

November-December 2021

D14 DISTRICT NEWS



RIGHTS. RIDING. RACING

INSIDE:

2022 Ice Race
Schedule, Rules
& Classes

Visions

Division News
& Updates

PRSR STD
US POSTAGE
PAID
ROYAL OAK, MI
48068
PERMIT #792
10450 Enterprise Dr.
Livestock, MI 48350

EDDY & TEAM KNAPP

Rubber Tire Revolution: Eddy & Team Knapp duke it out for rubber tire glory | February 6, 2021 (Oshkosh WI)

COVER PHOTO COURTESY OF AMERICAN MOTORCYCLE ASSOCIATION

RUBBER TIRE REVOLUTION

A preview for 2022

By Kevin Lambert Jr. | Photos courtesy as noted

2021 was quite a season for non studded Ice racing in Michigan and there were a hand full of standouts and performances that will give a solid preview for the 2022. Lets please keep in mind this is an opinion piece based on 2021 and past performances, feel free to bombard the editor to complain.

BILLY ROSS:

Billy went undefeated in 21' something Colten Eddy had done a few seasons ago. Billy did not only win, he checked out on his competitors in every race he ran utilizing the Rotax and Champion 350 Honda owned by Kevin Lambert Sr. Billy is a professional racer and is only allowed to compete in non sanctioned races and Indoor races.

DUSTIN COOK:

The GG&R Faktory racer has helped keep the D14 and National titles hanging in the Goon Glass shop for multiple seasons. Cook has held onto the D14 and National titles for over two years and is the third racer to help keep the 2015 National title streak going for the team. Dustin has an impressive resume and is a favorite to win at most events. Can Dusty keep the streak going? Or will the next racer on the list remove him from his icy throne?

DILLON COOK:

Dillon is the younger brother to Dustin and also a GG&R faktory team member. Dilly has made drastic improvement season after season and has placed 3rd at nationals two years in a row and had many solid performances in 21' at D14 and non sanctioned races. Dillon is often overlooked by his competitors and often this underdog reputation means he is always a threat. Dillion Cook is a rider to always watch and his time to be on top is no doubt near.

ROBBY WILLIAMS:

Buckwheat as he is called by many of his loyal fans has a long family history in the sport as his Uncle Mike Williams is a multiple National champ. Williams has began his campaign of the rubber class on board a drz125 and eventually purchased his Uncles champion framed 250 Honda. There was a learning curve for Williams and he was no stranger to the struggle bus but by 2021 Williams was often on the box and by 21' winning races having calmed down his right hand and working on the throttle control. Buckwheat will be a huge threat to the D14, ICE breaker and National title in 22!

COLTEN EDDY:

Eddy placed 2nd at the Grand championships in 21' and had an undefeated season a few years prior. Eddy was upfront in 21' in several races but mechanical issues often removed him from the hunt. Eddy has a new gameplan for 22' and no doubt is hungry for another undefeated season.

ROBBY KNAPP:

The son of Bob Knapp, a standout racer himself, Robby took it to his father this year and managed to stay in the hunt for every race in 21'. The



▲ #55 Steel O'Boyle ~Photo courtesy MMF



▲ #9 Dustin Cook ~Photo courtesy AMA website



▲ #44 Bob Knapp ~Photo courtesy Alissa Henry

NOV-DEC 2021

D14 Michigan's Motorsports
DISTRICT NEWS

NEXT EDITION

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 DECEMBER 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

The time has come for our warm weather dirt racing season to end and move on into the Ice Racing season! Your schedule and rules start on page 14. Banquets are in the works, so still more fun to be had. Don't miss out. Be sure to get your info into your division leaders in a timely manner so they can get you your goodies!

A BIG THANK YOU to this month's contributors! You too can be a contributor! It's easy! Just write few sentences, snap a few photos and viola! You have a submission! If you need help with what to include, please let me know.

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. 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 –

Kevin Lambert Jr, AMA website, MMF,
Alissa Henry, Thomas Dunn, Steve Baginski,
Ed McNeil, Chris Ice, Dorothy Tyo, Bill
Ross, Ph3 Photography,
and last, but not least ... Chris Robinson



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.

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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: _____

First Middle Last

Address: _____ Apt.# _____ City: _____

State: _____ or Canadian Province: _____ Zip: _____ Country: _____

If you have a Canadian address, you must choose "Canadian Membership" above!

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
form & send in
your membership
dues today!

Important!

Keep a Copy Before Mailing
mail to:

MOLLY KIDNER

13785 Spring Creek Dr SW
Fife Lake MI 49633

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

2021 District 14 Board of Directors & Division Chairs

PRESIDENT

Thomas Dunn
tdunn976@yahoo.com
(517) 896-9757

VICE PRESIDENT

Steve Beane
motoxgiant@yahoo.com
(313) 918-8944

SECRETARY

Taylor Carpenter
2016 Armstrong Rd, Lansing, MI 48917
d14secretary@gmail.com

TREASURER

Mark Robinson (no phone provided)
amad14treasurer@yahoo.com

MEMBERSHIP ADMINISTRATOR

Molly Kidner
d14membership@gmail.com
(231) 670-5450

D14 WEBMASTER

Dan Stephens
d14webmaster@gmail.com

LEGISLATIVE DIRECTOR

Rev. Ron Packer
d14legislative@gmail.com
(269) 548-7348

Dick Bigelow
dickbarbbigs@aol.com
(586) 677-0456

AMA COMMISSION - OFF ROAD

John Zwerican
(989) 871-3008

AMA COMMISSION - ROAD

Kaye Johnson
amakaye165@gmail.com
(810) 610-5665

AMA COMMISSION - FLAT TRACK

TBD

RIDER REP - OFF ROAD

Adam Alexander
ama411@gmail.com
(989) 787-0411

ATV MX CHAIRPERSON

Ryan Day
dayryan93@yahoo.com
(248) 251-3529

RIDER REP

Rider Rep: Ed Hayden
Edhayden198@hotmail.com

POINTS KEEPER

Danielle Day
dmpytleski@yahoo.com

ENDURO CHAIR

Mike Maurer
mikemaurer250@gmail.com
(517) 763-9406

VICE CHAIR

Jeremy Pelaston
jspleaston@gmail.com
(937) 459-8005

RIDER REPS

B/A/AA CLASS
Vic Flegel
pencilcraft@pencilcraft.com
(989) 506-1487

Fred Kraemer
fredjkraemer@gmail.com

C, 60+ & WOMEN'S CLASSES

Tina Flegel / (989) 875-8186
tina@d14enduro.org

SPRINT ENDURO CHAIR

Logan Densmore
ldens2792@gmail.com
(517) 581-2488

SPRINT ENDURO VICE-CHAIR

Shawn Elkins
michigansprintenduros@gmail.com
No Phone Provided

FLAT TRACK/TT CHAIRPERSON

Harmony Bailey
d14flattrack@gmail.com
(248) 431-8112

VICE CHAIR

Teresa Bennett (Gigi)
d14flattrack@gmail.com
(248) 431-8116

RIDER REPS

Shawn McSparin
shawnspeed@yahoo.com
(810) 358-0934

Bob Knapp
rknapp@larsonco.com
(248) 408-2497

HARE SCRAMBLE CHAIR

Zach Keizers
d14_hs_chair@yahoo.com
(616) 916-6713

VICE CHAIR

Dan Stephens
dstep2007@gmail.com
(616) 648-3740

POINTS KEEPER

Alex/Zach Keizers
(616) 916-6713

RIDER REPS

- Taylor Carpenter
carpentertaylor63@gmail.com
(517) 802-9609
- Doug Zdybek
dzdybek@yahoo.com
(419) 367-3868
- Dominic Frankini
dmfranki@mtu.edu
(906) 396-4501

ATV HARE (XC) SCRAMBLES CHAIR

Jason Cottrell
jcottrell126@gmail.com
(616) 502-6197

VICE CHAIR

Jeff Gramzow
jngramzow@gmail.com
(586) 201-6163

RIDER REP

- Chris Robinson
cmrobins2@yahoo.com
989-615-2007
- Chad Meyer
cmeyer478@yahoo.com
(734) 927-4543
- Sarah Meyer
smeyer450@yahoo.com
(734) 927-4544

HILL CLIMB CHAIRPERSON

John Radke
radman4790@gmail.com
(616) 308-9544

VICE CHAIR

Brix McFee
brixmcfee@yahoo.com
(616) 836-8105

TREASURER

Paula Gesco
paulavinnie@yahoo.com
(231) 736-6195

POINTS KEEPER

Brix McFee
brixmcfee@yahoo.com
(616) 836-8105

ICE RACE CHAIRPERSON

Christopher Ice
Chris@cdiconstructiongroup.com
(989) 205-0487

VICE CHAIR - BIKES

TBD

RIDER REPS - ATV

Dew Millhisler
bowtech22@gmail.com
(989) 205-0443

MX CHAIRPERSON

Kreg Bigelow
kregbigelow@yahoo.com
(810) 965-8764

VICE CHAIR - VINTAGE MX

Steve Baginski
bagsmx194@gmail.com
(586) 321-5680

POINTS KEEPER

Terri Sweet
d14pointskeeper@gmail.com
(517) 719-6264

RIDER REP

Kip Bigelow
kip.bigelow821@gmail.com
(586) 601-6273

James Elkins
je3712@gmail.com
(269) 243-0183



AMA RIGHTS. RIDING. RACING

2021 DIRECTORY CHARTER CLUBS & PROMOTERS

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

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

If your Charter is not listed or designated with an asterisk,

you need to submit a Charter Application and \$25 Charter Fee.

If your application is currently pending,
your listing will appear once your status has cleared.

If you believe this information to be incorrect,
please verify your status with the D14 Secretary,

TAYLOR CARPENTER at 517-802-9609

or via email D14Secretary@ama-d14.org.

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

2021

2021, theoretically the Post Covid 19 Season, trouble was we never seemed to get past Covid 19 in most places in our lives. The AMA District 14 races did seem to offer a "Back to Normal " feel.

Our 2021 race season showed our clubs and promoters and their communities the dedication and resolve of our membership to push forward and live life to it's fullest extent in the form of racing our motorcycles and ATV's!

We are part of a dangerous sport, things can and do go bad in a hurry when you're a racer. We live our lives a bit closer to the edge then most people. We know and understand the risks and push forward in spite of the risks, knowing how life could take a bad turn and hoping it doesn't.

We saw our membership grow yet again this year topping the 5000 member mark! We have seen the attendance at the races increase to record numbers as our members reach out for things that they can do to make them feel alive!

Racing is the Answer! We feel normal and alive when we race our bikes and quads!

2022

By the time this reaches you the District Sanctioning meeting will have already taken place. The meeting held in person this year at the ay Valley Resorts in Midland, offered up a conference venue to be able to hold our annual meeting this year. We had a lot of issues trying to put this together, and although not our perfect set up, it provided a way to move forward.

The Sanctioning meeting is the place where we solidify our schedules for the upcoming season and for many of our 11 Divisions rule proposals will be voted on. This is also where our District officers are elected by our clubs and promoters.

Watch for the February paper for schedules and rule changes or check the Social media pages of our Divisions on Facebook.

Don't forget our ICE Racing season starts in January!

LEGISLATION

As most have seen I have been leading the charge against House Bill 4535 and 4536 Known as the Snowmobile Bill, which effectively closes all Mixed use State Designated trails from December 1st to April 1st to any wheeled vehicles. The Bill passed out of the House and now is in the Senate Natural Resource Committee.

A list of trails effected by this broad and vague legislation was provided by Michigan United 4-wheel Drive. The list is extensive and effects a lot more than the 1500 miles of Shared Mixed use Trail.

If this impacts you, call your local Senator (And Senator McBroom) right away! It's moving quickly.

1. North Missaukee ORV Trail 50" can't be accessed without riding on shared trail.
2. North Missaukee Motorcycle Trail 24" can't be accessed without riding on shared trail.
3. St. Helen Motorsports Area has shared ORV/Snowmobile within it's boundaries.
4. Ogemaw Hills Trail 50" can't be completed without riding on shared trail.
5. West Higgins Lake 50" ORV trail loop can't be completed without riding on shared trail.
6. MCCCT trail between N. Missaukee and W. Higgins Lake trail can't be ridden.
7. St Helen to Geels ORV Trail 50" can't be completed without riding on shared trail.
8. Geels East 50" loop can't be completed without riding on shared trail.
9. Any trails accessed from the St. Helen exit 222 trailhead parking lot can't be completed without riding on shared trail (St. Helen ORV trails).
10. Leota 50" ORV trail loop can't be completed without riding on shared trail.

VISIONS continued on page 9



VINTAGE MX HONDA'S DOMINATE AT POLKA DOTS MC

▲ Austin Wazny jumped on a borrowed big bore and easily won Transition

POLKA DOTS MC (Midland, MI)

| September 24, 2021

Story and photos by Steve Baginski

Polka Dots was up next and we had it be a two moto format instead of the GP style. The wet weather was a threat all day Friday and into the morning. The crew did a great job to clear off some of the wet spots and give us a great track to race on. We couldn't match the turnout from earlier in the season but 53 entries was still pretty good. Jack Wagon Remodeling stepped up and donated \$50 cash prize to each of the moto's as well. Thanks to everyone that made this race go off without any problems.

Al Doneth was the front runner for both moto's in Innovation as he and Gerrit Powell swapped holeshots with Gerrit taking the cash for moto two. Nik Michael had two slow starts but made his way into second before the end of both moto's. Tom Lee II was on the gas as he was back on his RM250 as he battled for the podium. He had to work his way into third after barely in the top five on lap

one. He had a better start in moto two but could only manage a fourth. Gerrit did some suspension changes for moto two and stayed near the front longer and that allowed him to hold onto third to round out the podium. Tommy took fourth as Brody Bahlau finished out the top five. Blake Argue was on his rear fender for both moto's as he went 6-7 for sixth. Shawn Kish had a good first moto to take a fifth but then after another solid start in moto two, his bike locked up and dropped him back to thirteenth. That ruined his overall dropping him back to ninth. Gene Huntoon and Todd Lane and a good fight in moto one with Todd taking eighth in front of Gene. They continued their fight in moto two and swapped spots and gained one after Shawn's mishap. They finished out in seventh and eighth respectively. Ken Argue had an up and down day as he struggled in moto one to take twelfth but did better in the drying conditions for ninth to round out the top ten.

The next race was a little light as it was just the two Schoolboy racers and one



▲ Scott Peitz put up a good fight but settled for third



▲ Jeff North also didn't get the memo to not crash in front of me



▲ Blake Argue continued his winning rides in Historic



▲ Jim Jobson had a solid first moto but couldn't get started for moto two



▲ Jeff Doneth chased his rival around all day long



▲ Garrett Muma was on the gas at his home track



▲ Innovation was fun to watch as Brody Bahlau roosted his way into the top five

65+. However it was better to run a small race and not have any breaks over having back to back race holds throughout the day. In the end it worked great and we still were done by noon. To no surprise, Gordy Baird took both holeshots. James Garn took over the lead as Alexis Argue was catching Gordy. James was pulling a lead in moto one as Alexis made the pass on Gordy. Then on the final lap, Alexis came around to take the win with Gordy winning the 65+ class as James made a mistake and took second. Moto two was more of the same but James didn't make any mistakes and held on for the win and overall. Alexis and Gordy continued their battle for the entire race. They went back and forth multiple times until Gordy made the final pass with only a few turns to go. He had to ride hard to hold off Alexis as he only edged her out by a few bike lengths. He took the 65+ win as Alexis finished out SB in second.

Evolution was up next with Mike Sokalski taking and Ross Kershner swapping hole-shot wins. Ross was patient in moto one and took over the lead on lap two and checked out. Mike was steady and rode well to hold onto second. Shawn Muma was out for the first time and rounded out the podium. William Hawkins and Joe Sangster battled early in the top five with Joe getting the edge. Shawn Nestor started off barely in the top ten and battling with Derek Michael. Then towards the end of the moto just started making passes and worked his way into fifth. Derek followed him through as he took

POLKA DOTS continued from page 7

sixth with William dropping back to seventh. Jay Ottenwess was able to stay ahead of the battle between Josh Johnson and DG Pearl as they rounded out the top ten. Moto two Ross was on a mission and grabbed monster holeshot and out his head down. He led the entire race but only won by about ten seconds. The battle was on for second as Mike held the spot for most of the race. Shawn hounded him all moto long and made the pass with only a few turns to go. He held strong and took second for second overall with Mike dropping back to third. Joe, William and Shawn continued their battle with Joe ahead for most of the race. Shawn made the move as the white flag came out and rode mistake free to take fourth for fourth overall. Joe tried to keep Shawn in sight and that helped him stay in fifth as William was charging in sixth. Derek Michael rode well to earn seventh just ahead of Jay in eighth. Dg and Josh swapped spots as Dg was only a few bikes ahead for the entire last lap as they finished out the top ten.

Historic was a little light with only nine racers with five of them on 125's. Mike Mason was out to the early lead in moto one but wasn't able to shale Blake Argue. It looked like Mike was going to hold on for the win but with only five turns left, his bike died and came to a stop. He was quickly off the track and rooting on Blake as he went by to take the win. Ken Argue was on a borrowed bike and was running fourth for most of the race behind Jim Jobson. He kept pushing and was able to make the pass for second on the last lap. Jon Rugenstein had a steady pace in the deep conditions to take fourth just ahead of Alexis Argue. Stephen Phillips and Jeff Doneth picked up their season long battle with Stephen getting bragging rights in sixth with Jeff in seventh. For moto two it was Jon with a great jump out of the gate and holeshot. Unfortunately he forgot to turn his gas on and came to a stop a few turns later. Blake and Ken took advantage

POLKA DOTS continued on page 16



▲ Todd Lane showed some good speed until an unfortunate bike failure



▲ Al Doneth put in some fast laps to an easy win



▲ Rick Murphy was looking good until a second moto crash



▲ Evolution had some fast racers as Shawn Muma took second



◀ Jeff Sangster sliding his way around to a solid finish in Transition

▶ Tom Claerhout put in a solid ride on his "Dusty" 250



VISIONS *continued from page 5*

11. The Fredric 50" ORV Trail can't be accessed without riding on shared trail
12. The Kalkaska 50" ORV trail loop can't be completed without riding on shared trail
13. Grand Travers to Leetsville MCCCT trail can't be completed without riding on shared trail
14. Grand Travers to Supply Rd MCCCT trail can't be completed without riding on shared trail
15. M-55 to 20 Rd MCCCT trail can't be completed without riding on shared trail
16. The White Cloud 50" ORV trail loop can't be completed without riding on shared trail
17. M-20 to Big O Motorcycle & MCCCT can't be completed without riding on shared trail
18. Cedar Creek 50" ORV trail loop can't be completed without riding on shared trail
19. Holton Loop Motorcycle Trail 24" loop can't be completed without riding on shared trail
20. Tomahawk Motorcycle Trail 24" A Loop can't be completed without riding on shared trail
21. Tomahawk Motorcycle Trail 24" B Loop can't be completed without riding on shared trail
22. Tomahawk Motorcycle Trail 24" C Loop can't be completed without riding on shared trail
23. Tomahawk to Kalkaska MCCCT can't be completed without riding on shared trail
24. Black Lake Trail 50" ORV trail can't be completed without riding on shared trail
25. Atlanta Trail 50" ORV trail can't be completed without riding on shared trail
26. Hunt Creek Motorcycle Trail 24" can't be completed without riding on shared trail
27. Mio to Meadows MCCCT trail can't be completed without riding on shared trail
28. The Meadows Trail 50" can't be completed without riding on shared trail
29. Mack Lake Motorized Trail 50" can't be completed without riding on shared trail
30. Rose City Trail 50" can't be completed without riding on shared trail
31. Huron Trail 50" can't be completed without riding on shared trail
32. Huron-Sand Lake Spur 50" can't be completed without riding on shared trail

Lower Peninsula ORV Routes affected by HB 4535

33. North Higgins Lake ORV Route CLOSED
34. Kalkaska ORV Route CLOSED

35. North Missaukee ORV Route CLOSED
 36. Geels to Roscommon ORV Route CLOSED
 37. Denton Creek to St. Helen Connector ORV Route CLOSED
 38. St. Helen ORV Route CLOSED
 39. Denton Creek ORV Route CLOSED
 40. Lincoln Hills ORV Route CLOSED
 41. Little Manistee ORV Route CLOSED
 42. Frederic ORV Route CLOSED
 43. North Branch ORV Route CLOSED
 44. Indian River ORV Route CLOSED
 45. Indian Gardens ORV Route CLOSED
 46. Black Lake ORV Route CLOSED
 47. Atlanta ORV Route CLOSED
 48. Mio ORV Route CLOSED
 49. Old State House ORV Route CLOSED
- Lower Peninsula ORV Routes NOT affected by HB 4535
50. Red Bridge ORV Route OPEN 7.3 miles
 51. Grand Traverse ORV Route OPEN 3.7 miles
 52. Tin Cup Spring ORV Route OPEN 17.2 miles
 53. Gladwin ORV Route OPEN 3.0 miles
- Lower Peninsula ORV/Motorcycle Trails NOT affected by HB 4535
54. Gladwin ORV Trail OPEN 20.5 miles

55. Evart Motorcycle Trail OPEN 21.3 miles (24")
 56. Tin Cup Spring Motorcycle Trail OPEN 20.0 miles (24")
 57. Little O ORV Trail OPEN 38.0 miles
 58. Horseshoe Lake Motorcycle Trail OPEN 24.0 miles (24")
 59. Missaukee Junction ORV Trail OPEN 14.9 miles
 60. Long Lake Motorcycle Trail OPEN 21.8 miles (24")
- 87.1 miles of 24" Motorcycle ONLY trails open
- 73.4 miles of 50" ORV trails open
- 31.2 miles of ORV Route open

Closure of these do not immediately affect the district but Broad ramifications added with the Loss of trail for 4 months of use can harm the future of our sport.

Let's look forward to another Great District 14 Race Season in 2022!

See ya at the races!

THOMAS DUNN
D14 President

PLACE YOUR AD IN THE D14 NEWS!

Contact
Linda@D14News.net
for more info!



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APOLOGY TOUR



▲ Battle Creek GP – Ron Delaney corners his way into the top ten

My sincerest apologies to Steve Baginski and the Vintage crew for these caption errors in the last edition. I have NO idea how this happened! I pride myself on getting things right, and think my track record has been pretty good over the years. However, admittedly I failed this round. :(You know I love ya and wouldn't do this purposely. Hopefully ya'll will forgive me! Linda Roxbury, D14 News editor xoxo



▲ Battle Creek GP – Alexis Argue (776) jumps her way around her dad Ken (318) on her way to fifth



▲ Battle Creek GP – Ron Miller made his debut and earned a solid top five



▲ Twisted MX GP – Nik Michael (01) makes a road block for all the other Innovation racers



▲ Battle Creek GP – Gordy Baird (801) battled early with Ed Shively (11)



▲ Battle Creek GP – Nik Michael throwing a whip on his way to three Transition moto wins



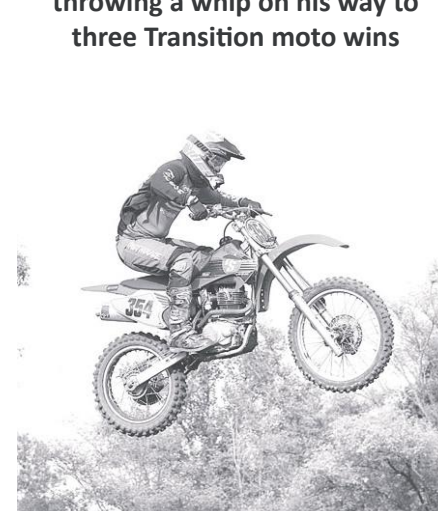
▲ Twisted MX GP – Joe Sangster made his return to Evolution to finish in the top five



▲ Twisted MX GP – Mike Mason putting the power to the ground but could only manage a second



▲ Twisted MX GP – Blake Argue has been fighting all season to earn his first ever Historic victory



▲ Twisted MX GP – Tom Lee II taking flight on a borrowed CRF230 in Innovation



Congratulations to Joe McNeil for Winning 2021 AA State Championship in District 14 Hare Scrambles

Story and photos submitted by Ed McNeil

For those not familiar with hare scramble, they are long distance, nearly 3 hours off-road racing through a combination of single track, moto track and enduro cross sections.

Physical fitness is just as important as riding skills. A race of this type is very taxing on bike and body. If 200 bikes start the race 50 won't finish and only a handful will finish on the lead lap.

Joe competed in 7 of the 9 events this season winning the over all in every race he competed in earning him the title of Top Off-Roader of the Year. It's very hard to win the championship – many things can happen during a race and throughout the season. Joe not only won the championship, Joe battled the odds winning every race he competed in. The last racer to do it was the "Great Aaron Wegner."

Special thanks to Richard Scharphorn of Lake Cycle helping Joe through out the season especially on the bike frames Joe broke this year. It wouldn't been possible without Richard.

Just a side note: Joe missed 2 races due to injury. During the Muskegon Hare Scramble, Joe was on lap 3 when he pitted for fuel and said he thinks he broke his collar bone. Instead of calling it a day Joe pushed on finishing the 7 lap race winning the over all by five minutes! Mark Becker of VTR has it correct when he said "Joe McNeil you're an American Bad Ass!"



VINTAGE MX 2021 BANQUET

Story by Steve Baginski

Photos by Sandra Lee

The 2021 race season was an absolute blast! We had the most participants along with the largest turnout for the Banquet. We added the 65 and 70+ classes to the schedule and overall it was a success. I had to postpone the Ron Durepo Annual Awards Banquet to Saturday November 13th to honor every winner from the D14 Series along with the Allpro Auto and Off-Road GP Series. Once again we had it at Brooks Racing in Perry and it turned out perfect. The weather wasn't the warmest but we made due with even a few racers getting to spin some laps. I had a ton of racers help with setup and teardown and that made the night go awesome. Special thanks to Ken Argue for helping with the door prizes and of course to Ray Brooks for letting us use his place. Another thanks goes to Kevin Sheren for his time to drive to all the dealers to help gain freebies to add to our ever growing giveaway pile. It was a great night to cap off our season giving away 105 awards with 84 people in attendance. I also need to thank all the tracks that donated items for our door prizes along with our terrific donors that step up each year to make our Banquet awesome. Those donors are:

The Durepo Family, Phillips Insurance, Morgan Stanley, Hot Foot Moto, Allpro Auto and Off-Road, DC Plastics, Honda Suzuki of Warren, Steve Fairman's On the Side Signs, Magnum Distributing, FreeRide Motorsports, College Bike Shop, K&W Cycle, Magic Motorsports, Jack Wagon Remodeling, Rusty's Off-Road, RMC Powder Coating, The Lee Family, The Sheren Family, CMP Suspensions, B&D Classic Sewn, SK Graphics, Grand Rapids Motorsports, Village Power Sports, Central Motorsports, Albins Honda, JT Cycle, No Limits Powersports, Life Cycle, Leaders RPM, Doris Karpinski, Big Air MX, Battle Creek M/C, Polka Dots, Portland Trail Riders, Twisted MX, Valley MX, Bulldogs M/C, Red Bud

VINTAGE continued on page 17



▲ The award winning race group continues to grow



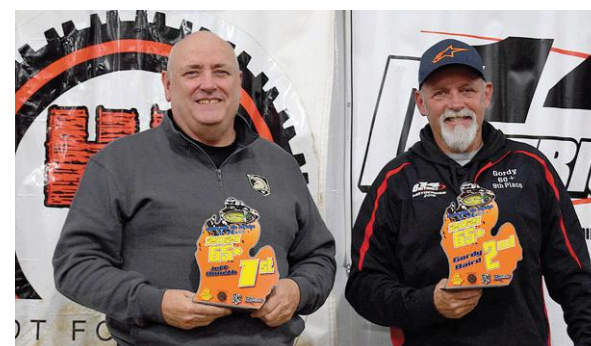
▲ This year was the first year for a 65 and 70+ class



▲ The 65/70+ racers gave an award to thank us for getting a class for them



▲ 65+ Award winners Jeff Doneth and Gordy Baird



▲ Jeff Doneth beat out Gordy Baird in the 65+ GP series



▲ Lance Shelton grabbed the Kevin Kelly Bike of the Year Award



▲ The first ever 70+ award winners Gary Sirovey, Skip (Keir filling in) Krassa, Ed Shively and Champion John Korte



▲ Ray Brooks and Rick Murphy received some donations to help with their recovery



▲ The Family of the Year went to the Sangster's



▲ Historic top nine



▲ Evolution GP winners, Tom Lee, Shaun Nestor, Ross Kershner and 125 William Hawkins



▲ Innovation GP winners Lance Shelton, Al Doneth, Nik Michael and Brody Bahlau



▲ Don Weir was the driving force to get the 65/70+ classes going



▲ Historic GP winners Mike Mason, Ken and Blake Argue



▲ Evolution top ten



▲ Kevin Stone Memorial Horeshot Award winner Ross Kershner



▲ Evolution 125cc top three Todd Lane, Santos Berlanga and William Hawkins



▲ The DC Dinosaur Awards: Gene Huntoon, Ross Kershner and Mike Mason



▲ Innovation 125cc winners Brody Bahlau and Blake Argue



▲ Historic 125cc Jeff Doneth, Alexis Argue and Blake Argue

D14 DISTRICT ICE RACING



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2022 STATE CHAMPIONSHIP SERIES:

01/09 - Owosso Motorsports Park

01/16 - Valley Trail Riders MC

01/23 - Team CDI Racing @ Leisure Lake Family Campground

01/30 - Valley Trail Riders MC

02/06 - Owosso Motorsports Park

02/20 - Team CDI Racing @ Leisure Lake Family Campground

02/27 - Make-Up Weekend (TBD)

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AMA - DISTRICT 14 Supplemental Ice Race Rules for 2022 Season

1. Refer to the AMA Competition Rulebook in particular sections pertaining to Track Racing.

2. All studded classes will use authorized AMA studs, except in rubber tire classes. Ice screw specifications: Sheet metal screws with a 1/4" hexagonal washer head with no more than one straight screwdriver slot. Overall head height from under washer 3/16" (.1875" + or -.006) Maximum head washer diameter: .350" Screw driver slot not to exceed .085" Screw height not to exceed 3/16" (.1875"+ or -.006) above tire. No added washers. Base of screw must contact rubber of tire. No screw modification from production allowed, such as sharpening etc. There will be no cutting tires, except in rubber tire classes. 3.. All tires used must be a motorcycle type tire not to exceed 510 or equivalent in size, with the exception of the 506cc and up Heavy-weight Rubber Side Car, they may use up to a 610 or equivalent. Sidecars can only be driven by one rear wheel. 4. All motorcycles and quads used in ice race competition shall be equipped with a tether type kill switch. The cord must be fastened to the body of the driver, not the clothing. 5. No front brakes allowed on motorcycles and sidecars. Front brakes are allowed on Quads only. Motorcycles only running in the GP/TT Series may have front brakes, but must be removed before racing the Oval Series. 6. For studded motorcycle classes, it will be mandatory to have a front fender having a brace at a right angle to the fork leg through the center of the axle. Fender must be mounted within two inches of the tire and extend through axle center line. See 2020 AMA Ice Racing Rulebook. 7. For all studded motorcycle classes it will be mandatory to have a solid rear motorcycle fender, mounted to the swing arm a maximum of two inches from the tire, and 7" past the 90 degree axle center towards the front of the motorcycle. See 2020 AMA Ice Racing Rulebook. 8. Nerf bars with heel guards are required for all studded ATV Classes to protect the rider's feet, and cannot be mounted higher than the axle center line or wider than the wheels. 9. The distance between the sidecar wheel and motorcycle wheels, measured from the center of the treads, must be between 32-50 inches, with a maximum total width

of 60 inches from the motorcycle tire center line to the outside of the sidecar. Any exposed area, to the passenger, of the rear drive and inside of hack wheel must be enclosed in a safe and workman like manner. 10. All motorcycles shall be equipped with 3 number plates measuring at least 7" high and 10" wide, using a white background and black numbers at least 5" high and easily readable. Exception to this rule will be made for motorcycles that are 85cc and below. All

quads must have 4 plates one on the front, rear and both sides. 11. Yearend awards will be awarded in all classes that qualify. The money for these awards will be raised in the following manner. The Club/Promoter will pay \$4.00 for each class entered. Where the entry fee is \$10.00 for 50cc classes, the Club/Promoter will pay \$1.00. This will be sent to the D-14 ice race chairman by the event promoter. Riders must compete in at least 70% of the sanctioned events held to be eligible for high point awards. (IE: If 8 are scheduled, and 4 are canceled, you must have attended all 4 completed events) 12. We will allow up to two (2) points paying events per weekend, riders competing in both events may only receive points for one event. This rule does not apply to the GP/TT Series as those events constitute a standalone series. (IE: a rider can participate in and earn points for the GP/TT Series on Saturday and then participate and earn points for the Oval Series on Sunday) 13. In all B classes, the top 30% of riders will be moved up to the A class for the following season, 1 rider if the class has 10 riders or less for the year. The Ice Race Chairman & committee will retain the right to review all riders' performance in any class for possible advancement to a regular amateur class. Up to 50% of C class riders may be moved up to the B class.

14a. Six (6) riders constitute a class. If less than six riders sign up for a class, the promoter or club does not have to run that class.

14b. More than one class may be run at the same time and scored separately.

15. Points will be as follows for standard meets with full classes; 1st - 20pts. 2nd - 16pts. 3rd - 13pts. 4th - 11pts. 5th - 10pts. 6th - 9pts 7th - 8pts.

8th - 7pts. 9th - 6pts. 10th - 5pts. 11th - 4pts. 12th - 3pts. 13th - 2pts. 14th -

1point.

Scoring for D14 Ice Race State Championship will be as follows: 1st - 25pts. 2nd - 22pts. 3rd - 20pts. 4th - 18pts. 5th - 16pts. 6th - 15pts. 7th - 14pts.

8th - 13pts. 9th - 12pts. 10th - 11pts. 11th - 10pts. 12th - 9pts. 13th - 8pts. 14th - 7pts.

15th - 6 pts. 16th - 5 pts. 17th - 4pts. 18th - 3pts. 19th - 2pts. 20th - 1pt.

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

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

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

- (1) Secretary

- (1) Treasurer

18. The Ice Race Division Board will pay no gate fee. The 2022 staff will be:

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

19. Any professionally licensed rider may only compete in "A" level or Pro-Am classes. In such an event the Pro Rider is not eligible for D-14 points. Pro-Am classes are considered "A" level classes. 20a. A former Pro rider may return to amateur competition and compete at the A level after proper amount of time has elapsed.

20b. If any rider feels they are unable to compete at the A level, they can petition in writing to the Ice Race Chairman to be reclassified to the B level. See AMA 2020 Racing Rulebook 21. Ice race locations may be changed do to ice conditions, but no less than 24 hours before race day. 22. Youth riders (under the age of 18) must have a valid AMA Annual Release and present the release card at rider sign-up or must have both parents present to sign their youth rider up to participate. 23. 85cc classes and below may run fewer

laps at promoter's discretion. 24. An ice covered oval may be no greater than a half mile long as measured 18 inches from the pole. 25. An ice covered GP/TT style track may be no less than 20 feet in width from start to finish and must consist of left and right turns and is allowed for District points events. 26. Riding numbers 1-10 will be assigned/reserved for the top ten riders in AMA Ice Racing competition according to their overall point's position from the previous season. (IE: No rider is allowed to use #1 unless they earned it the previous year.) 27. An event that is designated D14 State Championship event must run all district designated classes. A promoter or club is required to advertise the event in order to maximize exposure and attendance. 28. State Championship lineup- The top 6 riders in points in each class are locked into their starting positions according to their point's position. The front row should be a minimum of 6 riders if track dimensions allow. 29. D14 State Championship races will be a minimum 10 laps, maximum of 20 laps. Youth class's laps may be as low as 50% of the adult laps. 30. Any rider removing track banners without authorization will be fined a minimum of 20 points up to full suspension, as determined by D14 Club Council.

31. A rider must finish the final event of the day on the same machine that started the first race of the day. Motor can be changed but must meet class requirements. 32. Any rider that makes the final race but receives DNF score will receive points according to their final position. A score of DNS is no points. 33. Pro License holders cannot enter age classes in amateur competition. 34. Pro-Am Classes will have a minimum 75% payback for at least 50% of the field. 35. Any rider abusing practice system shall start from the penalty line in all races that day. 36. For main events where large classes are concerned, special attention should be paid to plowing. If riders are unable to use the width of the track due to snow build up, the track must be plowed. Riders of these large classes should be consulted on this issue as it develops to insure fast and safe racing. 37. In all heat races, all riders must get a front row start, if there is not enough room;

VINTAGE *continued from page 15*

the class is to be split into more heats. There will be a maximum of 5 quads or 5 sidecars in any heat. 38. Track race scoring will be used for AMA D14 Ice Racing. 39. All riders are responsible for the safety and conduct of themselves and their "crew". Any misconduct, bad behavior or unsafe acts by rider or crew member could get your rider penalized from a back row starts for the day, loss of points, suspension or expulsion from D14 events as determined by the District 14 Club Council. 40. The Ice Race Chairman can also award the following special awards: Sportsman Award will be awarded to the rider who shows great leadership, humility, honesty and willingness to help others in need. This should be voted on by riders and promoters.

Rubber Tire Racer of the year, Quad Racer of the Year, Studded Solo Racer of the year, Youth Racer of the year. 41. For all non-studded classes and studded quad classes, inside boundary markers will be moved all the way to the inside by promoter or club track crews.

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

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

44. Riders participating in Quad Amateur classes (studded) may utilize cut tires as long as the preceding stud rules are still met. Youth classes shall not use cut tires.

2022 CLASSES**STUDED CLASSES**

Class Identifier; Class Name; Engine Size; Notes *see 2022 AMA Rulebook
M-1 – 50 Production; 0-51cc; 2 or 4 Stroke; 4-8 YRS; Shaft & Chain Drive Shifter

M-2 – 50 Open; 0-51cc; 2 or 4 Stroke; 4-8 YRS; Chain Drives

M-3 – 65; 52-65cc 2 Stroke; 52-90cc 4 Stroke; 7-11 YRS

M-4 – 85; 66-85cc 2 Stroke; 75-125cc 4 Strk; 9-15 YRS

M-5 – 125; 125cc-Open Singles; 12 YRS+

M-6 – 250; 125-250cc; 12 YRS+
M-7 – 450 A; 250-505cc; 14 YRS+
M-8 – 450 B; 250-505cc;

14 YRS +

M-9 – Vet 30+; Open; 30 YRS+ / Veteran Class

M-10 – Pro-Am; Open; 16 YRS+ on Age Appropriate Machine

M-11 – Women's; Open; 12 YRS+ on Age Appropriate Machine

Q-1 – Quad A; Open; 14 YRS+ on Age Appropriate Machine

Q-2 – Quad B; Open; 14 YRS+ on Age Appropriate Machine

Q-3 – Quad 30+; Open; 30 YRS+ / Veteran Class

Q-4 – Quad Pro-Am; Open; 15 YRS+ on Age Appropriate Machine

Q-5 – Mini Quad; 50-70cc; 4-10 YRS / Beginner Class

Q-6 – Quad Youth; 70-90cc; 8-15 YRS / CVT & Shifter / Intermediate Class

Q-7 – Quad Schoolboy; 91-400cc; 10-16 YRS on Age Appropriate Machine

RUBBER CLASSES

Class Identifier; Class Name; Engine Size; Notes *see 2022 AMA Rulebook

M-12 – Rubber Solo; Open; 12 YRS+ on Age Appropriate Machine

M-13 – 360 Sidecar; 0-360cc; 12 YRS+ on Age Appropriate Machine

M-14 – 505 Sidecar; 361-505cc; 14 YRS+

M-15 – Sidecar Open; 506cc +; 17 YRS+
M-16 – Solo Hack; Open; 12 YRS+ on Age Appropriate Machine

P-1 – 360 Sidecar Passenger; 0-360cc; 12 YRS+ on Age Appropriate Machine

P-2 – 505 Sidecar Passenger; 361-505cc;

14 YRS+

P-3 – Sidecar Open Passenger; 506cc+; 17 YRS+

Q-8 – Quad Rubber; Open; 14 YRS+ on Age Appropriate Machine

EXHIBITION CLASSES (OFFERED AT PROMOTERS DISCRETION)

Class Identifier; Class Name; Engine Size; Notes *see 2022 AMA Rulebook

M-17 – Vintage; Open; 1988 & Prior / 12 YRS+

M-18 – Rubber Solo 250; 86cc-250cc; 12 YRS+

Q-9 – Quad Rubber; Limited Stock; Open; 14 YRS ;+ / on Age Appropriate Machine/ No Chassis

Modifications

POLKA DOTS *continued from page 8*

and pulled a big lead with Blake taking an easy win. Ken rode the borrowed bike well and just hard enough to hold onto second. Jon charged hard after turning his gas on to get into third. Alexis latched on to Jon as he made the pass and kept him honest as she took fourth. Stephen continued his pace from moto one to get another win over Jeff as they finished fifth and sixth. Mike couldn't get his bike running again for moto two and neither could Jim even after his first moto third place.

The Transition racers were out last with Austin Wazny rocketing out of the gate and grabbing both holeshots. He was ripping all day on his borrowed CR500 as he took both moto wins. Tom Claerhout made his return and had a good battle with Scott Peitz. Tom made a last lap pass in the first moto to take second. He had a better start in moto two and ran a solid second for second overall. Scott rode well to take third as Nik Michael was just off pace to take two fourths. Garrett Muma continued the trend and took two fifths to round out the top five. Then the good battle started as there was a three way tie for sixth. Jeff Sangster had the edge in moto one taking sixth ahead of Shawn Kish and Nick Jerome. Then they swapped around as Nick jumped into sixth followed closely by Shawn and then Jeff. So they finished the overall in their spots from moto two. Kris Gillett had a good race and made a few late race passes to take ninth ahead of George Souliotis, Gene Huntoon and Jeffrey Sangster. Then he decided to head home early and give the spot to George as he held off Gene in moto two as they rounded out the top ten.

The last race was a double header weekend at Valley Trail Riders on October 16 and 17. That race weekend was fantastic with two great days of racing. The points are updated and are on our Facebook page and on the web at michiganvintagemotocross.com. Check the site and/or Facebook for those points and any other info. Thanks for checking in and I'll see you at the races.

RESULTS: POLKA DOTS 9/24/21 – Historic: 1. B. Argue (Hon); 2. K. Argue (Hon); 3. J. Rugenstein (Suz); 4. A. Argue (Yam); 5. S. Phillips (Hod); 6. J. Doneth (Suz); 7. J. Jobson (Suz)
Schoolboy: 1. J. Garn (Suz); 2. A. Argue (Yam)
Evolution: 1. R. Kershner (Hon); 2. S. Muma (Yam); 3. M. Sokalski (Hon); 4. S. Nestor (Mai); 5. J. Sangster (Hon); 6. W. Hawkins (Yam); 7. D. Michael (Hon); 8. J. Ottenwess (Yam); 9. Dg Pearl (Suz); 10. J. Johnson (Suz)
Innovation: 1. A. Doneth (Hon); 2. N. Michael (Hon); 3. G. Powell (Hon); 4. T. Lee II (Suz); 5. B. Bahlau (Kaw); 6. B. Argue (Hon); 7. G. Huntoon (Kaw);



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▲ Innovation top ten



▲ The lamp winner this year was Joe Sangster



▲ Ten racers earned the Perfect Attendance Award



▲ The Terry Couturier Most Photogenic went to William Hawkins



▲ Schoolboy top three Alexis Argue, Seth Gamet and James Garn (not pictured)



▲ Schoolboy GP Champion Alexis Argue



▲ Outstanding Racer went to Nik Michael for getting the most points on the season



▲ 70+ GP series winners Gary Sirovey, John Korte and Ed Shively

VINTAGE continued from page 12

2021 Year End Points

Historic: 1. B. Argue (185); 2. M. Mason (158); 3. K. Argue (141); 4. A. Argue (124); 5. M. Sangster (80); 6. W. Hawkins (66); 7. J. Jobson (63); 8. J. Doneth (52); 9. S. Phillips (50)

Historic 125cc: 1. B. Argue (185); 2. A. Argue (124); 3. J. Doneth (52)

Historic GP: 1. B. Argue (112); 2. K. Argue (80); 3. M. Mason (79)

Evolution: 1. R. Kershner (203); 2. S. Nestor (162); 3. M. Sokalski (147); 4. R. Brooks (123); 5. T. Lee (123); 6. W. Hawkins (109); 7. D. Michael (98); 8. J. Ottenwess (80); 9. V. Grahm (65); 10. S. Berlanga (56)

Evolution 125cc: 1. W. Hawkins (109); 2. S. Berlanga (56); 3. T. Lane (47)

Evolution GP: 1. R. Kershner (121); 2. S. Nestor (90); 3. T. Lee (73)

Innovation: 1. N. Michael (215); 2. L. Shelton (172); 3. B. Bahlau (161); 4. A. Doneth (148); 5. B. Argue (144); 6. G. Huntoon (141); 7. T. Lee II (109); 8. K. Argue (97); 9. S. Nestor (91); 10. E. Hovorka (84)

Innovation 125cc: 1. B. Bahlau (161) 2. B. Argue (144)

Innovation GP: 1. N. Michael (124); 2. A. Doneth (104); 3. L. Shelton (100)

Schoolboy: 1. A. Argue (193); 2. J. Garn (120); 3. S. Gamet (79)

Schoolboy GP: 1. A. Argue (90); 2. J. Garn (54)

Transition: 1. N. Michael (186); 2. G. Souliotis (148); 3. G. Huntoon (121); 4. N. Stephens (109); 5. S. Sangster (82); 6. E. Hovorka (81); 7. L. Shelton (77); 8. B. Sims (68); 9. R. Isza (55); 10. K. Gillett (54)

Transition 125cc: 1. G. Souliotis (148); 2. G. Huntoon (121); 3. S. Sangster (82)

Transition GP: 1. N. Michael (121); 2. G. Souliotis (87); 3. L. Shelton (65)

65+: 1. G. Baird (170); 2. J. Doneth (115)

65+ GP: 1. J. Doneth (96); 2. G. Baird (60)

VINTAGE continued on page 23

RUBBER TIRE continued from page 2

Knapps are no strangers to experimenting and Robby was able to keep his KL250 in the mix; Robby has always made drastic improvement every season and it would be no surprise to see him on the box this year.

HONORABLE MENTIONS:

We cannot exclude a few racers who either took a small break in 21 or maybe Didn't do as well. Bob Knapp struggled in 21' having to learn the workings of a new bike put him behind the curve some. The entire O'Boyle clan was nearly absent in 21' choosing to focus on family fun, Hunting and other outdoor activity but when they show up...its all business! Nick Myers has had some impressive performances but has a lot on his plate as a local farmer, race car driver and bush pilot.

RINGERS:

Wyatt "Red" Vaughn and Levi Montgomery will be moving up to the A class this year and if Joe Barnes, Kam Miller and Cory D make it out to race these men could tip the scales against the current status quo and provide some interesting dynamics to the field as they have a put up wins and solid results in the past. The Grand Old man himself, Robert Yates could also be a threat if he chooses to move into A class competition.

BK44, GG&R, O'BOYLES AND BARNES BUILT:

Who will own the 22' season? The four major groups of rubber tire racers bring diversity to the track with unquiel purpose built motorcycles that have advantages and disadvantages.

The Barnes built team had held a monopoly of the local scene for some-time always on the box they have just barley missed the elusive national title in the past and are no doubt hungry to take the plate home for the first time ever; with a undefeated indoor win streak, can they carry this momentum to the outdoor and make 2022 their year?

The O'Boyles need no introduction, quite, humble and very much to the point, when anyone of them race, one of them will win or be on the box and the handful of National titles and podiums means they are considered living legends in the sport and always a threat.



▲ #12 Robby Williams ~ Photo courtesy of Dorothy Tyo



~Photo courtesy MMF



▲ #1 Dillon Cook ~ Photo courtesy of Dorothy Tyo



▲ #71 Colten Eddy ~ Photo courtesy of AMA website

Bk44 aka Bob Knapp, influenced by his former tire maker and friend Kevin, Bob began to make and construct competitive equipment that racers took note of and has been a massive part of improving the 2 valve yamaha 250 in ways that were thought impossible by naysayers. Knapp managed to bag a #1 as a tire maker but can he bag a #1 for himself or his equipment, he has put in the time but will he reap the reward?

RUBBER TIRE continued on page 22



▲ #71x Nick Myers
~ Photo courtesy of Ph3 Photography



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

2. Air Quality:

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

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

3. Environmental Impact:

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

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

4. Convenience:

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

5. Cost:

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

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

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

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▲ 2021 Banquet crowd

D14 ATV XC Banquet

Story and photos submitted by Chris Robinson

After a great season of racing, the D14 ATV XC Banquet was held at the Lincoln Reception Center in Mt Pleasant, MI. Banquet attendance was up again this year with over 100 racers and families, tracks/promoters, and sponsors attending as the series continues to grow. Richard and Miles Zock were in attendance from Zoom Zoom parts and announced their continued support to our series as the Primary Sponsor for 2022. We are appreciative of their steadfast support.

Our Chairman, Jason Cottrell, and co-Chair, Jeff Gramzow, both decided to announce their retirement from leading the series. Their hard work and dedication has grown this series to where it is now and they will be greatly missed. Hopefully they still find time to make it to races next season. A vote was taken and Chris Robinson was elected Chairman and Jason Tripplehorn co-Chair.

An excellent Italian themed meal was enjoyed by everyone. After the meal, tickets were drawn for a trip to the door prize tables, which were covered with generous donations from sponsors. Some of the larger donation items were auctioned to raise money for the series. Very creative, unique centerpieces were made for every table by Tonya McGillen out of used/broken ATV parts. They were so well liked that they raised a considerable amount of money for the series when they were auctioned at the conclusion of the banquet.

An amazing audio/ video awards presentation by JDawg, Jeremy Fellows and awards crafted by series Chair Jason (Freedom Custom Carvings) were the highlight of the evening. The first to receive awards were the Mini Jrs.

MINI JRS – 1st: Tyler Yudt, 2nd: Brooklyn Woods, 3rd: Ryker Allen, 4th: Kolten Guthrie, 5th: Alianna Bauder, 6th (tie): Ben Hayden/ Brock Thomas, 8th: Jacob McGillen, 9th: Raegan Allen.

ATV XC continued on page 22



▲ B Class awards



▲ Mini Jr awards



▲ Women's Class awards



▲ Youth Class awards



▲ C Class awards



▲ O Class awards



▲ Mini Sr awards

ATV XC continued from page 21

MINI SRS – 1st: Grace Robinson, 2nd: Hunter Tripplehorn, 3rd: Blake Gramzow, 4th: Takoda Durham, 5th: Shane Guthrie, 6th: Savannah Garland, 7th: Gunner Shadix.

YOUTH CLASS – 1st: Isaac Shoemaker, 2nd: Katy Hayden, 3rd: Jeremiah Robinson, 4th: Mason Stofcheck

WOMEN'S CLASS – 1st: Rylie Budd, 2nd: Ashley Gramzow, 3rd: Annie Hayden, 4th: Rachel Adams, 5th: Stephanie Rae
C Class 1st: Travis Forrester, 2nd: Nathan Meyer, 3rd: Matt Hempel, 4th: Nathan Eades, 5th: Nate Shadix, 6th: Patrick Hayden, 7th: Rob Majerczyk

O CLASS – 1st: Shawn Kunzelman, 2nd: Charlie Smith, 3rd: Chris Robinson, 4th: John Arens, 5th: Jeff Gramzow

B CLASS – 1st: Taylor Ellis, 2nd: Spanky Johnson, 3rd: Justin Guthrie, 4th: Jacob Kisonosky, 5th: Cole Provoast.

VET CLASS – 1st: Jeremy Fellows, 2nd: James Cook, 3rd: Curt Shoemaker, 4th: Dan Brendel, 5th: Jason Tripplehorn
A CLASS – 1st: David Letts, 2nd: Tyrone Darling, 3rd: Silas Blough, 4th: Brent Bergeron, 5th: Derek Vincent
STATE XC OVERALL – 1st: David Letts, 2nd: Silas Blough, 3rd: Jeremy Fellows

Although the leadership is changing, we still have the same goals as the outgoing leadership. We have seen many new racers and many old racers returning. We are hoping to work with the tracks/clubs and get more races for 2022, gain new racers and grow our D14 ATV XC family. That is the best part of our series, it's not just a bunch of people competing against each other. It's a family that never hesitates to lend a hand to other family members.

RUBBER TIRE continued from page 18

GG&R topped the box at every race in 21' the self proclaimed "best" with 14 national titles to the brand and with legions of haters it's amazing that the team carries on the way it does and manages to gain more supporters and win over mainstream support in the face of adversity. The results have spoken and dossiers need not apply, the top spot is for GG&R to lose, but who will take the seat on this throne? Make it out to some races this year and find out !



▲ #9r Billy Ross

~ Photo courtesy of Bill Ross



▲ #17 Robby Knapp ~Photo courtesy Dorothy Tyo

D14 DISTRICT Michigan's Motorsports **NEWS**
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**Ads & Articles
for the next edition of
the newspaper are due
NOW!**

VINTAGE continued from page 17
70+: 1. J. Korte (214); 2. E. Shively (155);
3. S. Krassa (93); 4. G. Sirovey (86)
70+ GP: 1. J. Korte (107); 2. E. Shively
(79); 3. G. Sirovey (51); 4. S. Krassa (28)



▲ The Ron Durepo Most Improved Racer was Blake Argue



▲ Gene Huntton was well deserving of the Sportsman of the Year



▲ Transition GP top three and 125 Champ



▲ The Durepo Family earned the Sponsor of the Year



▲ Transition Top Ten



▲ Transition 125cc Gene Huntton, Sean Sangster and George Souliotis



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