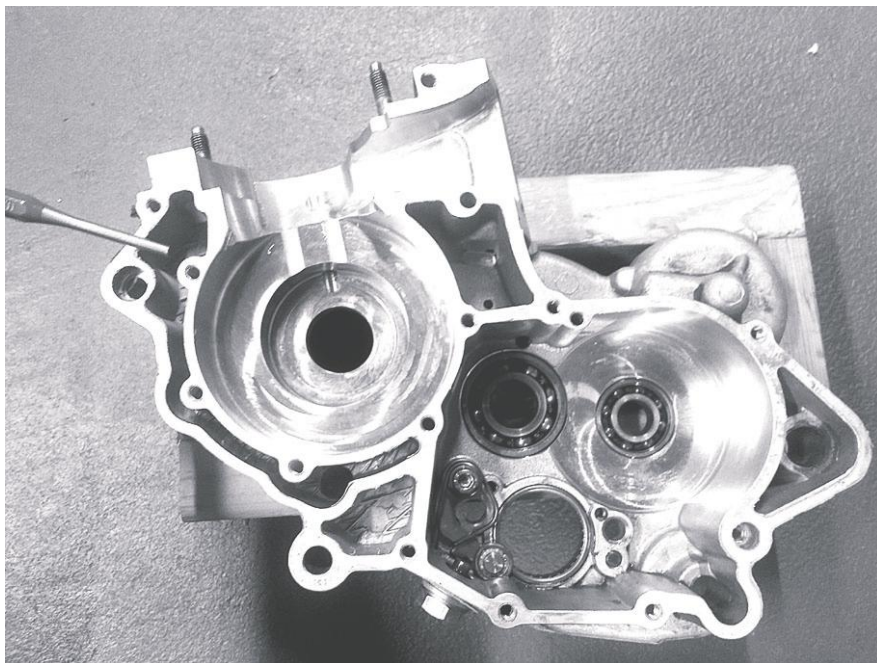
# Miscellaneous MOTO MUSINGS

JULY 2021 – by Steven Beane

- What a crazy summer it has been on the National Motocross circuit. All of the pundits claim that the 450 class is stacked, yet time and time again Dylan Ferrandis has triumphed. In the 250 class where Jeremy Martin was supposed to be a shoe-in for the title, there have been five different winners in the first five rounds.
- Hunter Lawrence, Cooper Webb, Jett Lawrence, Jalek Swoll and RJ Hampshire have taken turns hoisting the first place hardware in the small-bore class.
- In a highly competitive world, it often comes down to little details to separate the pack. One such detail is the water jacket around the bottom of the TM144 crankcase I discovered in a recent engine overhaul.

signed course was tough, the hardest part of the day may have been finding a parking spot.

- In a move that has been literally 17 years in the making, Yamaha has released a new YZ125 engine! Said to feature increased mid-and-top end power, the completely redesigned Japanese tiddler utilizes a Keihin carburetor, VForce 4 reed system, new pipe and silencer, reworked powervalve, updated CDI, recast cylinder porting, revised head, and a new subframe/bodywork combo that straightens the intake tract. Further updates meant at blunting the Austrian triplet ascending dominance include stronger brakes and a slimmer profile.
- Newly immersed in the adventure



▲ A cool charge is a strong charge

- Think the engine in your bike is big? I discovered that Triumph's most recent Rocket engine has grown to 2500cc in its latest 3-cylinder guise. Yep, that's huge.
- Hare scrambles may be the biggest thing in off-road racing right now. The action was intense at the recent VTR Father's Day race, with literally hundreds and hundreds of racers on the trail, and while the 10 mile long, Mark Becker de-

bike world, I couldn't help but stop in to see the new Pan America at Arsenal Harley-Davidson. Distinctive in its styling, it features a number of design elements that could only be found on a Milwaukee-conceived product. That said, the liquid cooled, V-twin powered is said to be world class by numerous independent reviewers, and can be equipped with a cool technology that allows the bike to squat as it is coming

to a stop, then lift again after the rider moves on.

- Motocross can be a cruel mistress. Kailub Russell's pre-season crash only foreshadowed the pain that he's feeling in his first full season on the national circuit. The multi-time off-road champion has been suffering crash after crash, and mechanical issue after mechanical issue five races into the tour.

lack of community support. As much as we like the various venues we ride and race at, don't think for a minute they can't just go away. Let's work as a riding community to expand riding opportunities, not just watch them fade away.

- The 2022 TM line-up was revealed at a 16th century opera house in Presaro, Italy, with the orchestra providing a perfect backdrop to the new bikes.



▲ The most important Harley in recent memory...

- Laia Sanz returned to the TrialGP circuit as the winningest female trials rider of all time, but split wins with Emma Bristow at the 2 day opening round in Italy and suffered her first professional defeat. At the very next round in France, Bristow again triumphed, pulling even with the Spanish legend in the overall win tally!
- Silly season comes by its name honestly. After six seasons on the green machine, Eli Tomac is leaving Kawasaki, reportedly for the factory Star Monster Yamaha team. Supposedly Aaron Plessinger was moving on to the Red Bull KTM squad, but now it sounds like Yamaha may not be ready to let him go. Combine Tomac with Plessinger, Ferrandis, and Christian Craig and you have an open-class powerhouse of the kind not seen since the Seventies.
- 2018 Supercross champion Jason Anderson is said to be taking Tomac's spot on the green bike, with Malcolm Stewart slotting into the decimated Husqvarna squad – Anderson is out with a broken hand, 2020 MX champ Zach Osborne is out with an aggravated back injury, and Dean Wilson is struggling with Epstein Barr.
- Shed a tear for the Lawton family enduro, cancelled for the second year in a row. Supposedly last year's antagonist was Covid – this year it was said to be

Like most manufacturers TM unveiled an e-bike, but more importantly they showed off Supermoto, MX, and enduro machines with all-new frames and bodywork, touting revised geometries and significant changes to the rider interface of the machines.

- Don't look now, but Royal Enfield has joined the league of manufacturers claiming victory in American Flat Track's Production Twins class by scoring a win at the Lima Half Mile on June 26.
  - Maverick Vinales won't return to Yamaha's MotoGP effort next season after a decidedly hot and cold season that has seen the Spaniard both win and finish last in road racing's premier class. It's believed that Vinales may appear Aprilia-mounted in the 2022 season.
  - Many off-road riders take a summer break, but not your D14 executive team. Tom Dunn, Mark Robinson, and I recently took to the sun-drenched trails near Moorestown in 91 degree heat ... just because we love to ride! Hopefully we'll get a chance to ride with you soon as well.
- At PlusOnePerformance, our goal is to help you get the most out of your next ride. Whether it's refreshing the suspension on your race bike, introducing you to the world of trials on a Beta or Vertigo rock-hopper, or setting you up for the woods on a new TM, you can count on us. Check us out at [afterhourscycle.com](https://afterhourscycle.com), or wherever bikes are ridden*



# Visions

Story by Thomas Dunn, District 14 President | Photo by Jenny Dings

## A WORD FROM THE PREZ

### Independence Day!

Sitting in my trailer at Jack Pine Lodge is one of my happy places. Hooch our dog laying on the couch, me listening to the birds and watching the sunlight coming through the trees relaxes me like no other place. We at District 14 are all about independence, the freedom to ride and race our motorcycles and ATV's!

We enjoy the Independence to gather with friends and family, whether blood or racing, as we charge out into the world to do what we love without fear. During the past year the one place that consistently felt normal was the races.

### AMA District 14 is alive and well!

#### And we're growing!

We have reached 5000 members in District 14! Our racing program in each Division have grown dramatically over the last 16 months after we found a way to practice our craft and continue racing during a rough time in American history. Every weekend in Michigan, in some town, at some track, at some club, District 14 members are racing!

The fantastic clubs, promoters and organizers are out there putting in the work to make all this possible for you to race, ride and compete.

Our Divisional Chairs and their crews have been working tirelessly to balance a larger than normal rider turnout.

Please be patient as we work through our growing pains. You may experience a bit longer lines and time at sign up. Have your AMA and District cards ready, any forms or paperwork pre-filled out (such as minor release forms, AMA or District renewal etc ).

Thank you for understanding!

### Legislation Update

ORV trail winter closures – HB 4535 would effectively close ORV trails from

December 1 to March 31. The Michigan Snowmobile and ORV Association (MISORVA) introduced the bill to keep all wheeled vehicles off of snowmobile trail when there is enough snow or is being groomed.

The snowmobilers have a short season and with the changes in weather it has become even shorter, during their season they enjoy over 6000 miles of designated trail, 50% of which is on private property and already illegal to ride by ORVs, the other 50% is on forest roads, county roads and state designated snowmobile trail of which there is roughly 1500 miles of Shared use trail which includes ORVs.

While I do not endorse or recommend riding on groomed snowmobile trail, I am against closing ORV trail that is shared. ORVs have evolved to the point of year-round use and travel, and include heating and air systems. People are riding and enjoying throughout the winter.

This bill does not address the shared trail and or what is considered enough snow, or if groomed includes Snirt (a mixture of snow and dirt) making all of this a hard to enforce.

The fines of \$200 dollars for violating also goes back to the Snowmobile Trail Fund.

Education is the key! Know where you are riding. Plan your route. Stay on trail and follow speed and safety guidelines.

With a finite amount of land and trails in this great State we must all share some trails at times.

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See ya at the races!

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**ATV UPDATE** *continued from page 16*

that I'm not sure of.... is when Thomas Dunn will be paying his due on a quad this year. Hmmm....

While we are on the topic of numbers, let's talk about minis.... It seems as our minis numbers have exploded with the addition of a second mini class! We've been 12-15 strong for minis at every race this year as well!

It's the population increases like these, paired with the moral, attitude and respect that we offer each other and our tracks that will continue to make this series grow.

You guys and girls have not failed this series yet and I have no doubts that we will continue to prosper moving for-

ward! As far as a goal for this year... how awesome would it be if we hit 100 riders in attendance at one of our remaining four events? I tell you what.... If that were to happen, I would definitely make sure the banquet is one to remember this year! What do you say fam? Are we up for the challenge???

I'll end this article with deep and sincere Thank You! Thank you to everyone! My family was absent in attendance for Valley Trail Riders due to a vacation that we had planned and the event still went off without a hitch! Jeff Gramzow, Melissa Tompkins, Jeremy Fellows, Chad and Sarah Meyer and everyone else that played a part in making that happen... from the bottom of my heart..... THANK YOU! I'm proud of everyone in this series!



▲ The Mini Jr lineup at Whiskey Creek



▲ Chad Meyer (#311) defending his 2020 Overall Championship!



▲ Russ Hayden and his son Ben (#358) on the along with Roy Thomas and his son Brock (#98) on the right ready to get the show on the road!



▲ Raegan Allen (#537) hanging on as Tyler Bkt hunts her down!



▲ Ryker Allen (#926) getting the job done!



▲ Ian Smith (#96) trying to hang on!!!



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## VINTAGE MX

# CROLEY TOPS INNOVATION

### IN VINTAGE DEBUT



▲ Frank Croley was on the gas as he swept both Innovation motos

**LOG ROAD MX (Bronson) | June 6, 2021**  
Story and photos by Steve Baginski

Round four was at Log Road down in Coldwater where we combined with their series for a Vintage only day of racing. We were once again treated to a fantastic day of weather and a perfect track. We started early and were done racing before noon like usual for them to start their open practice. We also had another huge turnout with some great battles on the track. And then to top it all off, we had a fantastic BBQ and I really enjoyed everyone hanging out and catching up.

The Historic class was out first and was combined with the 65+ and 70+ classes. John Korte grabbed the overall holeshot as Michael Sutherland was leading the old bikes. They had a good battle for the entire first as they both went on to

win their classes. Gordy Baird was also up there from the start as he took the win in the 65+ class. Jim Jobson had a great start but went missing after lap one resulting in a dnf. Cory Sutherland was quickly into second as the battle for the podium was between Blake and Ken Argue. Blake had the edge off the start but Ken was into the spot for most of the moto. Then the checkered flag flew and it was Blake taking the spot with Ken a close fourth. Alexis Argue and Jeff Doneth had a good battle for a few laps until Alexis started to pull away and hold onto the top five. Jeff came across in sixth as Michael Sangster hit the dirt early and slowed his pace back in seventh. As Gordy and John won their class, the 70+ class had a good battle between John Shively Gary Sirovey and Skip Krassa. Skip had the jump early but John made the pass on lap one. Gary would then make his way in front of

John for a few laps. Then John would make a last lap push and retake the spot to earn second with John in third and Skip back to fourth. The start for moto two was close to the same as Korte took the overall holeshot followed by Gordy and Michael. Michael was on a mission and made the pass and led the field for the entire second moto. He went on for an easy win and overall. Cory was a very close second on the start but lost touch early and then just had fun. He had to keep an eye on third as Blake was ahead of Ken and looking forward. Blake was slowly catching Cory but a last lap bobble slowed his progress and allowed Ken to make the pass. Cory cruised to another second as Ken moved into third to round out the podium. Blake crossed in fourth to take fourth overall. Alexis and Jeff had another hard fought first few laps until Alexis was able to pull away. She took another top five for fifth

and made it three Argue's in a row in the overall standings. Jeff rode well to sixth as Michael kept in on two wheels but still finished seventh. John rode well to take another 70+ win and overall as Gordy kept him in sight to take his own win in the 65+ class. Shively had a slightly better start over Krassa and Sirovey but it was Sirovey on the move. He would make passes and get into second by the end of lap one. But then a mistake let Shively back in front for a few laps. But Sirovey never gave up and made a last lap pass to take the spot back and earn second in 70+. Shively flipped spots then back to third to take third as Krassa came across a little ways behind in fourth.

The Transition class was out next with Nate Stephens leading the way in moto one. He would get a challenge from Nik Michael by lap two for the lead. They fought for a few turns until Nik took over and checked out. The battle for second was then between Nate, George Souliotis and Sean Sangster. They were never more than a straightaway apart as Nate held the spot. George moved into third on lap three and looked ahead to Nate. He would close the gap but would miss out by only a few bike lengths to take third. Sean came by in a very close fourth as they put an ok gap on Gene Huntoon in fifth. Eli Hovorka was able



▲ Cory Sutherland gives a thumbs up on his way to a second place finish





▲ Gene Huntoon is a master at finding the cameraman



▲ Shawn Nestor was knocking on the podium doorstep in Evolution



▲ Sean Sangster (170), Nate Stephens (583) and George Souliotis (119) had a fantastic moto two battle for the win

as they swapped spots a few times during the race. Simon would get the edge again as he came across in sixth with Barry in seventh. Josh rode better and was closer to the pack at the end of the race as he took eighth. With Nik not starting moto two, his 1-dns dropped him all the way down to ninth overall to hurt his championship points run.

Evolution and Schoolboy was out next with Michael Sokalski taking both holeshots. He had a great battle in moto one with William Dale as they were never more than five seconds apart. Will took the lead on lap two and Mike looked to make a pass the next lap but couldn't make it happen. Mike tried his best but Will had just enough to take the win as he settled for second. Jason Leedy was on a nice looking IT and rode super smooth to round out the podium. Shawn Nestor came from a mid pack start to work his way into fourth after a short battle with Tom Lee and Todd Lane. Tom was on the gas but Todd had a little lighter bike that was easier to ride late in the race to take fifth. Tom held on for sixth as Derek Michael made some late race passes to move into seventh as Alex Mangini and Doug Layman battled the entire race for eighth. Al Doneth was giving them all fits for most of the race on his XR100 but towards the end of the race, his bike sounded like he was in store for a dnf dropping him to the back. Santos Berlanga had a rough start as him and Kier Krassa came together in turn one and Kier's bike became stuck in his rear wheel. He pushed forward and made his way into the top ten. Mike was out of the gate fast once again for moto two with another holeshot. Will had a slow start but made his way into second and was catching Mike. He was getting closer but as they started lap four, Will went down just before the finish. Mike then was able to go into cruise mode to take the moto win and overall. Jason was quick to make the pass on Will as he got going again. Shawn was also close enough to get by as Will slotted in just ahead of Todd. Will was moving forward but he ran out of time as Jason took second with Shawn in third. He would hold on to fourth which was good enough to round out the overall podium. Shawn took fourth as Todd rode his new YZ to finish out the top five. Santos stayed out of trouble in turn one this time and was more on pace with where he should have finished moto one as he took sixth but for eighth overall. Derek had a lit-

to get a good start and keep Gene in sight but couldn't match the pace to take sixth. Simon Farmer and Barry Sims were pretty close early as Barry had the better start. Simon chased him down and was able to make the pass to take seventh with Barry in eighth. Joshua Hopkins made his vintage debut as he had a decent start and kept the filed in sight as he finished in ninth. Moto two was a little different as first moto winner Nik was missing from the gate. He had bike issues in Innovation moto one and could not make the start for moto two. Eli was the first to take advantage as he grabbed the holeshot. Sean was next as he took over the lead early and try to check out. George and Nate had other plans as all three were fender to fender. Sean was holding off the pressure well but a small mistake mid race saw George take over the lead with Nate following into second. They continued to battle and on the last lap as they jumped out of the valley, it was Nate out front with only three corners left. Nate held on for the win by less than a bike length of George. Sean was a very close third as they rounded out the overall podium. Gene rode a solid race and had a great view of the battle ahead of him as he could only manage fourth. Eli tried his best after his awesome start and was closer to Gene at the end but still only took fifth as he finished out the top five overall. Simon and Barry were also hooked in their battle



**LOG ROAD** *continued from page 23*

tle easier of a ride as he didn't have to fight as hard to take another seventh for sixth overall. Tom struggled a little after a good and battle near the top five with Todd. He faded towards the end to take eighth for seventh overall. Doug looked good on his nice 480 as he was consistent with his 9-9 for ninth. Keir had better luck in moto two as he got through turn one better and held on to tenth for tenth overall.

The Innovation racers were out last with Gene Huntoon grabbing the holeshot. Frank Croley took over the lead shortly after and pulled away. Nik Michael was quickly into second and making it a race. Then a lap later, his bike was seen being towed off the track ending his race with a dnf. Brody Bahlau and Michael Sutherland were next to do battle for second as they moved through the pack together from the start. Michael made the pass on lap three and had to work to stay ahead for the remainder of the moto. Brody gave it a great effort but his 125 just wasn't enough to hang with the 250's ahead and ended up third. Cory Sutherland was back out and fought for a few laps with Tommy Lee and Gene as he slotted into fourth. Tommy moved ahead of Gene for two laps mid race but Gene never gave up and retook the spot on the last lap to take fifth with Tommy in sixth. Joe Sangster, Blake and Ken Argue all had a good battle going as William Dale was motoring through the pack after a missed start. Joe had the best pace as he took seventh as Blake was on his rear fender



▲ Michael Sangster decided to do some pushups mid race



▲ Michael Sutherland roasts his way to his 1-1 sweep in Historic



▲ Nik Michael took some time to get used to a new bike but still managed a podium finish



▲ Alexis Argue (776) is getting more confident and put an aggressive pass on Jeff Doneth (354) early in moto one



▲ The Transition class had some of the best battles to watch, Eli Hovorka started off the best in moto two with the holeshot



▲ John Korte airs his way to yet another 70+ 1-1





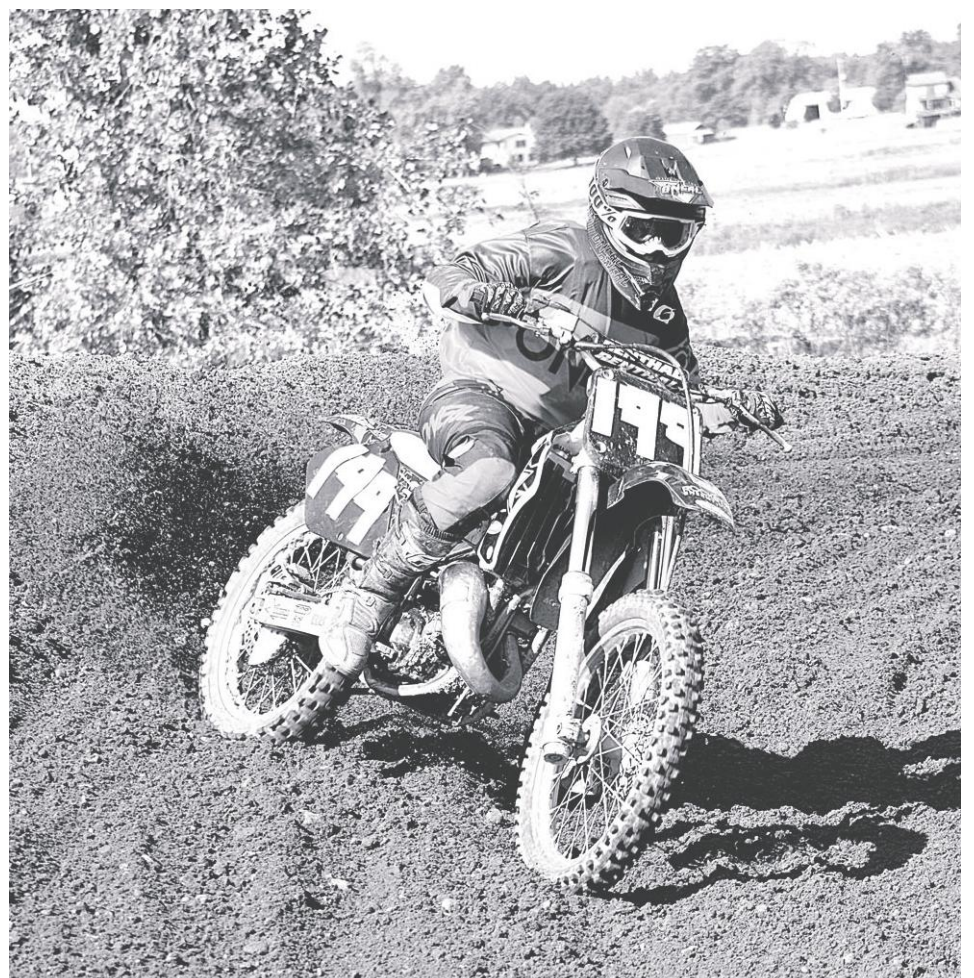
▲ Nik Michael (01) tries for the pass for the lead on Nate Stephens (583)

for the entire race. Ken was keeping pace but Will was able to make the pass as the white flag came out and finish in ninth. Ken fell just short but was able to round out the top ten. The start for moto two was more of the same as Gene took another holeshot. Frank was also out front by the end of lap one but it was Brody in a close second. Frank was putting in some fast laps but Brody was very close and just waiting for an opening to make the pass. Brody was doing the big downhill triple and making time but on lap three came up a little short and cart wheeled into the next corner. He was up and moving with help showing up extremely fast. They helped him to his feet and checked him out. He insisted he was ok and a lap later was back on track. He was a ways back but finished out the moto back in sixteenth for tenth overall. So that let Frank off the hook and he cruised to another moto win and the overall. William was off to a much better start this time but a small mistake put him back to fourth as Michael and Nik both got by. Michael had to ride very hard to keep Nik at bay

**LOG ROAD** continued on page 26



▲ Jason Leedy had to scream his IT against some big bores to earn second overall



▲ James Garn was on the gas keeping up with the Evo guys as he won the Schoolboy class





▲ Unknown rider

*VTR continued from page 15*

er this, it is for your safety to burn the trail in. I honestly don't care about your feelings, I do care about your safety and having to bury your body and somehow explain to the authorities that you were never there is too much for my tiny brain to handle. Oh that reminds me, if you truly dislike VTR events, please come see me and I will get you an application for membership. Then you can show me the proper way to lay out an event course. I can take orders as well as give them. Get Some!

The hare scramble course is typically tighter than other clubs tracks. This is by design. My thought process is crashing at 18 mph in tight woods is less harmful than crashing at 35mph in open country. You can dislocate a shoulder in tight woods but a high speed get off will earn you a helicopter ride. Something to think about. We carved out 2 grass tracks to satisfy your "go fast" mind set. Our neighbor to the east put in a fresh food

plot. The trail came close to his freshly plowed field. I did not want your shadow to even be cast upon that food plot let alone a single knobby imprint. The riders did an excellent job of staying on course. I and the club are grateful. Again, we value our neighbors. Which brings up a point. The AMA came up with a new silly rule about banning helmet cams. So the District tows the line on this. Yet, that same rule book has sound limits which are rarely if ever enforced. Strange how some rules are deemed more important than others. I personally could care less what a rider straps to his helmet. Everyone signs a waiver and your personal safety is just that. Yet a rule that ensures the future of our sport is overlooked. Intriguing.

Post race clean up. We started Saturday after the quads were done. A group of club members went out and removed all course markings that were for the quads. This is where VTR becomes a

nuclear test site. Trash strewn about and not a living soul to be found. The Monday after leaves one feeling truly alone in the world. The universal truth about hosting an event is this: The day of an event you will have a surplus of help, but the days before and after are vacant waste lands of despair. However, not this year. I had at least a half dozen bodies ripping down arrows and ribbon the Monday after. In a span of 5 hours we cleaned up the property. If you belong to a club you know this feeling all too well. Funny part about this is the very next weekend we had to start working on trail for our next event the Barkbuster Enduro. It never ends. Get Some!

We had a record number of entries this year. Quads ran on Saturday. Then a Sta-Cyk strider event Saturday evening. Sunday morning started with a 50 cc Pee-wee race, the normal morning minibike race, and ends with the 2 hour adult race, which ran into 3 hours. Perhaps that could be addressed when clubs have 10 mile courses. I think most riders would have preferred one less lap. So the question that comes to mind is, "What's the plan for next year"? Best answer I can give is more of the same. Try to get more mileage and perhaps one minute and twenty second interval starts. That seems to be a good formula. Keeping the riders separated is safe and fun. I really enjoy making trail. I still ride albeit slow, but I still ride. I hope to get back into racing again. After all, you meet some interesting characters at the races. Get Some!

Mark Becker, VTR Grunt



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**LOG ROAD** *continued from page 25*

even if Nik was a new to him bike. Michael held on to keep second for second overall. Nik had a strong showing after his bike let go in moto one to take third but back in nineteenth overall. William recovered after his small mistake to hold on to fourth but his problems in moto one also hurt his overall as he rounded out the top five. Gene was the consistent one after both holeshots and two fifths was good enough for the overall podium. Blake, Joe and Cory were in a good battle inside the top ten from the drop of the gate. Blake had the edge from mid race as he earned sixth for sixth. Joe was trying his best to keep up with the youngster but only had seventh in him. Cory was a little off pace after a decent start as he took eighth for fourth overall. Ken was closing in on the battle with Blake, Joe and Tommy but ninth was handed to him after Tommy went down early on lap two. Ken moved into ninth and Tommy charged after his crash to make some crucial passes to get on his rear fender. Ken took ninth with Tommy in tenth but the first moto scores helped Tommy get eighth just ahead of Ken's ninth overall.

Now we are off until Polka Dots on Saturday July 17th. That will also be round two of the Allpro Auto and Off-Road GP series. Then we have another few week break before heading to Red Bud on Saturday August 7th. After that we have our first double header of the season at Battle Creek on August 21/22 with Saturday being a GP and Sunday a regular D14 points race. The points will be posted shortly and they'll be on the web at [www.michiganvintagemotocross.com](http://www.michiganvintagemotocross.com). Check the site and/or Facebook for those points and any other info. Thanks



▲ Todd Lane was a solid top five on his 125cc



for checking in and I'll see you at the races.

**RESULTS: LOG ROAD 6/6/21 – Historic:** 1. M. Sutherland (Hon); 2. C. Sutherland (Hon); 3. K. Argue (Hon); 4. B. Argue (Hon); 5. A. Argue (Hon); 6. J. Doneth (Suz); 7. M. Sangster (Hon)  
**Schoolboy:** 1. J. Garn (Suz); 2. A. Argue (Hon) **Evolution:** 1. M. Sokalski (Hon); 2. J. Leedy (Yam); 3. W. Dale (Yam); 4. S. Nestor (Mai); 5. T. Lane (Yam); 6. D. Michael (Hon); 7. T. Lee (Ktm); 8. S. Berlanga (Yam); 9. D. Layman (Hon); 10. K. Krassa (Yam); 11. V. Grahn (Yam); 12. A. Mangini (Yam); 13. J. Johnson (Suz); 14. A. Doneth (Hon) **Innovation:** 1. F. Crolley (Yam); 2. M. Sutherland (Hon); 3. G. Huntoon (Kaw); 4. C. Sutherland (Hon); 5. W. Dale (Yam); 6. B. Argue (Hon); 7. J. Sangster (Hon); 8. T. Lee II (Suz); 9. K. Argue (Hon); 10. B. Bahlau (Kaw); 11. E. Hovorka (Hon); 12. K. Petkwitz (Hon); 13. J. Ottenwess (Yam); 14. S. Adema (Hon); 15. A. Mangini (Yam); 16. A. Garn (Yam); 17. R. Murphy (Hon); 18. S. Farmer (Kaw); 19. N. Michael (Hon) **Transition:** 1. N. Stephens (Hon); 2. G. Souliotis (Hon); 3. S. Sangster (Hon); 4. G. Huntoon (Kaw); 5. E. Hovorka (Yam); 6. S. Farmer (Kaw); 7. B. Sims (Kaw); 8. J. Hopkins (Yam); 9. N. Michael (Hon) **65+:** 1. G. Baird (Kaw) **70+:** 1. J. Korte (Hon); 2. G. A. Argue (Hon); Sirovey (Ktm); 3. J. Shively (Ktm); 4. S. Krassa (Hon)

► Brody Bahlau had a great shot at a moto win and podium until a spectacular crash mid race. He remounted and finished strong to round out the top ten



▲ Winning a race is a lot easier by getting the holeshot like Michael Sokalski demonstrates



▲ Tom Lee II was looking at a possible top five until a tip over in moto two



▲ William Dale had the pace to win but a fall in moto two put him on the last step of the Evolution podium



▲ Joe Sangster (849) and Blake Argue (766) were this close on every lap of their races





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