

February 2021

D14 DISTRICT

Michigan's Motorsports

NEWS



RIGHTS. RIDING. RACING

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2021 Division Rules
& Schedules

Moto Musings

Tribute to
Ron Sharporn

Division News
& Updates



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Cooked em'
again, GG&R Faktory
rider Dustin Cook wins
his second consecutive
National Non Studded Ice
racing title in Oshkosh
Wisconsin

DUSTIN COOK

ICE RACE GRAND CHAMPIONSHIP (Oshkosh, WI) | February 6, 2021

COVER PHOTO COURTESY OF MATT MILANOWSKI

TEAM GG&R BAGS 9TH NATIONAL TITLE AT ICE RACE GRAND CHAMPIONSHIPS



▲ Dillon Cook locked horns with Colten Eddy in the main event but came up shy taking home 3rd

ICE RACE GRAND CHAMPIONSHIP (Oshkosh, WI) | February 6, 2021

Story by Ron Swansanski | Photos by Matt Milanowski

A handful of Michigan racers made the nearly nine hour trek, through a major blizzard and some of the winter's coldest temperatures to participate in the AMA's biggest Ice race event of the year, the Ice Race Grand Championships.

2020 champion Dustin Cook was determined to hold on to his #1 plate but several other racers were looking to steal the plate from Cook and the grasp of the GG&R Faktory squad.

Early in the day Colten Eddy and Bob Knapp were looking like they had the speed to win. Dillon Cook was struggling some in practice but by the time heats rolled around Dillon had his machine dialed in. The line up was composed of nearly all Michigan based riders and D16's Joe Stopelworth of Fan Du lak Wisconsin.

The first heat pitted Knapp against Dustin Cook and when the Green light flashed Knapp was able to grab the whole shot and pull away slightly with Cook in his wake. Positions changed as the riders completed lap one and Cook took a lead and immediately began to gap the former professional racer and after a mid race front stretch scare Cook took the win in heat one.

In the second head Colten Eddy put on a clinic and pulled away from the rest of the field and increased this gap as the race went on. The championship was looking to be a Cook Vs Eddy show down.

Track conditions had changed drastically from by the main event. The slippery conditions typically favor Bob Knapp and Dillon Cook, however Dustin Cook took off immediately and put a substantial amount of distance between 2nd place rider



▲ Dustin Cook sends it in practice

ICE NATIONALS continued on page 6

FEBRUARY 2021

D14 Michigan's Motorsports
DISTRICT NEWS

MARCH 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 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

Well, by the time you get this February edition, March will already be roaring in like a lion! Soon Spring will be upon us. I can already hear the tinkering in garages around the state getting ready to hit the dirt in just a couple short months!

THANK YOU to this month's contributors! I know these have been some challenging months for content, but regardless, we have managed to get an edition out every month, even though they may have been a little late... but who's counting?

This edition has your updated Rules and Schedules for 2021. Please peruse them carefully for any corrections and let me know ASAP so I can make changes if necessary.

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 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 –

Matt Milanowski, Ron Swansonski Taylor Carpenter,
Kevin Lambert Jr., AMA, Thomas Dunn, Molly Kidner,
Brian Kidner, Sharporn and Richardson Families,
Jason Cotrell, Mike Maurer, Harmony Bailey,
John Radke, Kreg Bigelow, Logan Densmore,
Steve Baginski, Steven Beane,
and last, but not least ... Jeremiah Sherman



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**

Required if you have Canadian Residence. Must be AMA Member; includes Competition Card. All memberships are non-refundable.

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
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

DON'T WAIT!

Ensure continued
delivery of the

District 14 News

direct to your
home mailbox &

SAVE TIME AT SIGN UP!

Complete this
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Keep a Copy Before Mailing
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Fife Lake MI 49633

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

2021 AMA / DISTRICT 14 SUPPLEMENTAL RULES

EDITOR'S NOTE:

ATTENTION

If your division rules do not appear updated here, they were **NOT** received for publication... Not by the scheduled deadline of January 20, nor by the vastly extended deadline of February 3 or by production date. Same goes for division schedules. What is printed is what was received. Any issues with that, please take it up with your division chair or D14 Board member. Thank you!

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.

2021 AMA/D14 Flat Track

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 2020 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.

CLASS RULES

2. Classes recognized by AMA/D14 dirt track & for which points may be earned are as follows:

1. 0-51cc Pee Wee Production Shaft Drive 4-8 yrs.
2. 0-51cc Production Multi-speed 4-8 yrs.
3. 0-51cc Senior – Production Chain 7-8 yrs
4. 52-65cc 7-11 yrs
5. 66-85cc 7-15 yrs

6. 86-250cc Open
7. 251cc+ Open Single
8. 251-505cc A
9. 251-505cc B
10. 251cc+ Hooligan/ Open Twin
11. Veteran 30+ years
12. Senior 45+ years
13. Super Senior 60+ years
14. Vintage 0-400cc (Air Cooled 1988 and older)
15. 401 Open Vintage 1988 or older (17+ years on 400CC+ Twin)
16. Wildcat 80-200cc (Air Cooled 4 Stroke, 12+ years)
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, Quad and Buddy. If promoter chooses to run a Buddy class it must be separated as Youth (ages 7-15) and Adult (age 16+). AMA/D14 points will be earned in those classes as listed above 1-16 only.
4. Six (6) bikes constitute a class. If less than six bikes sign up for a class, that class need not be run and bikes 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 or less. With classes with four (4) bikes but less than six (6), the club or promoter may elect to run only a final race and no heat race.
5. All riders advancing from 86-250 Open MUST ride in the 251-505B class. NO EXCEPTIONS. In order to advance out of the B class, a rider must finish in the top 20% of points qualifying riders or win 3 races in a season. If a rider accumulates 3 wins in a season, he/she has the option to advance out of the B class before the end of the season. B riders cannot enter the 251-505A or Combo classes.
6. 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.
7. A CRF150r will be placed in the 86-250 Open class and the rider must be a minimum of 12 years old.
- Rev 12/22/20 Page 2
8. TTR230, TTR225, CRF230 and CRF225 can be ridden in the wildcat class.
9. Any rider holding a current professional racing license shall not be permitted to enter an age class (30+, 45+ and 60+) at amateur competition. Licensed riders may not enter the 251-505B or Open Singles classes.

10. 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.
11. No racer under the age of 16 will be allowed to race or passenger any sidecar. All age to displacement rules will still apply.
12. 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.
13. If running a bike in the buddy class, kickstands must be removed.
14. Quad classes may be run as exhibition classes only.

POINTS & RIDING NUMBER RULES

15. 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.
16. 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 17.
17. A rider who makes the final and crashes or does not finish the race will receive one point as a DNF. However, in the event where there are more than 10 riders zero points will be awarded if a rider crashed or does not finish the race.
18. 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.
19. 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.
20. 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. See Rule 24.
21. Use of riding numbers 1 through 10 will be granted 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.
22. A number 1 plate will be awarded 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 awarded 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.
23. 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.
24. Number Plates:
 - A. Bike must be equipped with 3 plates of uniform size shape and must be 2 contrasting solid colors.
 - B. Numbers must be at least 5-inch-high standard block letters; numbers must NOT be shaded or outlined.
 - a. Lettering must have a professional appearance.
 - b. AMA national numbers will take precedence in all events, and will be designated by a 3-inch letter N (such as 1N)
 - c. 50cc classes may use 3-inch-high numbers to maintain a neat appearance.
 - C. For scoring purposes, a rider may be asked to alter his/her number plates to improve visibility. Failure to comply will result in disqualification.
 - D. Four Wheeler's must be equipped with vertical number plates on rear grab bar of quad.
- EVENT PROCEDURE RULES**
25. 0-65cc classes will not be allowed to start a final race after 10pm. The pro-

moter / club must 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 majority vote amongst guardians to race the final or use the results of the heat/qualifier races for scoring.

26. 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.

27. 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.

28. 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.

29. 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.

30. 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.

Miscellaneous Rules

31. Any open weekend from May thru Oct may be ran as a rain date.

32. Any entrant removing a 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.

33. No profanity may be displayed on motorcycle.

34. 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.

STATE CHAMPIONSHIP RULES

35. 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.

36. An event that is designated the District 14 State Championship event of the year, must run all the AMA/D14 designated classes.

37. 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.

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

39. 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.

40. The District 14 State Championships will be at least 10 laps with no more than 15 laps, unless other circumstances come about such as darkness, accidents, weather, etc. and then laps will be determined by rider rep, referee, and club/promoter.

2021 AMA/D14 Hare Scramble

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; 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. 40+ B; 9. Team B; 10. 55+ B/C; 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

SECTION B- RIDERS AND CLASSIFICATIONS

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



▲ Launce Sulaty II did double duty as sidecar monkey and rubber bike jockey. The champion framed SR is a family heirloom originally built by his grandfather and dad to race Indoor Ice races

ICE NATIONALS continued from page 2

Colten Eddy. Dillon Cook found traction and was able to fight his way to second place exchanging positions with Eddy while Robby Knapp passed his Father Bob. When the checkers flew, Dustin Cook became the 2 time champ, Eddy second and Brother Dillon 3rd.

The GG&R Faktory team was able to secure the 1st and 3rd spots on the podium and the 2nd spot was won by a bike using GG&R tires and The Open sidecar team of Kevin Lambert Sr. and Kevin Lambert Jr. also took 1st bringing the GG&R National title count to 9. Naysayers beware, GG&R has a point to prove and the results to back their claims to rubber tire glory.



▲ Kevin Lambert Sr and Kevin Lambert Jr. have both won National titles as a passenger and driver. With the mechanical failure of Team Sulaty, the win was basically handed to them. "I was really looking forward to that race; I feel they are the guys to beat and they are fun to race with" said Jr.



▲ Colten Eddy leads team Knapp



▲ Bob Knapp on the champion framed Yamaha Twin



▲ Team Sulaty was looking fast and were the guys to beat till a mechanical failure robbed them of their chance to win all 4 sidecar nationals in 2021



AMA D14 RACERS SHINE

AT ICE RACE GRAND CHAMPIONSHIPS

Story by Kevin Lambert Jr. | Photos courtesy of AMA

▲ Brady Barger

Although they did not award Ice Racer of the Year honors it is no doubt that the honor belongs to Brady Barger. His domination on the track was very obvious beating former Ice racers of the year Kyle Johnson, Kayle Johnson, Trevor Wahr and the always solid Nick Myers to take top honors at the event.

Kayle Johnson easily won the women's class; Blake Bradish and Levi Leddy had standout performances in the youth classes. Team Hinezelman faced adversity with a broken race van and a time crunch but Father Steve ran a fantastic race in the Vintage class, Rick Sentell the Day! Skyler Sentell rode a fantastic race too!

GG&R Faktory team took home two first and a third in the rubber classes Dustin Cook first , Colten Eddy secured a second place battling to the line with Dillon Cook the third place winner. In sidecar action, Team Lambert took 1st and team Sulaty took third after mechanical failure kept them from completing the event.

The brutal temperatures, poor driving conditions and a blizzard kept most people inside, but these D14 racers are not your ordinary people , congratulations to all our new Champions!



▲ Kayle Johnson



▲ Michigan topped the box ! Brady Barger 1st and Kyle Johnson 2nd

2021 District 14 Board of Directors & Division Chairs

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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	Lucky Thumb M/C	810.404.2895
Bent Wheels CC	586.854.1372	MI Off Road Events (M.O.R.E) ..	517.896.9757
Big Air MX.....	231.578.3828	Muddobber M/C.....	765.998.2236
Bulldog Riders MC	810.919.9821	Muskegon M/C	231.773.2940
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
Goshen Ironhorsemen.....	547.514.1894	Riders Motorcycle Club	574.780.4188
Grattan Raceway Park.....	616.788.9454	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 Trail Riders	989.879.3365

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

Visions

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

A WORD FROM THE PREZ

WINTER

Michigan winters are always unpredictable. Some are really cold and icy. Some are snowy and some are wet. Most times they are any of these in various combinations. Take the last few seasons, plenty of cold until the weekend, then it would warm and ruin the ice base necessary for safe Ice Racing. Leaving our Ice Race Division unable to hold many if any events.

As I write this on Sunday January 31st (well past the paper's deadline, sorry Linda), the Ice Division is held it's first day of a 2 day event of 2021 at Leisure Lake. I truly hope they have a awesome turnout!

And looking forward, it appears that the weather will stay cold enough to make the ATV/Sidecar National Championship and Owosso Motorsports Parks District 14 Ice Race happen February 6th and 7th.

Looking forward to seeing the results and articles and social media posts about it! Watch www.ama-d14.org for updates and schedule changes.

MOTOCROSS BANQUET

The District 14 Motocross Division held it's 2020 State Championship and D14 Series MX Banquet at the Soaring Eagle Resort and Casino in Mount Pleasant Michigan.

The Annual Awards Banquet usually is held on a Saturday Evening in the 3rd week of January and has 500 plus people attend to celebrate the accomplishments of their Top 10 class winners in each class.

Covid-19 changed all of that this year. Much like our race season the Banquets have been hard to impossible to put on

due to Government and Health Departments restrictions.

But also like our race season Motocross Division was able to pull it off with some changes in their program by having two separate events.

The Youth Classes Awards ceremony was held early with a brunch buffet at 11 o'clock with the award ceremony around noon. After the banquet the casino staff cleaned and sanitized the room and set it up for the evening program. With the setup, it allowed social distancing, everyone that wanted to come was able to, masks were mandatory unless you were eating or drinking. But even with that, the day was a wonderful success!

Congratulations to all involved in putting this together and all that came and celebrated, it was great to spend time with the MX family in an almost normal way.

The next Banquet is for Off Road coming up in March which includes the Enduro Division, Family Enduro Series, Hare Scrambles Division and the Michigan Sprint Enduro Series. It will be on March 20, 2021 also at the Soaring Eagle Casino and Resort. The format will probably be similar unless Covid restrictions are changed.

Keep an eye on ama-d14.org social media and email blasts for all the updates.

2021

We hope that 2021 starts better and with less drama than 2020, but we will have to wait and see, but by all means District 14 will be racing come April!

See ya at the races,

Thomas Dunn

RULES *continued from page 5*

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; 40+ B class, Open displacement, 40+ yr. solo rider; 55+ B/C class, Open displacement, 55+ solo rider, B skill level although C level can ride; 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 fifteen (15) 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 15 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 who earned at least one overall point (Top 20 at any event) during the previous year must race an "A" class the next year regardless of how they finished in the yearly point standings in their class. *

*This rule can be overturned by the harescramble committee in the case of any extreme circumstance.

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

9. 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.

10. 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/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.

2021 AMA/D14 Hillclimb

GENERAL

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. Age requirements (classes per event).

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).

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.

RULES continued on page 12

CHANGES TO DISTRICT 14 MEMBERSHIP FOR 2021

Submitted by Molly Kidner, Membership Administrator

Beginning Jan. 1, 2021 District 14 is SIMPLIFYING our membership process. There will no longer be different types of membership - all participants will need simply a "District 14 Membership". This applies to ALL individuals, including Canadian members and minors.

Why the change? Well, the discounted "D14 family membership" created a lot of confusion and ultimately frustrated more people than it should have. We want to improve our customer experience by eliminating that.

The D14 website and Membership Application forms will be updated to reflect the changes.

District 14 is happy to announce there will again be no increase in membership fees! They will remain a bargain price of \$15 annually.



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RULES continued from page 11

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 Hill-climb 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 12 – 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 - 113cc to Open

19. 4 Stroke - 113cc to Open

20. 400 Stock – 113cc to 400cc Stock wheelbase

21. Open Stock - 401cc to Open Stock wheelbase.

22. Vintage – 113cc 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 sports-

manship 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 (must have standing). 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.

2021 AMA/D14 Motocross

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

ABOUT MY FRIEND RON SHARPHORN

Story by Brian Kidner | Photos courtesy of the Sharphorn and Richardson families



On January 25 I received the very sad news that one of my very great friends passed away in his sleep. Ron Sharphorn was well known by many. I don’t think there were many that really knew Ron.

In the summer of 1999 I had the opportunity to ride a new KTM 200 EXC. I had never ridden a KTM before. But after riding this new bike my mind was made up. So in the spring of 2000 I went to my local KTM dealer in Grand Haven, Michigan to pick up that 200EXC. Now I had been by this place many times but never inside. When I walked in, it was a surprise at the amount of stuff that was in this unique little shop.

Now I being new to this brand and wanting to buy a new bike you can only imagine the questions I had. So after the introductions were out of the way I jumped straight in. Now I’m not going to lie, neither one of these guys would knock you over with conversation. But what Ron and Ralph did was answer my question with more detail then one was ready for. So for the next hour I asked everything I could think of and both of them answered with patience and clarity. I left that day with my new bike and a new found respect for the owner and the shop.

Now we all know that as racers you don’t go to a shop just once and buy a new bike and that’s it. Over that summer and the next 20 years I was in and out of that place all the time. I was

SHARPHORN continued on page 21



2021 AMA D14 EVENTS

ATV XC

CHAIRPERSON Jason Cottrell
VICE CHAIR Taylor Ellis

MAY

16 Whiskey Creek.....Cluster

JUNE

06 Dutch Sportpark.....Bloomingtondale

20 Valley Trail RidersBentley

JULY

25 Valley Trail RidersBentley

SEPTEMBER

11 Toledo Trail RidersToledo, OH

25 T-Time Acres.....Mount Pleasant

ENDURO

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

APRIL

18 Grand Kankakee TR.....Roselawn

MAY

23 Lansing MC.....Jack Pine

JULY

25 Valley TR.....Bentley

AUGUST

15 Hill & Gulley.....Roselawn

22 Lansing MC.....Jack Pine

OCTOBER

03 MudDobbers MC.....Matthews, IN

NOVEMBER

07 Riders MC.....Goshen, IN

14 Treaty City.....Treaty City

FLAT TRACK

CHAIRPERSONHarmony Bailey
VICE CHAIR Teresa Bennett (Gigi)
 (All Events run Quad Exhibition Class)

MAY

02 STOwosso

03 TTOwosso

JUNE

05 STPolka Dots MC

06 Rain DatePolka Dots MC

12 STLucky Thumb MC

13 TTLucky Thumb MC

19 STPolka Dots MC

20 Rain Date.....Polka Dots MC

JULY

10 STLucky Thumb MC

11 TTLucky Thumb MC

31 STLucky Thumb MC

AUGUST

01 TTLucky Thumb MC

07 STWinston / Muskegon MC

08 STWinston / Muskegon MC

21 TTBridgeton / Muskegon MC

22 TTBridgeton / 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 STOwosso

26 TTOwosso

JUNE

06 Dutch Sportpark.....Bloomingtondale

20 Valley Trail RidersBentley

JULY

11 Muskegon MCMuskegon

AUGUST

01 Battle Creek MCBattle Creek

15 Polka Dots MC.....Midland

SEPTEMBER

12 Toledo Trail RidersToledo, OH

OCTOBER

10 Fredneck Ranch.....Frederic

HILL CLIMB

CHAIRPERSON John Radke
VICE CHAIR Brix McFee

MAY

16 Goshen IronhorsemanGoshen, IN

JUNE

11 Muskegon MCBridgeton

12 Muskegon MCBridgeton

13 Muskegon MCBridgeton

AUGUST

21 Muskegon MCBridgeton

29 Goshen IronhorsemanGoshen, IN

SEPTEMBER

10 Muskegon MCBridgeton

11 Muskegon MCBridgeton

12 STATE CHAMPIONSHIP
 Muskegon MCBridgeton

MOTO CROSS

CHAIRPERSON Kreg Bigelow
VICE CHAIR Kip Bigelow

★ = MI State Championship - Max Points

APRIL

03 Valley MX.....Stanton

04 Vallen MXStanton

10 Log Road MXBronson

11 Log Road MXBronson

11 Bulldog Riders.....Millington

17 Dutch MXBloomingtondale

18 Dutch MXBloomingtondale

24 Big Air MXNewago

24 Red Bud MX.....Buchanan

25 Big Air MXNewago

25 Red Bud MX.....Buchanan

MAY

01 Log Road MXBronson

02 Log Road MXBronson

02 Bulldog Riders.....Millington

09 Portland Trail Riders.....Portland

15 Battle Creek MCBattle Creek

15 Red Bud MX.....Buchanan

16 Battle Creek MC.....Battle Creek

16 Red Bud MX.....Buchanan

22 Big Air MXNewago

22 Dutch MXBloomingtondale

23 Polka Dots MCMidland

23 Big Air MXNewago

23 Dutch MXBloomingtondale

29 Valley MX.....Stanton

30 Valley MX.....Stanton

31 Valley MX.....Stanton

JUNE

05 Grattan MXBelding

06 Grattan MXBelding

06 ★ Bulldog Riders.....Millington

12 Battle Creek MCBattle Creek

13 ★ Battle Creek MC.....Battle Creek

19 Portland Trail Riders.....Portland

20 Portland Trail Riders.....Portland

20 Cadillac MC.....Cadillac

26 Big Air MXNewago

27 ★ Big Air MXNewago

JULY

02 Red Bud MXBuchanan

03 Red Bud MXBuchanan

03 Valley MXStanton

04 Red Bud MXBuchanan

04 Valley MX.....Stanton

10 Twisted MXMilan

10 Dutch MXBloomingtondale

11 Twisted MX.....Milan

11 Dutch MXBloomingtondale

18 ★ Polka Dots MCMidland

24 Grattan MXBelding

24 Log Road MXBronson

25 ★ Grattan MXBelding

25 Log Road MXBronson



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

HARE SCRAMBLE

CHAIRPERSON Zack Keizer
VICE CHAIR Dan Stephens

APRIL

25 Portland Trail Riders.....Portland

MAY

16 Whiskey Creek.....Cluster

2021 AMA D14 EVENTS

31 Valley Mx..... Stanton

AUGUST

- 01 Valley MX..... Stanton
- 07 Big Air MX Newago
- 07 Dutch MXBloomingtondale
- 08 Big Air MX Newago
- 08 Dutch MXBloomingtondale
- 14 Log Road MX Bronson
- 15 ★ Log Road MX Bronson
- 21 Cadillac MC.....Cadillac
- 22 ★ Cadillac MC.....Cadillac
- 22 Battle Creek MCBattle Creek
- 28 Grattan MXBelding
- 28 Twisted MX Milan
- 29 Grattan MXBelding
- 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 MXBloomingtondale
- 19 ★ Portland Trail Riders.....Portland
- 19 Dutch MXBloomingtondale
- 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 MXBloomingtondale
- 10 ★ Dutch MXBloomingtondale
- 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

MAY

- 01 ISDE Qualifier 1Battle Creek
- 02 ISDE Qualifier 2.....Battle Creek

JUNE

- 27 CMBBentley

JULY

- 18 Evergreen Creek.....Vassar

AUGUST

- 08 Muskegon MCGrant
- 29 Dutch MXBloomingtondale

SEPTEMBER

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

OCTOBER

- 24 Battle Creek GPBattle Creek

VINTAGE MX

CHAIRPERSON Steve Baginski
★ = GP Series Race

APRIL

- 10 Bulldog Riders.....Millington

MAY

- 08 ★ Portland Trail Riders.....Portland
- 22 Big Air MX Newago

JUNE

- 06 Log Road MX Bronson

JULY

- 17 ★ Polka Dots MC.....Midland

AUGUST

- 07 Red Bud MX..... Buchanan
- 21 ★ Battle Creek MCBattle Creek
- 22 Battle Creek MCBattle Creek

SEPTEMBER

- 12 ★ Twisted MX Milan
- 25 Polka Dots MCMidland

OCTOBER

- 16 ★ Valley Trail RidersBentley
- 17 ★ Valley Trail RiersBentley

ATTENTION

If your 2021 division schedule does not appear here, it was not received for printing.

CHAIRS... PLEASE double check all your dates, and locations for accuracy.

Any issues, please email me with corrections.

Thank you,
Linda Roxbury, editor
linda@d14news.net

CONNECT

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

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!

RidersMC.org
RedBudMX.com
TheValleyTrailRiders.org
ToledoTrailRiders.org
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

South Carolina Road Trip, Moto Musings Style

Story and photos courtesy of Steven Beane

Not every good plan comes to fruition effortlessly, but as plans go this trip to South Carolina came about as easily as any in recent memory. That's not to say it went without a hitch, but pretty easy nevertheless. And even though there is a Zach Park component to the story, no deer or Sprinters were maimed or damaged in the process.

The pro forma was straightforward – coordinate with a riding buddy, log into Live Laps and grab a row for the first national enduro of the year, then pack the bikes and bags and head south for the race. Easy like Sunday morning.

The first part of the plan was in fact easy. Race Vollmar had passed on the invitation last year, but with changes to his engineering class schedule, he was all-in. His Beta 250 was freshened up and my TM300fi was sufficiently prepped to ensure we had good bikes for the race. Schedules were checked and vacation days booked. The plan was in motion.

After a discussion regarding the modified registration process for Nationals and my recounting how my hotel internet had dropped out two minutes before last year's sign-up, Race volunteered to handle sign-up. He wanted to be ahead of the pros, I wanted after, but since he was doing the work we agreed on targeting row 15.

This is where the plan started to go wobbly. Not on our end, not necessarily on NEPG's end, or the clubs end, but with Paypal. Supposedly so many people were attempting to sign-up and pay for entry at the same time that Paypal locked down the club's account and refused to process any more payments. NEPG had no choice but to scrub the entry rolls and start again, but not before we had confirmation that we had in fact scored row 15! Arggggh.

Registration was pushed back a couple weeks while the powers-that-be reconfigured the sign-up process. The new format allows rider/row selection like before, but meters the flow of payments to Paypal to prevent an 'overheating' shutdown. The fateful night of the second sign-up arrived, and Race confirmed that he had three separate alarms set to ensure a good jump at the first (really second) gate drop of the

year. Apparently he rides a keyboard as well as he rides a bike – row 15 again!

With the entry confirmed, details were solidifying regarding practicing before and traveling to the event. Strong winter weather in Michigan and Ohio relegated plans of riding at Maumee State Forest to the dumpster, so Race did some heat cycling in his back yard and I watched supercross on TV. Next came the idea of a warm-up ride on the way to South Carolina, inspired by D14 speedsters Tyler Vore and Talon Soenksen's posts from a couple weeks before the race. Unfortunately that riding park was rented out for the weekend of the national, so again we started scouring for a Saturday morning riding spot.

Zach Park had some friends joining him at the race, and his plan was to travel to Durhamtown in Georgia to meet up with them and do a little riding before heading to Sumter. His invitation to join the group was welcomed, and became the prime plan until the weather forecast showed rain, rain, and more rain for the red-clay riding park. Thanks, but no thanks – we all wanted to make it to South Carolina with bikes, riding gear, and bodies in decent condition. An alternate plan was floated – we could ride at a facility called Battery Park an hour east of Sumter in the morning and early afternoon on Saturday, then bust over to Wedgewood for on-site registration. None of that diminished despite waking Friday to single digit temps and multiple inches of snow in Michigan, followed by curling-sheet ice in Ohio – we were going riding! Our path cut through West Virginia, while Zach worked himself south along I-75 until heading east at Knoxville. Saturday morning our paths converged in Nesmith, SC, home of a really sketchy abandoned school and Battery Park ORV area.

The Battery Park call was one of the best we had made on the trip, and it will likely be included as a "must stop" in years to come. The facility itself is a little, um, Southern, but if you're after singletrack or a chance to practice some moto or even low-key supercross, it's a good as any I've seen in a dozen or so trips to that part of the world. A friendly Georgian Tim led us out to some sweet



▲ Happy campers, with Zach's KTM too

single-track and then tagged along as Zach, Race, and I shook off some mid-winter rust and stretched some muscles that had been largely dormant since the First Ride After Deer Season.

We were back at the vans with our riding mostly done before the locals started doing donuts in the parking lot, and when they started flipping quads we knew it was time to leave. Good times, but even good times have to come to an end. On to Sumter we rolled.

WARNING, RANT AHEAD. OK, so far so good. We've got our entry, the temperature is still decent, and even the rain doesn't dampen our spirits, we're headed to the transponder scan ... but not before we have to pay for parking. You could be excused for thinking it should have been included in the hefty entry fee. What is truly inexcusable though is this – with 949 riders signed up, the club had exactly two porta-pots in the main "pitt" area. Now I know how the National Guardsmen felt about huddling in a DC parking garage. Come on people! If you've been having the event for 52 years and you know there will be over 1000 people in attendance, you've simply got to do better than that. Much better. Paging Cody Mastin ...

Rant over, but the rain didn't stop. In fact, it continued well into the night, and race day morning dawned cold and misty. Race said he didn't mind being cold, and he didn't mind being wet, he

just didn't want to be both at once. And yet we kind of were. Still, the fast fingerwork was about to pay off, because while we got to experience tight-opening-into-flowing woods on row 15, those farther back in the field reported long trenches (that we undoubtedly helped make) and deep holes where previously there had been none.

'Gas available' was back at the pits, and with shorter pauses between sections I scanned into section 4 with only 3 seconds left on my minute. Race was already far ahead, settling in to a rhythm with the spare wheel and odd tire he had borrowed from the Beta team after flatting in section 1 and riding out section 2. The first four sections were reminiscent of solid Michigan trail – tight in places, flowy in others, with some whoops and lots and lots of pines. The transfer between 4 and 5 hinted at what lay ahead – it was the nastiest trail we had seen to that point, to the extent that one of Jeremy Pelaston's friends had slid off of a bridge into black water.

Section five - the last for B riders - was a struggle. Think Muddobbers after a prolonged rain. With more grease, and a couple of really ugly boggy sections thrown in for good measure. Time didn't exactly stand still in that section, but the mileage markers on the trees seemed further apart ... and that's when Tyler Vore flashed past! I could rationalize that and say it was because



▲ Fast as lightning, tough as nails

of the walking dismount when the front end went away in an off-camber corner, or nearly getting stuck in a top-of-rim-deep trail chokepoint, but no, it was because he was really flying and had vaporized the seventeen minutes between us. Great work on Tyler's part on a day that ultimately ended with his very first Pro2 podium. Apparently when he later claimed to have been struggling a bit in that section, he hadn't struggled that much!

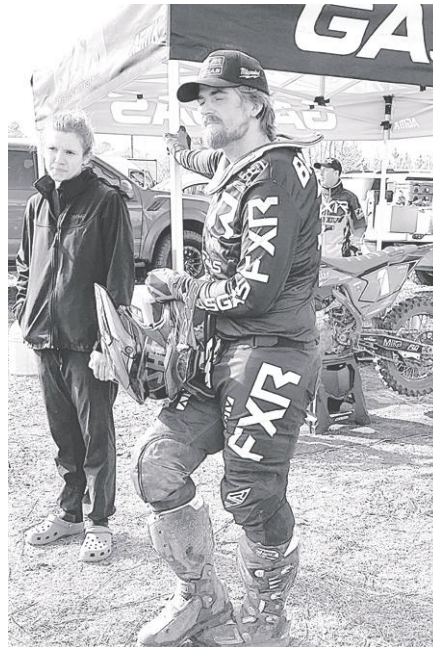


▲ I like red bikes, I must admit



▲ Race winning steed

And what about the big guns? Well, Steward Baylor took his new Yamaha home for the win, even after removing big chunks of flesh from his gut and his back. Grant Baylor piloted a very sweet looking GasGas to second in the first race of his national enduro title defense. Craig DeLong snatched third on a Husky, and you can read about the rest in On The Pegs ...



▲ Second at the opener and moving on ...

The South Carolina story will continue, same time, same place next year God willing, but for us it's a drive through the night and back to another eight weeks of winter ... and then we're on to Roselawn!

RULES continued from page 12

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 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 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 Motocross 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

WINTER ICE RACE FUN

Submitted by Jeremiah Sherman
February 7, 2021 | OWOSSO MOTORSPORTS PARK (Owosso, MI)



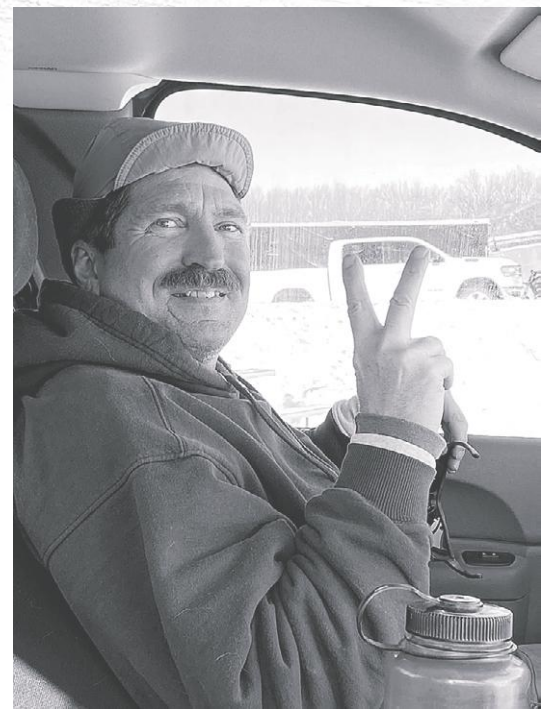
▲ Ice Division Chairman Chris Ice ready for the holeshot



▲ #28T Suzy Tice Non-Studded Sidecar



▲ #54 Deagan Lickfeldt and Dad



▲ Laidback Lenny was on scene with the days call



◀ The torch is passed
#77 Oscar Sherman, 8 yrs old, takes checkered flag in the 70cc Studded Quad class heat race.
#104 Trey Millhisler running a tight 2nd, Trey ended up flipping the script in the main event!



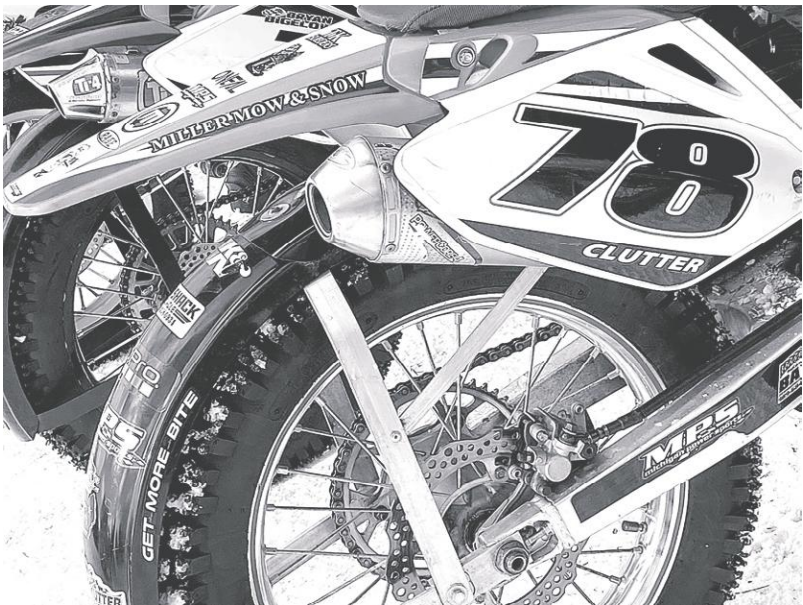
▲ The #24 of Delmer Dodd was ready to rip! Who wants to guess how many years this legend has on the seat?



▲ #77 Henry Sherman awaits the start line



▲ #78 Chris Clutter led the entire 250cc Main Event o the last turn!



▼ Freedom was in the air today and Mamma doesn’t want you to catch a chill now...



RULES *continued from page 17*

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 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; 0cc - 51cc 2-stroke; 0cc - 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; 0cc - 51cc 2-stroke; 0cc - 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 (4-8) Open Limited; 0cc - 51cc 2-stroke; 0cc - 51cc 4-stroke

Electric Bike 1kWh battery energy Maximum wheelbase 41". Maximum wheel size 12". Retrofitted 12" wheels are permitted on all Class 2 motorcycles. OEM parts must be used. No larger than 19 mm round intake. All models listed in 50 Trail Limited and 50 SS Limited are legal to compete. Shifters do not need to be removed.

50 SS (4-8) Limited; 0cc - 51cc 2-stroke; 0cc - 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; 0cc - 51cc 2-stroke; 0cc - 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.

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 10 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.

2021 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

2021 Vintage Motocross

For 2021 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 Holeshots 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	1-30
2-19	2-25
3-16	3-21
4-14	4-18
5-12	5-16
6-10	6-15



SHARPHORN *continued from page 13*

getting to know Ron every well. We did not always see eye to eye on things like bike setup or jetting a 2 stroke motor. He was always doing things like sanding needle jets down and doing other stuff that he told me was the thing to do for my bike. Yeah I would stand and listen and think that's the craziest thing I have heard. Now I'm not saying it didn't work for him because all the trophies and awards in that shop told a much different story.

So that was the start of a friendship that has lasted 20 years. In that time it has done nothing but grow in so many ways. What also happened was a tsunami of me buying new KTM's over the next 15+ years. Sometimes 2 a year. (Yes I'm still married.) In those years a true friendship happened. What I mean about that friendship is that not only did I get to know Ron as a shop owner and racer, but most importantly a close friend. Ron was never the type of guy to jump into a conversation and he often avoided crowds of people. He was soft spoken and quiet. But if you did get to know him on a more personal level, then you know what I'm talking about. He was one of the kindest funniest most genuine guys I have known. Ron had a great sense of humor and was very quick witted.

Over the last twenty year I spent many hours at Lake Cycle and a lot of that time was spent talking about things other than bikes and racing. We talked about family our fathers as they were getting older. We talked about anything and everything and all the stuff in between. Now I'm not saying that we didn't pick on him every now and then. Oh we did, and when I say we, I mean my partners in crime Casey Langland and his brother DJ that both worked for

Ron. The laughter and the joking was priceless. That's the stuff I'm going to remember the most, and for sure that's the stuff I will also miss the most. I wish everyone could have got to know him this way. Because if you did, you were blessed to have him in your life. If you were one of the hundreds of riders and racers that paced though that shop, then I don't need to tell any of you what he would be willing to do to keep you riding or racing. Lake Cycle was what I call a true racers shop. Ron raced. He knew what everyone needed and he had it in stock.

Speaking of racing, Ron was one of the fiercest competitors I have ever raced against. He was slow to get going but you knew by the end of the race he was coming. I had battles with him at races that were down right brutal. I know there are others out there that can say the same thing. Ron was a true racer. This is a guy that could win the overall at a hare scramble and never do any of the jumps, and he sat down most of the time. Ron had a style all is own.

The loss of a true friend is never easy, it's just not fair. So I will try and remember all the good times. I will remember the many races with him. I will remember his smile. I will continue to support his shop and I encourage all of you that have over the years to keep doing so. That shop so small and unique has a very special place in my heart and I bet I'm not alone. Ron was very young, only 47. If I have realized anything from this, it is that tomorrow is no guarantee.

Ron's with his heavenly father now, riding the heavenly single track. I just hope he doesn't have it all whooped out by the time I join him. RIP #830, you will be missed. BK



Miscellaneous MOTO MUSINGS

FEBRUARY 2021 – by Steven Beane

- It's early February and already the racing action is heating up. I'm typing this after a three-day sprint down to South Carolina and back to take part in the opening round of the National Enduro season.

- The start to the enduro series saw the Baylor brothers battling it out for top spot on the podium, although this time Steward took victory aboard his AmPro Yamaha, while Grant finished a close second aboard his Milwaukee Tool-liveried GasGas.

- Speaking of GasGas (or at least red and white KTMs), there were a lot of them in the woods this weekend (relatively), while on the supercross track Justin Barcia was a championship contender before being 'Frieded', while his young Troy Lee Designs teammate Michael Mosiman was keeping the Star Yamaha crew honest on the 250 East board before breaking his hand in practice at Indy 3.

- Vance&Hines just announced a new Suzuki-based drag bike with roughly 400 horsepower that will be sponsored by Mission Foods and piloted by Angele Sampey. Vance and Hines returns to Suzuki after spending numerous years campaigning the Factory Harley-Davidson drag bike effort.

- Still with Suzuki, and still with bikes that go fast in a straight line, the fabled Hayabusa has made it back into the roster. Hailed as the world's fastest streetbike (unlikely in the era of the BMW 1000RR and the Kawasaki H2 supercharged bike), the 'Busa is instantly recognizable.

- While streetbike sales were largely in 2020 versus 2019, off-highway bike sales went through the roof, with off-road dirtbikes and moto bikes logging a 46.5% improvement in sales year-on-year. Whether that pace can be sustained or even approached in 2021 remains to be seen, but it means that there are a lot of new riders out there, or a lot of riders returning to the sport or adding additional bikes to their fleets.



▲ Look who's picking up Vertigo ...

- The ink is dry on the dealer agreement and PlusOnePerformance has become the newest Vertigo trials bike dealer in the nation. Exotic in the same way that TM is on the dirt bike side, Spanish marque Vertigo manufactures fuel-injected, trellis framed, high spec trials bikes in 125, 200, 250, and 300cc displacements (with 225 and 280 being available special order).

- Colt Nichols was on a tear and looking to go three in a row at the recent in eastern region supercross aboard a Star Racing, Monster-backed Yamaha, but an early-event bobble landed him in dead last at the recent Indy 3 round. His charge back through the field, including his battle with Jett Lawrence was legendary.

- It's possible that Christian Craig, also of Star Racing and a multiple event winner this year, is the oldest rider ever to race 250 supercross. Still, Graham Jarvis of Husqvarna extreme enduro fame takes the cake as the oldest professional champion at 46 years old.

- Speaking of extreme enduro, it looks like Canadian Trystan Hart is in process of dethroning Cody Webb atop the box, if the recent Johnson Valley King of Motos contest is any indication.

- Don't forget to set aside March 20 for the off-road banquet at Soaring Eagle in Mt. Pleasant. You should be hearing more soon from chairmen Mike Maurer (enduro) and Zach Kaiser (hare scrambles).

2020 D14 MX Awards Banquet

Story and Photos by: Steve Baginski

What a crazy season for Michigan motocross! After many of the early season races had to be cancelled, Big Air stepped up and paved the way back to racing. They worked with the local authorities and kicked off the season. The rest of the tracks followed suit and the racers came out in droves. There were record numbers across the state at every track I Attended. It all culminated on January 30th at the Soaring Eagle Casino in Mt. Pleasant. Once again there were strict rules and guidelines that had to be followed that made this event a tricky one. Amy Graham, Carrie Leddy, Kreg Bigelow and a slew of others worked very hard to get everything figured out. They ended up having to hold two separate banquets with the youth classes in the am and then another for the adults in the evening. They both went off without a hitch as just over 260 people attended the morning banquet with just over 250 in the evening. In total there were over 340 awards given out with multiple gifts and add-on's given out to each well deserved winner.

We had an early start and once again it was Jeremy Sparrer kicking things off at 11am. Luckily this year, he had some mc help from a legendary racer Larry Whitmer. Him and Jeremy did a wonderful job helping each other out and mak-

MX BANQUET continued on page 25



▲ 14+ Class



▲ 250B Class



▲ 55ss Class



▲ 55 Trail Class



▲ ▲ Mark Powers and Big Air paved the way for the 2020 season to happen ▲ ▲



▲ 250A Class



▲ Amy Graham presents Kreg Bigelow with his Chairman award



▲ Rider of the Year –
Matt Guidas



▲ 35+ Class



▲ Parent of the Year –
Dan Petrie



▲ Tim and Heather Bennett
with TCD Suspension are great
supporter's of D14



▲ 40+ Class



▲ 30 B/C Class



▲ Mike Burkeen informs the
crowd that MI had the most
AMA Memberships for 2020



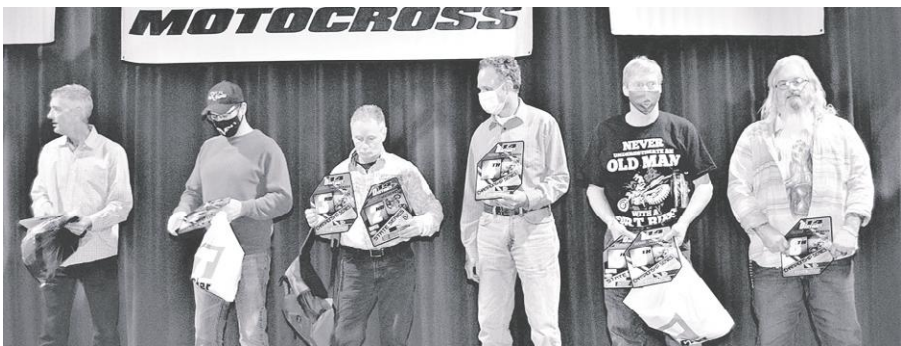
▲ 50 Jr. Class



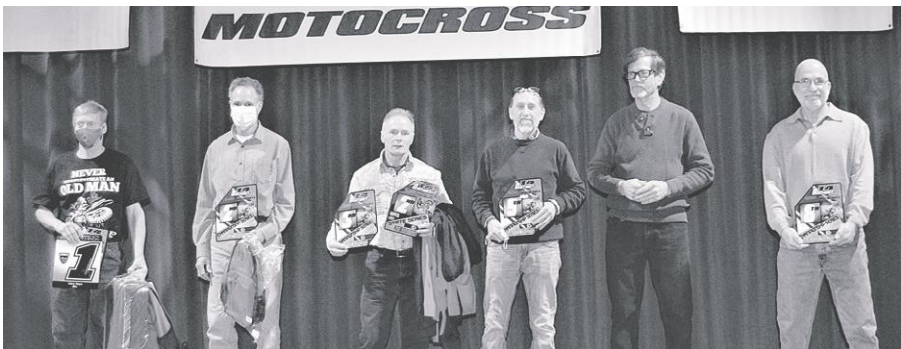
▲ 50 Sr. Class



▲ 125 B/C Class



▲ 50+ Class



▲ 60+ Class



▲ 65 (7-9) Class



▲ 85 Jr. Class



▲ Open B Class



▲ 65 (10-11) Class



▲ 65 Open Class



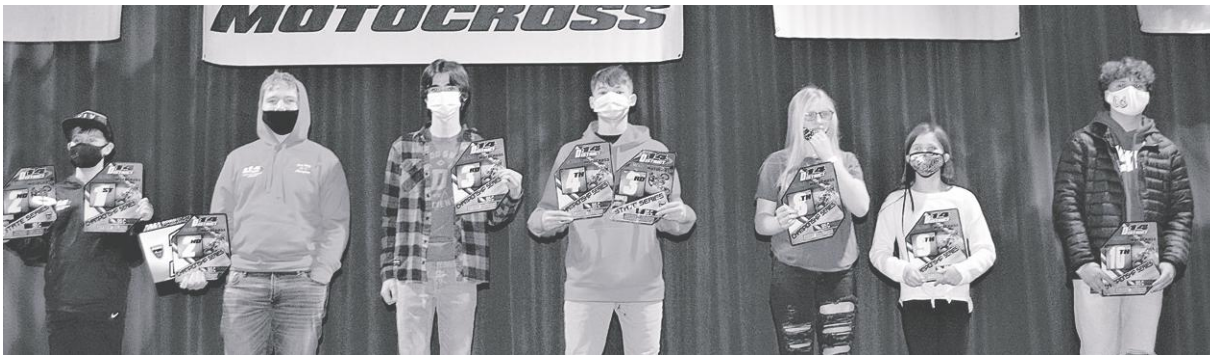
▲ Vet Sport Class



▲ 85 Open Class



▲ Tom and Lori Dunn enjoying another D14 MX Banquet together



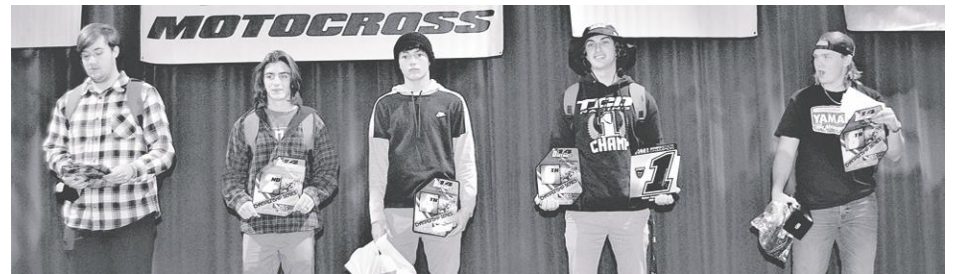
▲ 85 C Class



▲ 30+ Class



▲ Girls Class



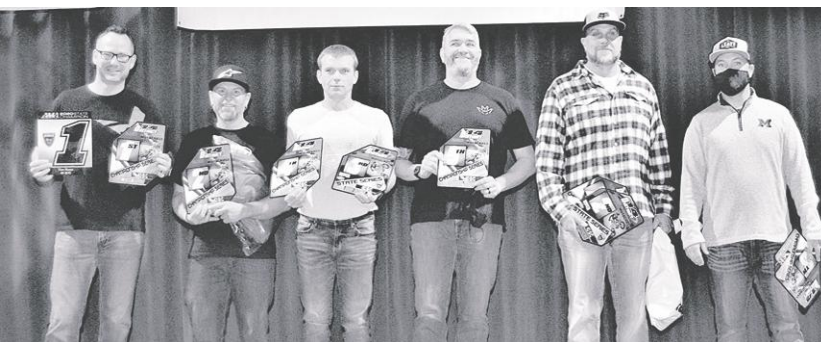
▲ 250C Class



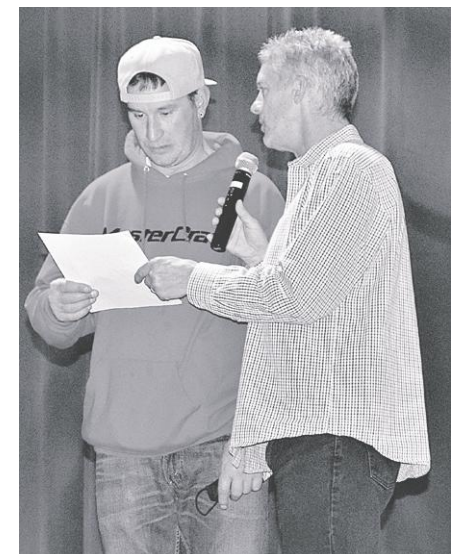
▲ Non-Current Class



▲ Open A Class



▲ 40 B/C Class

◀ Jeremy Sparrer interviews
OG Goggles representative
Matt Carver▲ Scotty Thomason earned a
set of rules for 2021**MX BANQUET** *continued from page 22*

ing it a pleasant day of celebration. The intro video this year was put together by Dylan Souder with GTC. Get That Clip Films was out to every track to get some sweet footage of the D14 racers. After a good breakfast we got under way with a few words from Chairman Kreg Bigelow and Thomas Dunn. They awarded Big Air with a sweet wooden cutout and award for appreciation of getting the season started. Then Mike Burkeen, the AMA MX Manager was in attendance to say a few words as well.

He let everyone know that out of all 50 states that has AMA members, Michigan had the most members for 2020! That is a huge accomplishment when you compare the size of the states to say California, Texas and all the other big states that are known for racing. Then all of the awards were handed out starting with the 50 trail class and ending with the 85 Open class.

Then we had a few hour break as the staff had to clean the facility and prepare for round two. The doors opened

at 5:30 and the racers and family flooded in. Once again Jeremy and Larry were on the mic talking to sponsors, track owners and even calling our raffle winners. After a good dinner, the same people started off the ceremony so the adults could hear everything the morning banquet heard. Kreg also had a special award for Scotty Thomason with it being a copy of the 2021 rules. Scotty was certain he had won a championship after some very impressive

MX BANQUET *continued on page 27*



▲ Schoolboy 1 Class



▲ Schoolboy 2 Class



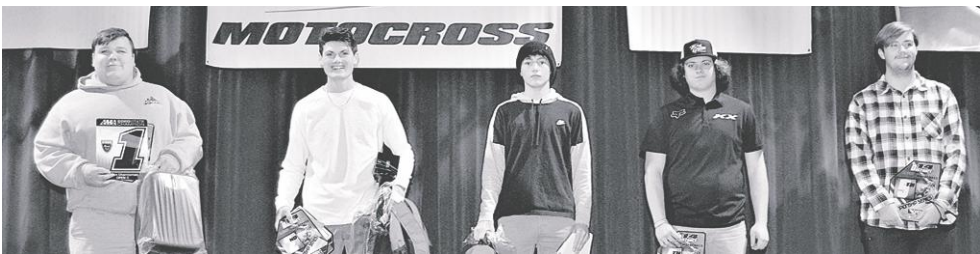
▲ Sponsors ▼



▲ Warrior Class



▲ Mini Class



▲ Open C Class



▲ 45+ Class

Women's Class ▶



MX BANQUET *continued from page 25*

rides only to find out he didn't qualify as he didn't have enough races. Scotty and his great sense of humor took it and made a pledge to come out strong for the 2021 season. Larry then had some nice words to say about the late Jane Akin and we did a moment of silence in her honor. Amy then came up and even with all her hard work, she awarded Greg with an award for all his hard work as Chairman. Carrie Leddy was next as she had a good story like usual to name the Parent of the Year, Dan Petrie. Dan said a few nice words as he accepted his awards. Then Carrie started another story for the Rider of the Year but had to hand it over to Tony Palazzolo to finish it off. Tony knew the winner and had some funny stories to share as he presented Matt Guidas with the Rider of the Year Award. Fritz Ball was next in the hot seat to say some things about the upcoming Warrior Class and the success it has seen in the first few years.

Then we went into all the awards and door prizes and were done just in time to watch the supercross on the big screens again. A ton of door prizes and gift bags were given out by some awesome sponsors. We would like to thank all of the sponsors and vendors:

MMCR; Fox Racing; Ziegler Powersports; OG's Goggles (Vendor); TCD Racing (Vendor); Rosenau Powersports; Lasco Ford; Magic Motorsports; 100% Goggles; Fly Racing; MCR Suspension; Pro Taper; No Bull Graphics; Honda; Suzuki; Yamaha; Kawasaki; Husqvarna; Cobra

TOCRA



▲ Thomas Dunn does a great job as President of District 14

RULES *continued from page 20*

7-9 7-14
8-8 6-13
-1 point for each position

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; Novice female up to 18 years of 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

ATTENTION IN THE PITS!

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

**PLEASE REVIEW YOUR
INFORMATION**

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

Page 8 – Board of Directors
& Division Chair Listing

Page 9 – Charter Clubs
& Promoters

Page 14 – Schedule of Events

Page 15 – Online Club/Promoters

Please email all corrections
to Linda@D14News.net

Thank You!

Motorcyclist Who Identifies as Bicyclist Sets Cycling World Record



*The first motorcycle race
began when the second
motorcycle was built.*

—Anonymous





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