

May 2020

D14 DISTRICT NEWS



RIGHTS. RIDING. RACING

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D14 Member
"Memories" Continued

The Two Stroke
Conundrum

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& Updates

THOMAS DUNN

COVER PHOTO COURTESY OF WE DON'T KNOW :)

THOMAS DUNN, The Backbone of District 14

Story by Kevin Lambert Jr | Photos courtesy of the internet :)



Tom Dunn is no stranger to politics at the state and national levels; thankfully Dunn's legislative experience and proximity to our state capital has put him on the front line to communicate with our elected officials and lobby for the state to allow D14 as a whole to open the tracks and kick off the season.

The thankless volunteer job Dunn does in his off time as an auto mechanic seems to go unnoticed by the thousands of members of the United States largest AMA District; yet year after year Dunn is unanimously elected and always swings his leg back over the saddle for another adventure.

Many of these adventures are trivial and only need a calm collected mediation to correct others have taken years of hard work. The bridges built talking to the political big shots to protect our right to ride, host events or get the season off the ground have made our district extremely successful!

Sadly the collective hard work of our D14 officer corps have no doubt gone under appreciated; in particular the hard work and dedication and selflessness of Tom Dunn.

On behalf of all of D14, let us say thanks, even if your cover shot has you in snorkeling attire, this is serious but we still like to have a little fun too!



MAY
2020**D14** Michigan's Motorsports
DISTRICT NEWS

JUNE 2020

MATERIAL DEADLINES:

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

Advertising & Editorial:
Due MAY 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, it's May and Operation Lock Down continues in the mitten state. IDK, with any luck we'll be pulling of some gate drops and starts some time in June. There's always hope, right? At least the trails are open. I suggest you get yourself out there and acquire some seat time cuz racing WILL start eventually and you'll want to be ready when it does!

A HUGE THANK YOU to our contributors and to Molly Kidner for putting the word out to our D14 family for some extra content for the newspaper during these "off" months! The surplus of submissions was a GIFT! I truly, truly hope you all will KEEP THAT UP because you don't need to wait for a pandemic to submit something! If you were gracious enough to submit something and haven't seen it yet, fear not... it will show up in a future edition!

Right now, before the season starts, is a good 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, stay warm, be well and safe. And as always, enjoy the ride... it all goes by in a blink.

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

THANK YOU

– In order of appearance –
Kevin Lambert Jr., Thomas Dunn, Peter Fila,
Trisha LaRue, Michael Byrne, Harmony Bailey,
Raymie Ellis, Eric Dragan, Cameron Ragon,
Roland Canhardley, Jeff Skerritt, Mick McCauley,
Steven Beane, Jason Cottrell, Vic Jones, Tim Garber,
and last, but not least ... Logan Densmore,

MAY 2020 - D14 NEWS
MEMBERSHIP
APPLICATION
☐ \$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 _____

☐ \$13 – FAMILY MEMBERSHIP

(Canadian Residents NOT eligible)

Must be AMA Member; Must have One (1) Full District Family Member; includes Competition Card Only.
Your card will expire one-year from the issue date.

Indicate Name of Member with Full Membership:

Name _____

AMA# _____

☐ \$15 – CANADIAN MEMBERSHIP

Required if you have Canadian Residence. Must be AMA Member; includes Competition Card.

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!

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 06/01/2019

Rev.06/2019

DON'T
WAIT!Ensure continued
delivery of theDistrict
14 Newsdirect to your
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form & send in
your membership
dues today!

Important!

Keep a Copy Before Mailing
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Call 231-670-5450 to find out where it is.

2020 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

Kevin Lambert JR
kevinthegoonlambert@gmail.com
(248) 245-9919

RIDER REP - OFF ROAD

Kevin Lambert JR
kevinthegoonlambert@gmail.com
(248) 245-9919

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

ATV MX CHAIRPERSON

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

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

POINTS KEEPER

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

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

FLAT TRACK/TT CHAIRPERSON

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

VICE CHAIR

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

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

Taylor Ellis
silletaylor88@gmail.com
(517) 512-1806

RIDER REP

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

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

TREASURER

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

ICE RACE CHAIRPERSON

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

VICE CHAIR - BIKES

Kevin Lambert JR
kevinthegoonlambert@gmail.com
(248) 245-9919

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



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



AMA RIGHTS. RIDING. RACING

2020 DIRECTORY CHARTER CLUBS & PROMOTERS

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

Battle Creek MC	909.806.5149	MI Off Road Events (M.O.R.E.) ..	517.896.9757
Bent Wheels CC	586.854.1372	MI Sprint Enduro (MSE) ...	517.581.2488
Big Air MX.....	231.578.3828	Muddobber M/C.....	765.998.2236
Bulldog Riders MC	810.241.7740	Muskegon M/C	231.296.9526
Bundy Hill Offroad.....	517.902.9929	Ogemaw Sport & Trail	949.685.0368
Cadillac Motorcycle Club..	231.884.0996	Owosso Motorsports Park	810.691.5781
Drumlin Hills MX, LLC.....	231.330.0592	Polka Dots M/C	989.423.4450
Dutch Sport Park.....	296.683.4418	Portland Trail Riders	517.376.1437
Evergreen Creek CC	989.450.9676	Red Bud MX	296.695.6405
Flint Motorcycle Club	810.422.3832	Rider Motorcycle Club.....	560.249.0312
Fredneck Ranch.....	989.615.5944	T-Time Acres	989.132.3940
Goshen Ironhorsemen.....	547.514.1894	Team CDI Racing	989.205.0487
Grand Kanakee TR.....	219.221.0900	Toledo Trail Riders	419.392.7117
Grattan Raceway Park.....	616.788.4454	Treat City M/C	937.923.2897
Hill & Gully Riders.....	708.261.3433	Twin Bay Trail Riders	231.645.0160
JBMX Motorsports.....	419.212.0838	Twisted MX	734.752.1134
Lansing Motorcycle Club..	231.590.4242	Valley Motocross	517.881.8756
Lucky Thumb M/C	810.404.2895	Valley Trail Riders	989.879.6397

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

by Thomas Dunn, District 14 President

A WORD FROM THE PREZ

STATE OF MICHIGAN

LOCK DOWN

As of this writing we are still in the Governor's Stay at Home Executive order. This order prevents our organization to hold events at this point and time.

Although there is many Constitutional concerns from all of us and many from the Legislators the fact remain that until legal cases and legislation is made available to provide for opening we are effectively on hold at this point.

Please read the Governor's latest Executive order here content.govdelivery.com/attachments/MIEOG/2020/05/07/file_attachments/1446124/EO%202020-77.pdf

Parts that concern our activities are: Subject to the exceptions in section 7 of this order, all individuals currently living within the State of Michigan are ordered to stay at home or at their place of residence. Subject to the same exceptions, all public and private gatherings of any 3 number of people occurring among persons not part of a single household are prohibited.

Exceptions. (a) Individuals may leave their home or place of residence, and travel as necessary: (1) To engage in outdoor recreational activity, consistent with remaining at least six feet from people from outside the individual's household. Outdoor recreational activity includes walking, hiking, running, cycling, boating, golfing, or other similar activity, as well as any comparable activity for those with limited mobility.

Reading these 2 separate orders with in the Executive order you may think that we can hold our events as they are of a Recreational benefit. Legally I have been advised NOT to until these orders are lifted and or modified as they violate the first order.

LIABILITY

The big problem we face is that of liability.

Speaking with the AMA (American

Motorcyclist Association) I have been informed that they (the AMA) are in the event business and will continue to Sanction and supply insurance for our event....

But if our event violates the law or state's Executive Order then the Insurance is null and void as an insurer cannot insure an illegal event or activity.

At the ground level this effects our clubs and promoters first and could be devastating to any one of our organizers.

On a District level this could effect the ability of the district to continue and law suits could include our officers individually.

TRACKS AND CLUBS

Again, at the time of this writing some of our clubs and promoters have reached out to their local governmental agencies and have been allowed to open for practice and limited riding.

I know of one so far that was told that they were in violation, but no action has occurred at this point.

With multiple tracks opening this weekend the results are yet to be seen.

CONCLUSION

In conclusion we are allowed to ride and recreate just not race.

Support your clubs or tracks.

Support local riding areas.

Become a member.

Michigan's trail system is open and provides over 4000 miles of trails and many more miles of county roads two tracks and riding areas. Support those that support you. Buy a new bike, gear, parts from your local dealer. But get outside.

GO RIDE!

Stay safe everyone!

See ya at the races.....Soon I hope.



PETER FILA

These were taken at the drumlin hills sprint enduro fall of 2019
(submitted by Peter Fila)



CARTER FAIRCHILD- GLADWIN MI

Submitted by Trisha LaRue



TYE THOUGHT HE COULD FLY

submitted by Michael Byrne

FLAT TRACK RIDER SPOTLIGHT

Levi Montgomery!

*Submitted by Harmony Bailey
Flat Track Vice Chair*

Thirteen-year-old Levi Montgomery started riding dirt bikes before he could talk in full sentences. By the time he was 6, he was racing flat track almost every weekend. Unfortunately, Levi's racing career suffered a major hiatus in 2016 when a crash at Amateur Grand Nationals resulted in a broken wrist, nerve damage and shoulder surgery.

Levi was forced to take most of the following year off to recuperate from the injury. However, he picked up right where he left off and dominated the 85cc class in 2018 bringing home a district championship as well as a 5th place finish at Amateur Grand Nationals. Levi graduated to the 250cc class in 2019, and he finished on the podium 6 times with 2 wins!



Levi is known by everyone in the pits and isn't afraid to introduce himself to anyone. His outgoing personality has shined through in the children's community theater where he has starred in 4 plays; most recently as Bard in The Hobbit. In school, Levi excels as an honor student; challenging himself with two math classes, geometry and middle school algebra. Levi is also working on his black belt in Taekwondo. If you haven't had the pleasure of meeting Levi yet, it's only a matter of time!



Lucky Thumb Motorcycle Club 58 YEARS OF HISTORY

Story and photos submitted by Raymie Ellis



Lucky Thumb Motorcycle Club thru the last 58 years has seen multiple changes and improvements. We were AMA chartered on November 7, 1962, and from our humble beginnings with meetings being held in a chicken coop, and our race track in a farm field, the legacy of LTMC was well underway. Incorporated in 1964 and then in 1965 the current property was purchased and soon after in 1967 the club house was built and in 1968 a TT Scrambles track and then a pond was dug. Because of the foresight and hard work of the founding members like Ron and Joanne Stolzman, Jack and Pat Boegner, Wayne and Arlene Laurson, Norm and Arlette Brown, Ray and Lucille Miller, Marv Armbruster and Gene Shreve, and those that fol-



lowed, this was just the beginning of the improvements to be realized at LTMC. We have seen the TT track improved and a winter program added in 2000 that includes ice racing of motorcycles, quads and snowmobiles on our pond that has also seen many improvements. A Short Track was added in 2006

with our many race fans and our racing family. Computers were purchased to aid in running the race and the use of electronic sign up was added. A lot of volunteer hard work by members and the many friends of LTMC, along with all the dollars generated thru the years has allowed us to make all these improvements. This year is no different as we continue to improve on our facility, electronic scoring with the use of RFID stickers on our racers machines is being added and will be a huge benefit to both us and our racing family. We continue to work on our lighting and electrical system to finish that up this year. Our mission statement is clear, To provide a quality dirt track and ice racing platform and a venue that the entire family can enjoy. To continue the racing heritage established by the founding members of LTMC. and to involve the youth of our sport so it can be carried on for future generations. This is what our founding members believed in 1962 as do we in 2020. For sure, without the vision of many people thru the last 58 years, this property would be nothing but a wooded patch of ground along a country road. The future is bright at LTMC because of our great members, and the many people that have helped us along the way these last 58 years, but our vision must also now be to attract new members, and to keep this story going for future generations. Not only do we need new members to help put the show on, we also need new young riders to not only keep LTMC going, but all of D14 Dirt Track. If you are interested in becoming a member or maybe just want to help put these races on, we always need your help, it's what has got us to this point, and it's with your help and the grace of God that will get us thru another 58 years!

to the dirt track racing along with new fencing and signage. We've been thru three different crow's nest with our latest being fully enclosed and lots of room for storage added. Our club house was fully remodeled and improved. Overhead lighting was first added to the pond for winter races and then the lights were installed on the Short Track with more lighting still being added today. Additional electricity was brought in to run the additional lighting and allow electric hookups for our racers. In 2012 for our 50th Anniversary, we have used that race weekend as our Anniversary Weekend with special events and bands. We've also seen the addition of a website that allows us to communicate



ERIC DRAGUN

Submitted by Eric Dragun & Cameron Ragon

Last year was my first time racing in over 12 years. Grew up racing motocross and with life happening I spent some time away. Last year I decided to give off-road racing a try, not only for myself but to inspire my kids to show them that old dad used to be able to get down and run hard. Over last year I felt the love from the hare scramble and sprint enduro community. It just feels right to be there and competing. My 11 year old son was blown away by what he experienced with me. From goggle exchanges and trying to record me as I go by. This year he is gearing up and trying to do his best to learn and catch up with his skills. We are hoping to get to some family enduro events to get his feet wet with all of this. We cannot wait to get out and see everyone again



RUBBER TIRE REVOLUTION

Three Race Indoor Rubber Tire Series for 2021 – Can It Happen?

Story and photo submitted Roland Canhardley

The Indoor Ice Racing world was sent back in time a few years ago when the Flint Motorcycle Club Big Brothers and Big Sisters indoor ice race decided to allow the non studded bikes into the program. A small group of hand selected racers and a large \$2000 donation from a variety of enthusiast and small Business owners from D14 and Ohio helped secure the event and let the organizers know how passionate they are about non studded ice racing; the money also went to a good cause.

The second edition of the event went off well, again a hand selected group of eight. The event seemed to go off without a hitch and the crowd looked to enjoy it. However Ken and Kristie Remer of ICE asked a group of 12 racers to join their program at Wings stadium in K-zoo later that winter. The format, all 3 heats, 12 to the main, two rows of 6

bikes and a very excited spectator base. Ty Springer of MMC took notice and asked the those who helped organize the ICE event also help MMC host their event. A slightly different group of racers was involved this time and sadly the event was canceled. The blockwork was however laid and Ty Springer as well as Kevin Lambert Jr. proposed a 3 race indoor series for 2021.

The question now is can MMC, ICE and OMP/FMC all agree to the format that ICE racers proposed, ICE used and MMC was going to replicate, no doubt this set up would be extremely beneficial to all parties involved as well as rubber tire ice racing! The series will no doubt need sponsors, awards and some purse money as well as 12 or more committed racers who are willing to leave their comfort zone to race indoor events. Fingers crossed, lets hope it works out!



▲ Wings Event Center was buzzing with excitement during the heat races for the non-studded class. Will OMP & FMC join forces with other organizers to make a 3 race series happen?



THERAPY

Story and photo submitted by Thomas Dunn

Saturday May 2, 2020 | Oceana, MI –Huron-Manistee National Forest

A funny thing happened the other day. I received a phone call about the continuing saga of the State of Michigan's Lockdown, oops I mean The "Stay At Home" Executive orders.

During the conversation I explained to our Vice President Steve Beane that I have been feeling like a one-legged man in a butt kicking contest over all of this adjust wanted to ride my motorcycle! Steve told me hat that option was available to me that upcoming Saturday as a few people were going to meet up at Horseshoe Lake Motorcycle trail in the Huron-Manistee National Forest.

Being ever conscience of the things happening around us, I loaded my gear and bike on Friday night, packed water, food and made sure the van was Full of fuel to ensure I would not have to make any stops on this journey that may expose anyone to myself as I am still working with the public each day.

Out the door and on the road with the trail head parking coordinates on my phone's Google maps made the 2 hour and 4 minute trip to Oceana County to partake in this Motorcycle riding phenomenon. With only one major detour as my Google Maps app tried to direct me to a left turn into the forest, where maybe at one time in our past was a road, I arrived to the trail head that had several vehicles and trailers already there. But none the people I was looking for.

Steve arrived shortly and we each, while following social distancing rules, unloaded our steeds and prepared our self to go riding.

Now due to major shoulder issues over the past year I have not ridden my Yamaha except to pull down some arrows from Jack Pine last year and Dual Sported at Trail fest. Steve took it easy on me and lead me through the forest as we rode the southern loop and then most of the northern loop that requires a license plate for some reason that I couldn't figure out except maybe one section or road in the transfer.

I had only two mishaps; one being the usual short guy problem of dabbing a foot only to find it doesn't reach the ground, and a much more eye opening pinball through the trees after hitting a tree with the left handle bar.

The trail although totally whooped out in places provided hours of fun and some areas of really nice dirt and trail. The weather could not have been better and the conversations with people at the trail head were good as was my riding partner for the day. All the way home I felt good and hopeful of the future and that we may yet get a race season in still this year.

As for this motorcycle riding phenomenon, I think I will have to try it again really soon! Therapy works!



AMA FLAT TRACK COMMISSION REPORT

By Kevin Lambert Jr

AMA Flat Track Commission met in late April to discuss our 2020 meeting, 2021 plans, some staff changes and Covid 19.

AMA let the Commission know they are in the business of holding races and will continue to provide sanctioning and insurance as long as the state, local and federal government allow. Obviously for those here in D14 (Michigan) we are prohibited at the moment. Thankfully AMA has assembled a task force to deal with Covid 19 issues for all race disciplines and is working on a solid contingency plan moving forward. Also note, our D14 executives, in particular president Tom Dunn, are working hard to get through to our elected officials to allow us to begin our season; most likely there will be new guidelines and restrictions.

AMA has begun to re-staff our track race department with some very experienced and hard working people to re establish an accurate and properly ran results center. The new staff is highly experienced in the MX world; this is a huge benefit to us nationally as we have been seriously lacking as a whole in keeping accurate results and scoring for advancement into the professional ranks and A classes where they are warranted. Just a heads up to all our organizers, please make sure you are all submitting your results to AMA.

Sadly after two years of Commission meetings, very few things have been accomplished. Active Commission members can only "suggest" corrections and alterations to our rule book that is very

AMA continued on page 13



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▲ 2019 Twisted MX | Photo credit, Joanne Needham

Submitted by
MICK MCCAULEY

Millerton (eastern NY) spring 1978. We had over 90 riders in the 250 amateur class. You had to place in top 13 to ride the final. I am closest on the end with a 1977 Suzuki rm250B. This was my 2nd race ever and I did not make the final.



Photo credit, Steve Baginski

JEFF SKERRITT

submitted by Jeff Skerritt

Last year was my "first year back" after being away from the sport for 41 years.

I'm really looking forward to the 2020 season to begin and entering the 60+ class on my 2018 yz 450 . I know we all miss our racing family and the competition but understand that our health and safety is most important.

◀ This picture was from last year at Log Road on my 1986 yz 125 with the Michigan Vintage Racing Series as a 59 year old

2020 AMA D14 EVENTS

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

ATV MX

CHAIRPERSON Ryan Day
 ⚡ = MI State Championship Race

MAY

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

JULY

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

AUGUST

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

SEPTEMBER

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

OCTOBER

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

ATV XC

CHAIRPERSON Jason Cottrell
VICE CHAIR Taylor Ellis

MAY

17 Valley Trail Riders Bentley

JUNE

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

JULY

19 T-Time Acres Mount Pleasant

AUGUST

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

SEPTEMBER

19 Griffin Hines Farm Swanton, OH

OCTOBER

10 Dutch Sport Park Bloomingdale

ENDURO

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

MAY

16 FES Kingsley, MI

JUNE

13 FES Matthews, IN
 27 FES Lawton, MI

JULY

25 FES Bentley, MI
 26 D14 Valley Trail Riders

AUGUST

09 D14 Hill & Gully
 15 FES Moorestown, MI
 16 D14 Lansing MC
 30 FES Marquette, MI

SEPTEMBER

19 FES Greenville, OH

OCTOBER

04 D14 Muddobber
 17 FES Fife Lake, MI
 31 FES New Paris, IN

NOVEMBER

01 D14 Riders MC
 08 D14 Treaty City

FLAT TRACK

CHAIRPERSON Teresa Bennett
VICE CHAIR Harmony Bailey
Q = Quad Exhibition Offered

MAY

30 **ST (Q) Owosso**
 31 **TT (Q) Owosso**

JUNE

13 ST (Q) Lucky Thumb MC
 14 TT (Q) Lucky Thumb MC

JULY

11 ST (Q) Lucky Thumb MC
 12 TT (Q) Lucky Thumb MC
 25 TT Muskegon MC
 26 TT Muskegon MC

AUGUST

01 ST (Q) Lucky Thumb MC
 02 TT (Q) Lucky Thumb MC
 08 ST Polka Dots MC
 09 ST (Rain) Polka Dots MC
 29 **ST (Q) Owosso**
 30 **TT (Q) Owosso**

SEPTEMBER

12 **STATE CHAMPIONSHIP**
 ST (Q) Lucky Thumb MC
 13 **STATE CHAMPIONSHIP**
 TT (Q) Lucky Thumb MC
 19 **STATE CHAMPIONSHIP (RAIN)**
 ST Lucky Thumb MC
 20 **STATE CHAMPIONSHIP (RAIN)**
 TT Lucky Thumb MC

HARE SCRAMBLES

CHAIRPERSON Zach Keizers
VICE CHAIR Dan Stephens
MAY

17 White Trash Autumn Hills

JUNE

07 Bent Wheels CC Rose City
 21 Valley Trail Riders Bentley

JULY

12 Fredneck Ranch ???
 19 Muskegon MC Muskegon

AUGUST

02 Dutch Sport Park Bloomingdale
 23 Polka Dots MC Midland

SEPTEMBER

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

HILL CLIMB

CHAIRPERSON John Radke
VICE CHAIR Eric Briggs

MAY

17 Goshen Ironhorseman Goshen, IN

JUNE

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

AUGUST

23 Goshen Ironhorseman Goshen, IN

MOTO CROSS

CHAIRPERSON Kreg Bigelow
 ⚡ = MI State Championship - Max Points
 🏍 = Loretta Lynn Qualifier

MAY

02 🏍 Log Road MX Bronson
 03 🏍 Log Road MX Bronson
 03 Bulldog Riders Millington
 10 Portland Trail Riders Portland
 16 🏍 Red Bud MX Buchanan
 17 🏍 Red Bud MX Buchanan
 17 Battle Creek MC Battle Creek
 23 Valley MX Stanton
 23 Dutch SP Bloomingdale
 24 Valley MX Stanton

2020 AMA D14 EVENTS



24 Dutch SP..... Bloomingdale
25 Valley MX..... Stanton
30 Big Air MX..... Newago
30 Portland TR..... Portland
31 Big Air MX..... Newago
31 Portland TR..... Portland

JUNE

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

JULY

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

AUGUST

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

SEPTEMBER

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

OCTOBER

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

VINTAGE MX

CHAIRPERSON Steve Baginski
★ = GP Series

MAY

09 ★ Portland TR..... Portland
17 ★ Valley TR..... Bentley

JUNE

06 ★ Polka Dots MC..... Midland
28 Log Road MX..... Bronson

JULY

18 ★ Polka Dots MC..... Midland

AUGUST

09 Dutch MX..... Bloomingdale
22 ★ Battle Creek MC..... Battle Creek

SEPTEMBER

20 Red Bud MX..... Buchanan

OCTOBER

10 ★ Twisted MX..... Milan
24 Valley MX..... Stanton

AMA continued from page 10

outdated (some rules as old as the AMA that are irrelevant) . Ultimately, we are at the mercy of the board of directors that we elect via our AMA Magazine and many of them do not have valid experience in the Flat Track and Ice racing world. Many of our proposals have not even been looked at, approved and if not approved, no explanation has been given as to why approval was denied. Some believe that it has to do with the sweeping nature of the reforms, keep in mind there are a lot of them, mostly grammatical in nature. It is also possible that our elected directors need to be looked at a little closer when we have our elections again for our region. Maybe one of our own needs to step up and fill the void for Flat Track and Ice racing at the National level, this is just my opinion of course.

A list of topics for 2021 Commission can be found on the AMA website. Anything anyone finds a concern don't be shy to bring it to my attention before memorial day weekend. I don't get paid to do this, I don't get a free trip to Ohio all expense paid for our meeting, I am here for us and to get things done for D14 and the region I am responsible for.

MICHIGAN IS READY TO RACE!!!!

FIND THEM

online

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

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

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

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

TwistedMXMilan.com
ValleyMotocross.com
UPSandStormers.com



Have an Official FB Group?
Want it listed here?

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

linda@d14news.net

THE TWO-STROKE CONUNDRUM

WHAT TO DO WITH A FLAT PIPE?

Story and photos by Steven Beane



▲ Log one, pipe zero

Anyone that has ridden a two stroke for any amount of time can likely relate to this – the log crossing that didn't go quite right, the (too) close encounter with the stump in the ferns, or the same-time/same-place occurrence with a competitor's footpeg have left the once bulbous expansion chamber on your bike flattened.

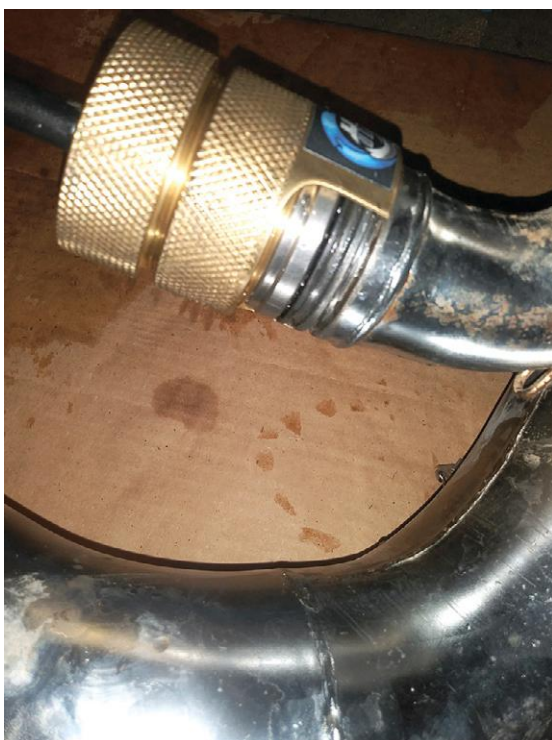
Besides the obvious cosmetic damage, the crushing of the expansion chamber can severely limit the power an engine makes (since the exhaust gases no longer reverberate as intended), and in the case of a severely mangled pipe can actually pull the pipe from the exhaust spigot on the cylinder.

In the not too distant past the only means to correct these problems involved ei-

ther replacing the pipe or having it 'blown out'. Replacing the pipe is usually straightforward, if somewhat expensive. Blowing out a pipe involved plugging the ends of the pipe, heating the area around the dents with a torch, and then pressurizing the air inside the pipe in hopes of popping the dents out.

On a good day, the metal would pop back out and the pipe would assume its proper shape in the area that was heated. On a bad

► **The inlet plug for the Beta pipe attaches to an o-ring groove**



day the carbon and oil inside the pipe might light off, leading to a rapid increase in pressure and either split seams or a plug projected at great speed across the garage. In almost all cases the pipe was discolored from the heat.

Recognizing the issues with heating a damaged two stroke pipe to restore its shape, a clever Brit named Alan Wright imagined using the power of the most common incompressible fluid – water – to reshape smashed expansion chambers. In Wright's HydraForce system, custom machined (and manufacturer-specific) clamps grab either an o-ring groove or the rear edge of the exhaust flange on one end, while a mechanical bung with an air relief screw caps the stinger end of the pipe. Once the pipe is filled with water and any remaining air evacuated, the operator adds pressure to the water via a small hand-powered test pump that feeds the front end of the pipe. Typically 400-500psi is sufficient to reshape a pipe, with most pipes capable of taking 700psi or more before issues with seam splits pop up. As soon as the reshaping is complete, the water can be drained from the pipe and it can be re-fitted to the bike.

I've used my HydraForce kit to pop dents out of numerous damaged Beta pipes, and was even able to get one pipe to "un-coil" and regain its proper shape after the S-bends had collapsed when the pipe had encountered an immovable object.

Not every pipe is recoverable, but this represents a safer alternative to the traditional heating-and-beating method of popping dents out of two stroke pipes.



▲ As good as new

At PlusOnePerformance and afterhourscycle.com, we're always looking for ways to make your riding experience better. Check us out for suspension, engine, and bike set-up services, as well as Beta trials and enduro, and TM off-road bike sales, parts, and service. See you on the trail!

D14 ATV XC RIDER SPOTLIGHT - JAMES CULVER

Story and photos submitted by Jason Cottrell, ATV XC Chairperson



Q: Hey James, why don't you start by giving us a brief introduction of yourself?

What got you into the racing scene?

A: Hi, my name is James Culver. I was born and raised in Michigan. I am self employed. I have been riding my whole life. I have a beautiful little family and they also love to ride.

Q: What do you think has been your greatest accomplishment in your racing career, whether it be racing XC or any other type of racing?

A: I joined the district in 2015 and fell in love with everything about it. I feel like my greatest accomplishments have been my dedication to the district and attending all races. I've also been learning new skills on my quad and I'm learn-

ing more about my quad due to the regular maintenance that has to be done for racing and earning all of my super cool trophies and plaques.

Q: Nice! What goes thru your mind in the last couple seconds as you wait for the green flag?

A: Haha! If you ain't 1st, you're last... I hope my quad starts... Don't hit any trees .

Q: LOL! What's your biggest challenge in making sure everything is

ready to go before race day?

A: Making time in between work and family to make sure the quad is in tip top shape and making sure it is done before race day.

Q: Do you have a certain song that you like to listen to or anything else to help you get pumped up before heading to the starting line?

A: I think it is just the whole atmosphere from when we arrive at the track that gets me pumped. From seeing all the people and all the machines at the same place to enjoy the same thing that I enjoy. That is what gets me going.

Q: Nice! If you were to be asked for ad-



vice on XC racing by a new rider, what would you tell them?

A: Ride Red! Lol! When in doubt... Throttle out. District 14 is like a second family. You can ask any member for help and they would be glad to help. We are all here for the same reason. We love to ride and we love to be competitive. And the freedom and joy you receive from racing is very rewarding.

Q: Great advice, James! Do you have anyone or any sponsors from either the years past or going forward that you'd like to thank?

A: I do not have any sponsors, but I would like to say thanks to all the members of District 14 that have helped me with advice and parts for my quad to keep it running good. Nice! Thanks for your time, James! And good luck this season as you prepare for battle in A class!



2019 FLAT TRACK REVIEW

Submitted by Austin Harrington

Hello D-14, the 2019 Flat Track season was a blast. The season consisted of 20 races, with plenty of action and lots of fun. As with all race seasons, ours came to an end September 22nd with Owosso Motorsports Parks State Championships. They hosted for two days starting Saturday the 21st with their short track State Championship. The track was handled very well with very few crashes. Then Sunday, regardless of the rain, they were able to obtain a very smooth track and also have very few crashes. Once the season ended, it was time for our 2019 awards banquet. It was ran very smoothly by Cortney Coiene, Meagan Greene, and Kevin Lambert Jr. Our riders felt rewarded after working hard all season chasing points. Our Sr. Sportsman award was received by a well deserving rider Brad Kniss, who helped many riders during our season and made sure that if you wanted to be at the track, you were there. Our Jr. Sportsman award was given to Austin Harrington, who is willing to help others on and off the track at all times. Austin also received most improved rider after having a few rough seasons in the 250 class. The award was given to him for improved riding skills and also winning the points jacket in said 250 class. Our final award was the Hardcharger, previously received by the #31s Dylan Shaw in 2018. The Hardcharger is obligated to choose a new rider every year, one who is supportive on and off the track. Dylan Shaw chose Ethan Kitchen for our 2019 Hardcharger. Ethan made many improvements in 2019, moving up to a 250 halfway through the season while also performing in the wildcat class. Ethan will pass on the award in 2020 and we hope to see some new riders joining us this upcoming 2020 season.

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So much more than just an Essential Oil company!

Let's talk AminoWise. What is it? Many people assume AminoWise is just a BCAA supplement, but it's so much more! There are 3 different blends in this supplement that help you fight fatigue and enhance recovery during and after exercise.

First there is the muscle performance blend. This blend provides branched chain amino acids (BCAAs), L-citrulline, and B-alanine – with a few other key amino acids. People have used BCAA's for strength training and during exercise for years and they are a very popular fitness supplement. During exercise and moto activities our muscles undergo stress, which in turn causes them to grow and tone. However, during exercise small amounts of muscle can be consumed as energy. This biological process can be increased when people consume very low carb diets (I'm talking to you keto people). BCAA's can prevent your body from using muscle as fuel by providing energy right to the muscle and promote lean muscle mass. They can even spare glucose stores to help you work out more efficiently. L-citrulline is a powerful agent in producing Nitric Oxide (NO) in the blood. Nitric oxide is a vasodilator, which means it helps improve vascular blood flow. Enhanced blood flow during exercise can lead to better oxygenation of muscles, faster removal of toxic metabolites, and potentially improve your work out capacity! Yes, that's correct! I LOVE my BCAA's! I never lift weights without them!

AminoWise also contains a Recovery Blend. This blend contains wolfberry powder and antioxidant ingredients to support recovery after a hard work out. The polyphenols, zinc, and vitamin E work synergistically to protect the muscles from fatigue and damage induced by exercise. Specifically, they work to reduce the release of lactic acid!

Lastly, AminoWise provides a Hydration Mineral Blend. These mineral ions are in the exact ratio lost in sweat to keep you more hydrated, which in turn helps you recover faster. This blend replenishes important minerals lost during exercise, such as sodium citrate, potassium citrate, calcium citrate, and magnesium citrate.

CONTACT ME FOR MORE INFO & FREE SAMPLES:

586.855.7413

linda@inkandoils.com | InkandOils.com

REFERRAL ID #1356931

RUBBER TIRE REVOLUTION:

Death of the 251 Open Class

By: Vic Jones

Six or eight years ago when I started non studied racing there were three classes, 85-250 A & B and 251-open. The A & B had decent numbers not like we have now in the A but enough to meet minimum class requirements. Sadly, the 251 open was very poorly participated in locally and nationally. In an attempt to help protect the class, myself and a few others asked our fellow racers in the class if we could join them and help to keep the class alive. A few griped but eventually agreed to the idea and life went on. However, one racer and a small mob decided to make it an issue and eventually protested the 250s running with the 251-up after they lost an event. True, running the small bikes with the big was in essence cheating, but no racer was collecting points and the other racers were trying to protect the class from elimination. The losing rider preferred to take home moral victory and sadly that year was the last for the 251 open class.

The new format was open A and Open B with new 175cc and under class that had one sign up all year, and was sold to the chair as being a huge class, this class was nixed and we continued with the open A&B. As time progressed the A class grew increasingly large and the B began to shrink. The larger open bikes began to show up again and prove naysayers wrong by beating smaller bikes on small slippery tracks, something some said would never happen.

The 2018 AMA Grand Championships had a 85-250 & 250-open rubber class that was highly participated in as well as an open money class; it was a win win for the racers and promoters.

However, with the ever increasing competition levels and more racers showing up, the rumors have began of adding the 251-open back into the program ;what is stranger yet is who this rule will effectively remove from the Open A and take away from the high levels of competition possibly making it easier and more likely to win or place better for those who may have not been doing so well with the new format.

Currently there are not enough 251 up bikes to justify a class, we can him/haw about what used to be, keep in mind, it's 2020 and we have to be current and up to date to survive! To boot, will all the 251-up racers show up to all the races, are those saying they have 251-up bikes telling the truth, did someone purchase a 251-up bike and now want a class for themselves, It's hard to say actually; personally I think that's why. But, I would be willing to see how this would play out for the benefit of the organizers and racers. Can six or more 251-up machines show up for an exhibition race at every event to see if we can actually have a class? It is time to step up and prove the point like the 60+ gang did in the flat track division. If you 251-up lobbyists want a class, it's time to show up and race, ask for an exhibition class of six or more, tell your friends and build a few bikes. If you want this than you have to put the work in to have it.

Again my personally held opinion, we are growing our A class and people are taking note, splitting up our A class will only serve to bring us back to where we were several years ago, if the 251-up lobbiest wish to have their class, it's time to throw your leg over the steel horse , invest the time and start showing up and racing these 251-up bikes!



▲ #71 Colten Eddy and ▼ #44 Bob Knapp have proven that 251-cc up machines can compete and win on small slippery tracks. Will this high level of competition continue into our future?



REDBUD REVIEW

submitted by Tim Garber

Approximately, 1992-93 on a wet muddy day at Redbud where no one really wanted to race anyway, we suited up. It had been pouring all night long and all day long, but it was a large event (Fall Classic I believe) so the show must go on. This would have been pre-sand era of Redbud, so the track was extremely slick, rutted, and very one lined. Myself and a good buddy were riding the youth class and he was flowing me in the corner and I crashed and fell over. He was in the rut behind with really no place to go.

My boot was wedged in between my rear tire from dragging my feet due to the mud (I know, pick a line pin it and just go, right?). I could not get my boot out, until a flagger came over and wedged the flag between my boot and my bike finally freeing the boot. Because of this my buddy could not get his bike up either as it was pinned under my rear tire. At this point my buddy and I were so tired from trying to free ourselves from our bikes and the mud we decided to take a break and sit for a few seconds. To my surprise, I looked over at the ski-jump and saw Nick Wey was about to lap us and said if we just sit here a little longer and let Wey lap us, this nightmare could be over.

So, we did just that. Let Nick Wey lap us so we could put an end to a brutal Redbud mudder. Special thanks to the random flagger at Redbud for the assistance. Also, a bigger thanks to Nick Wey for being on it that day even with the conditions.

KEEP RACING FUN

Story and photos by Logan Densmore



I have had the privilege to have Shawn Elkins helping out over the past year with the Michigan Sprint Enduro Series. He, like many, has been through a lot of ups and downs within his racing. Letting pressure and competition get the best of him, breaking down to the point of not wanting to be around the sport anymore. I have seen this in so many people over the years, and was not about to let it happen to a close friend of mine. Keeping it fun and enjoying the people is what it is all about. We are not at the professional level and this is a hobby, we race for the fun of the sport and the atmosphere it provides. I wanted Shawn to tell his story, and hopefully it will reach out to someone in the same boat. Someone that is burnt out, or feeling pressure to perform in something

that should be fun. Maybe that means trying a new form of racing. There are many forms of racing that we have in our district, from Sprint Enduro, Hare Scrambles, and Enduros, to Motocross, Flat Track, Hill Climb, Road, and many more. Take a look at Shawn's story and pass it along to someone that needs to see it.

My name is Shawn Elkins and I've been riding dirt bikes since I was 5 years old. My dad had started me out on a Yamaha PW50. I raced motocross up until I was 21 years old, and have just recently gotten involved in the off-road community. Logan is involved with the off road events and asked me to write an article for the D-14 paper telling my story and

the thing I've learned over the years of racing in the sport.

I found interest in the sport through my dad, we started out racing at Milan Cycle City and Delta Raceway. A couple good friends of the family, and my family would load up into our motorhome and head to the track, what seemed like every weekend, and would race. Soon we would start racing at some of the AMA tracks. We had a pretty big group of all of us, the Brown family, the Upshaws, the Wolfs, the Williams family and a few others would be at the track every single weekend of the race season and that's just where we spent our summers. All of us kids had about every talent level taken. From some of the slowest to some of the fastest kids at the track, but off the track we always seemed to be pretty good friends.

A couple years into racing my dad was diagnosed with cancer and would soon spread around his body. He put up a fight to try and beat the disease, but passed away in the summer of 2007. Looking back at it all now, he really put a good image into my head about what hard work was. I remember how sick he was, but if he could get us to the track we would be there. Even watching what he did during the week to beat cancer really taught me how to work hard for the things you want, and for him it would have been to be a healthy man. But growing up seeing how my dad did everything he could, to be healthy, I really tried to find the positive from it and learn how to put the same kind of work ethic into racing.

RACING continued on page 20





RACING continued from page 19

We stopped racing for a couple years after my dad passed away, but once I was in high school I wanted to start racing again. We bought an old 125 and started heading to the track again. I had a lot of fun when I first started racing, being at the track again doing what I loved most. After I graduated high school, racing got a lot tougher to do but, I did what I could to keep doing it. By the time I turned 19 I started racing in the A class and racing some Pro-Am races trying to get my license to race the pro nationals. I had a few good races and a few pretty bad races. Honestly, I started to hate everything about the sport at that point and pretty much became my own worst enemy. I put way too much pressure on myself and lost the joy of riding a dirt bike. So, I sold most of what I had involving dirt bikes and anything to do with them. But those last 2 seasons taught me some of the best things I've ever learned and I'm thankful for that.

After selling everything a good buddy Logan Densmore called me asking if I wanted to help him out with his race series, The Michigan Sprint Enduros. I decided to help him and it's been a great time. It was a new atmosphere at the off road races. The new style of racing was a nice change in pace and the people at the races are the greatest group of people. Off-road racing and Sprint Enduro is about racing on the track, but back in the pits it's really all a big family. Anyone there will do just about everything they can to help anyone out. It took about an entire season to actually want to ride and be able to have fun on a bike again. Without the off road community I would still want to be MIA and nowhere near a track. I'd strongly recommend to anyone to try out a Sprint Enduro or Hare Scramble. Come out and enjoy the racing and the people there.

It's easy to lose sight of why we ride dirt bikes and it happens fast at the competitive level. But I challenge everyone to keep the fun in it, and treat everyone at the track as family. We all started this because it would be something fun to do with the kids or with the family. We have a huge community with D-14 and AMA, bigger than most people think, and thankfully it will continue to grow. Keeping a close eye on the positives, creating great memories while traveling to tracks and while being at the tracks will keep this sport functioning as it should. Just don't lose sight of why you started.



ATTENTION!!

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

June 20 ►► July paper
July 20 ►► August paper
August 20 ►► Sept paper
Sept 20 ►► Oct paper





RACING continued from page 19

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Sept 20 ►► Oct paper





SPOTLIGHT continued from page 18

A: I don't really have a routine. I go through and get all my gear around and then make sure my quad is good to go. But then, just try to relax, and get ready to race! I like to track walk when possible, just to see what is out there. But other than that, help where it is needed, and then head to the starting line.

Q: What goes thru your mind when your sitting on the line and you hear those coveted words, "TEEEENNNNNN SEC-ONDS!"?

A: Hahahaha, MAKE SURE MY KEY IS ON.. its happened to me several times, just watching the other classes take off and forgetting to turn my key on, the flag drops and I'm sitting there not starting... when I hear those words. When I hear those words tho, I just focus on the flag man and get ready to go have a great time!

Q: If a new rider were to ask you for advice on XC racing, what would you tell them?

A: I would tell them to just pay attention, especially on their first race. A lot of carnage happens on the first lap usually. Enjoy yourself out there, ride your own race and see ya at the finish line.

Q: Do you have any certain people or sponsors that you'd like to thank for their help and support?

A: I would like to Thank Tompkins Manufacturing first and foremost. I've leaned on them for a lot of work last year especially, but also through the years, they have been there and always helped me when I needed it. I don't have any personal sponsors. I would also like to thank all of our series sponsors for their support. I would like to thank you, Jason Cottrell, for fighting for our series. I would also like to thank our treasurer, Melissa Tompkins, and every other person that has helped our series grow and function.

Well Roy, first and foremost... Thank you for your service to our great country! In todays world, a lot of people get wrapped up in the social drama and I want to make sure that you know.... our series thanks you and all service men and women and their families for the sacrifices you've made for us to be able to do what we do today! From me and everyone in our division... Thank you for being such a huge help anytime needed and always being there for others to lean on. People like you are key to making this series as great as it is!

Miscellaneous MOTO MUSINGS

May 2020 – by Steven Beane

- Well, that didn't last long. Stew Baylor was a couple corners away from a GNCC XC1 win on his Sherco 450 only a month of so ago, and now he has split from the team. It's no secret that the team came into the 2020 off-road season with race bikes barely prepared, but you would think Baylor knew that would be the case going in. In any case, his brother Grant remains aboard the French machine.

- Speaking of GNCC racing, the wildly popular off-road series is set to get underway (again) May 17th in Georgia. You may remember that the last race before the Covid-19 induced shutdown also took place in Georgia ... in fact it was at the same facility. The race this time will be known as the Bulldog, instead of the General (as in General Washington).

- Supercross looks to be back in action on or near the end of May, with the seven remaining rounds likely to be held in the Glendale, Arizona stadium over the course of three or four weeks. It is expected that the races will be held without spectators, but filmed for broadcast on NBC.

- As anyone that rides knows, motorcycling is a legitimate form of recreation, so we've been riding some of the many trails that make up the Michigan trail system. I will likely enter the race season with the most on-bike preparation of any season.

- Beta recently re-opened after having been shuttered, along with the rest of Europe, for the better part of three months. It's not certain whether the next bikes down the production line will close out the 2020 model year or be fresh-and-new 2020s.

- Speaking of Beta's, I'm trying to put the finishing touches on a story that highlights the many changes they made for the 2020 model year. If I'm successful you'll see that story in this, or a future, issue of the D14 newspaper.

- My wife and I stumbled onto the Kindness Diaries on Amazon Prime. Besides the redeeming story line of finding kindness in the actions of people of all colors and tongues, its of interest because

the narrator is riding a Chang Zhang (Chinese knock-off with a BMW-badged boxer) sidecar around the globe.

- It looks like the AMA Pro Motocross Nationals will now begin July 4th at Red Bud – what better way to open up America's premier motorcycle series than at America's Moto Track?

- Here's a crazy fact – Valley Trail Riders were unable to get any of their scheduled ice races in for the 2020 series, but it was snowing on the 9th of May at the club grounds!

- Cole Seely recently posted videos of his new KTM 450 – apparently he still has a good relationship with the Honda race team, but the corporate giant wasn't willing to help with his build projects and he wanted to move on.

- At the same time, Chad Reed has acquired a KTM250SX for playing around on and a KTM 450 SXF to finish out the supercross season on. Reed's primary sponsor Mountain Motorsports sells the Austrian brand as well as the Honda's Reed was previously campaigning.

- Spain recently lifted some of the Covid-19 related restrictions, so athletes can now train outside of their residences. No word on Andorra, where Tony Bou resides. Judging by his social media posts Bou, like most other riders, is ready to get back to the great outdoors.

- Kailub Russell had planned to retire from full-time GNCC racing at the end of the season – depending on how the rest of 2020 plays out, he may be back for a full term in 2021.

- I'm not sure who to attribute this to, but I found it profoundly appropriate. "We shouldn't be afraid of dying - instead we should be afraid of not living". Ride safe and we'll see you soon.

Virus or no virus, we're here to help you get the most out of your next ride, whenever that may be. PlusOnePerformance is an authorized Beta (trials and enduro) dealer, as well as carrying the torch for the unique and highly capable lineup of TM off-road race bikes. Check us out on afterhourscycle.com, or see us on the trails.

Sadly, CoVID 19 has begun to chip into our racing season; our governor has extended the quarantine out till May 31st and many out of our area promoters amateur and pro alike have started to postpone or cancel events.

Our President, Tom Dunn and other D14 officers have been contacting all the proper authorities and are working their tails off to make sure we can move forward with our season legally of course. Tom also writes a section in our paper and has been covering the issues at hand and I highly recommend you guys give it a read every month.

A few things I would like to address, our AMA Commission pre-meeting will be held in late April and our official meeting in late May, any issues of concern at the AMA level, feel free to e-mail me (my info can be located in the directory) if you don't want to talk to me, please contact Bob Knapp or Shawn Mcsparin and they will pass the issues on to me. Our community has some very active members within AMA and we are here to help with all of your concerns.

My next area of concern, I feel it is my duty to keep my fellow racers in the loop about how our government works from top to bottom; rest assured I do not have the power to cancel or postpone races or even order an organizer to do so. If you are part of the officer corps, you have access to our by-laws and policy manuals and can obtain them from Taylor our secretary; she's on point with this kind of stuff. Please read these and understand what our individual rolls are within the division, District and AMA, it saves a lot of headache when someone calls you about Jimmy Jack Trollsworth saying he's gonna cancel the season, when you know the policy, procedure or rules you can cut it off before rumors propagate and a small facebook riot breaks out over someone's facebook live videos or a comment made to another D14 racer.

Last but not least, in case we do not have a season or a very short season, I will be working on a fundraising effort to help build our divisional bank account so we have sufficient funds for our end of year festivities and enough to carry us into the 2021 season. I hope we can work together as a team to support the success of our division for the future.

RIDER'S FLAT TRACK CORNER

Story by Kevin Lambert Jr



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5 REASONS YOU SHOULD USE A PLANT-BASED CLEANER



1. Safety:

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

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

2. Air Quality:

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

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

3. Environmental Impact:

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

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

4. Convenience:

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

5. Cost:

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

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

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



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