

October 2020

# **D14** **DISTRICT** *Michigan's Motorsports* **NEWS**



**RIGHTS. RIDING. RACING**

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Kyle Kozura on his  
Kozura/Hetrick Racing,  
Fourwerx Honda  
running wide open  
after the barn jump



# **KYLE KOZURA**

BIG AIR MOTOCROSS (Newago, MI) | September 26-27, 2020

COVER PHOTO COURTESY OF WALTER J CRONK PHOTOGRAPHY



# JACKSON BENNETT - AGAINST ALL ODDS

Submitted by The Bennet Family, Matt, Stephanie, Emily and Jackson (Miley and Charlie, our dogs too)

Jackson Bennett is our All-American, 12 year old boy. Since he was just a little guy, he's been a ball of energy, full of life and taking risks. He plays football, basketball, baseball and runs track for his northern Michigan school. He also snowmobiles, snowboards and rides dirt bikes and four wheelers. He received his first dirt bike when he was 5 and rode for fun in a few family enduros over the next couple of years, going up in bike size as he grew.

Jackson enjoys trail riding and that is what we did as a family for the last 7 years. Fast forward to 2020. In January, Jackson suffered a significant concussion while snowboarding. 14 days later, he was cleared to play basketball and get back to snowboarding. After 6 weeks of normal school, practice, basketball games and snowboarding, Jackson became sick with an excruciating headache and vomiting.

Over the next 5 days, we took him to many appointments and 2 hospital visits. He received a CT scan that came back as abnormal. It showed a significant shift of his brain and a severe brain bleed. Jackson was being airlifted to DeVos Children's Hospital in Grand Rapids for emergency surgery. To make a long story short, it was a successful surgery. He spent 10 days in the hospital and 3 months at home recovering. This was during the shut down from COVID. He spent those 3 months resting, doing therapy, gaining strength, endurance and energy and hoping he would be able to get back to his normal activities.

He beat the odds and was cleared for all activities with some restrictions and new safety measures. Unfortunately, track and baseball were cancelled. This opened up his schedule.

Jackson having never raced competitively, signed up for his first Hare Scramble Father's Day weekend. He did well and was hooked. He has since traveled around the state competing in all of the District 14 Hare Scrambles. He races in the super mini class riding a 85 KTM.

These Hare Scramble races have helped Jackson get through these last few months, giving him some purpose. As



a family, we've made some great memories, enjoyed getting to know other riders and their families and Jackson has met some nice kids, who he now calls friends.

Jackson's future plans are to continue racing these events, having fun, making memories and improving his riding skills.

We want to thank everyone who helps put on these events.





# OCTOBER 2020

## D14 DISTRICT NEWS

### NOVEMBER 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 OCTOBER 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](http://www.D14News.net).

#### DELIVERY

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

For more info:

[linda@D14News.net](mailto:linda@D14News.net) | 586.855.7413

#### PLEASE RECYCLE.

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



## Starting Lines

a few words from the editor

I'm certainly praying we all wake up here in a month and things are not moving toward a "new" normal, but a better normal! All I can say is, I'm SO grateful I am blessed to be able to work from home!

THANK YOU to all of our contributors this month. I know these have been some challenging months for content. For future submissions, I would greatly appreciate **inclusion of the sender's name, photographer's name, captions for photos, location/promoter name and date of the event.** Thanks again!

Right now 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](http://AMA-D14.org) or at the races.

'Til next time ... take care, be cool, be well and safe. And as always, enjoy the ride... it all goes by in a blink.

Rox

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

# THANK YOU

– In order of appearance –  
Walter J Cronk Photography, Stephanie Bennett & The Bennett Family, Thomas Dunn, Steve Baginski, Taylor Carpenter, Vicki Carpenter, Josh Cline, Kelly Zimmer, Steven Beane, Don Weir, and last, but not least ...  
Molly Kidner



### OCTOBER 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#

#### 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](http://www.ama-d14.org)

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

Club / Promoter Name & Charter Number:  Event Date:

# DON'T WAIT!

Ensure continued  
delivery of the

## District 14 News

direct to your  
home mailbox &

## SAVE TIME AT SIGN UP!

Complete this  
form & send in  
your membership  
dues today!

## Important!

Keep a Copy Before Mailing  
mail to:

**MOLLY KIDNER**

13785 Spring Creek Dr SW

Fife Lake MI 49633

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

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**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 .....	517.285.4274
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 .....	734.219.3899
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](mailto: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

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# Visions

Story and photo by Thomas Dunn, District 14 President

## A WORD FROM THE PREZ

### AUTUMN

Fall in Michigan, brisk cold mornings, hot afternoons and cool evenings. Shortened days and longer nights, prelude to the dreaded winter weather coming down the road. Summer has been good! A lot of off-road motorcycle riding with friends and family. Seven different State of Michigan ORV trails. Three Hare Scrambles races and one Enduro so far. Not a bad summer at all.

This racing season's Fall looks like it will be a little busy as we get to see some events that were canceled earlier this year, rescheduled and being able to run. Portland Trail Riders were finally able to hold a motocross event last weekend that saw over 400 riders! Amazing! They are running the last Hare Scrambles October 11.

October sees the Family Enduro Series return with three events throughout the month, Fife Lake, Michigan, Greenville, Ohio and New Paris, Indiana. Enduro Division still has Matthews Indiana, National, Turkey Creek in New Paris and The Peace Pipe in Greenville Ohio. Flat Track ended their 2020 season with Day of Riding, Pot Luck Dinner and Awards Program at Lucky Thumb! Congratulations to all the riders, clubs and promoters for a good season of racing!

### SANCTIONING MEETING

We are currently working on the Sanctioning meeting, but due to the restrictions placed on us from the government, we are having a problem with hosts and locations. We may have to limit participants this year. I will suggest that all Divisions try to do a pre-sanctioning meeting to try to have your schedules as near set as they can be. Stay tuned for more info.

### LEGISLATION

Multiple legislative concerns have arisen amid this trying times. Senate Bill 922 and 923 would remove the restrictions of wearing a helmet for snowmobile and off-road vehicles for some applications. I have submitted a letter to the Senate in opposition of these bills.

MISORVA has been working with the Legislature to try to close any and all forest roads and shared ORV snowmobile trail during December 1 thru March 31 throughout the State. With the lack of snow, especially in the Lower Peninsula, we need to be ever vigilant of organizations that attempt to close our trails for any reason! I have phone conferences already set up with the bill's sponsor and the DNR.

MISORVA also quietly attempted to take control of our ORV license and permits to mirror how they sell snowmobile permits and registration. Other plans from the MISORVA organization came from the Snowmobile Advisory Workgroup at the last Michigan Trails Advisory Council. "The ORV program needs to be restructured so that funds would be available for purchasing of grading equipment." We will continue to watch as MISORVA tries to take over the ORV system.

See ya at the races!

*Thomas Dunn*



# VINTAGE MX FAST PACED PROGRAM AT BATTLE CREEK MOTORCYCLE CLUB

*Story and photos by: Steve Baginski*

We were off to Battle Creek on August 22<sup>nd</sup> for the Third round of the Allpro Auto and Off-road GP series. I was also round five of our shortened nine race series. There was a good turnout and the program was one of the fastest and most smooth the we've been a part of. Practice started at 9am sharp and the last racer was off the track by 11:30. Not only is Allpro sponsoring the series, he also sponsored the Holeshoot awards. So the racers were especially eager to take home the \$50 cash prize for each class.

The racing got under way with the Innovation class out first with Tom Claerhout leading the way. He put in some fast laps and checked out early for the moto win. Colin Cook kept him honest for a few laps as he held on for second. Gene Huntoon and Nik Michael battled for a little as Nik would eventually pull away to round out the podium. Next up to battle was once again Gene and Ray Brooks. Pretty much every race they are in, they are wheel to wheel. Blake Argue even showed up and was giving the older guys fits for a few laps. In the end it was Ray and Gene rounding out the top five with Blake a close sixth. Ken had a good start and tried to hang with his son but not today. Ken slipped back and had to stay focused as Jeff Sherene was right there to take advantage of a mistake. Ken held on to seventh with Jeff back in eighth. Greg Jones was running strong on ninth for most of the race when Steve Adema started to close the gap. Steve kept charging and made a last lap pass to take ninth with Greg rounding out the top ten. Joel Surch and Joe Hovorka where in a great battle for the first 20 minutes of the race. Unfortunately for Joe, he would stall with less than two laps to go to let Joel finish easy in eleventh. Joe would get going again to take twelfth with Skip Krassa in thirteenth.

The Historic and Schoolboy classes were up next with William Hawkins taking the holeshoot. He would hold on to the lead for quite a few laps until Tom Claerhout made his way through the pack. He had a very slow first lap, after just winning Innovation, before he turned it up to take the lead and another race win. William held second for a few laps until he went missing. He had some bike issues and would end the day with a dnf. Shaun Nestor had a solid start and ran consistent laps to take second. Jim Jobson, Blake Argue and Mike Mason were bar to bar for a little in the middle of the race. Mike would make the pass on Blake and then



▲ Eli Hovorka steadily improving on his 125





▲ Nik Michael grabbed the Transition class holeshot on an Inno bike



▲ Michael Sokalski (931) was out of shape coming into turn one but was able to straighten up and grab the holeshot



▲ Josh Anderson was a solid top five on his clean CR250



▲ Todd Lane showing the youngsters how to corner a 125



# 2020 AMA D14 EVENTS

## ATV MX

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

### 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** ..... Jeff Gramzow

### OCTOBER

10 Dutch Sport Park ..... Bloomingdale

## ENDURO

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

### OCTOBER

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

### NOVEMBER

01 D14 ..... Riders MC  
 08 D14 ..... Treaty City

## MOTO CROSS

**CHAIRPERSON** ..... Kreg Bigelow  
 ☆ = MI State Championship - Max Points  
 🏍️ = Loretta Lynn Qualifier

### 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

### OCTOBER

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



# TIDBITS

*from Taylor*

Submitted by Taylor Carpenter, D14 Secretary

Hey guys, there's some changes coming for the end of 2020 and beginning of 2021 via membership. There will be NO family membership.

Still planning full speed ahead on annual meeting. It will be a weird meeting, stay tuned for more information. Your packets are getting the final touches on them prepped and will be sent out in a week or so (it's 10-12-20).

Chairs – as your season ends, might as well send in your year end report so I don't pester you in a couple months.

Once again, if you haven't already as race seasons are ending I (membership admin and myself) are in need of those event reports! There's a growing list of past due reports, guys keep in mind these are due no more than SEVEN days after your event. Please let me know if you need the form to get these done ASAP!

Later, T

## 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

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

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

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# TAKING ON THE CHALLENGE

Story and photos submitted by Vicki Carpenter

2020 has been a year for the history books. There were many events cancelled or rescheduled this year from all aspects of off road; hill climbs, enduros, hare scrambles, motocross, just to name a few.

It was a year that celebrated centennial birthdays for two District 14 clubs – Lansing Motorcycle Club (LMC) and Muskegon Motorcycle Club. The celebrations may have been very low key but there was another centennial celebration that was not. The outdoors wasn't entirely cancelled. The Department of Natural Resources' (DNR) summer Adopt-A-Forest/Coalition for Clean Forests program proposed a summer challenge to co-inside with the National Association of State Foresters Centennial. The goal was to complete 100 cleanups, from public lands, in 100 days. The challenge ran between June 15th and September 22nd. At the start of the challenge there were over 600 sites in need of clean ups.

The midway point was met on August 5th and that's where folks from two District 14 clubs, LMC members and families and Craig Scott from Valley Trail Riders (VTR), shifted into high gear. These folks paired up with folks from the Cycle Conservation Club (CCC) and the Harrison Snowriders Snowmobile Club to fill multiple dumpsters full of all kinds of stuff. Some of the things that came out of the forest were refrigerators, tires, TV's, cars, furniture, boats, carpet, roofing, and construction materials as well as other types of trash.

There were even some surprises, a porcupine in the Denton ORV area and a skunk in the St. Helen ORV area. The LMC team of Jim, Vicki, John, Ted, April, Jeff, Stephen, and Millie got the surprise of their life with the young skunk that sprayed Stephen and Mollie's two dogs. They shared that surprise all the way of their 2-hour drive to get home. A special thanks to Craig Scott from VTR for donating his jug of tomato juice to make the drive more tolerable.



The Adopt-A-Forest program is a volunteer program that has a goal to enhance enjoyment of public forest land by eliminating illegal dumping and to increase awareness of recycling opportunities for waste materials found. The program is overseen by Ada Takacs from the DNR and her program coordinator, Conor Haenni. It has a history of nearly



30 years, but the backbone is the volunteers that come together to make the program such a success. While Adopt-A-Forest helps organize volunteer cleanups year-round, this special campaign was organized to celebrate the National Association of State Foresters' 100th anniversary.



In the end, the 100 cleanups in 100 days campaign was a huge success! Adopt-A-Forest volunteers cleaned 151 sites and removed 459.55 cubic yards of waste from 29 different counties. Over 100 volunteers participated and spent 400+ hours in the field. Despite many challenges brought forth by the pandemic, volunteer engagement surpassed all expectations as stated by Conor.

The group of volunteers from LMC, VTR, CCC and Harrison Snowriders deserve a big round of thanks. Craig Scott provided a location for the 20-yard dumpster that was filled from trash collected in Roscommon County as well as the use of a tractor with a bucket. The folks from Harrison Snowriders provided another tractor with a bucket and Paul Mulder, from the CCC, who used his dump truck to scrape ORV routes to ensure folks didn't get stuck delivering trash to dumpsters and picking sites. All in all, these four groups picked 53 of the 151 sites that were cleaned during the challenge.

If you might be interested in volunteering for the Adopt-A-Forest program, Ada can be contacted at [TakacsA@michigan.gov](mailto:TakacsA@michigan.gov) or go to [www.cleanforests.org](http://www.cleanforests.org) for additional information.





▲ A lot of new faces this year and Jeff Sherene is one of them as he is a top ten racer in Innovation



▲ Victor Grahn rode well for a top ten



▲ Not sure if Ken Argue has more fun racing or getting beat by his kid?

**BCMC** continued from page 6

a lap after he too went missing with a dnf. Jim was solid all along to take third with Blake earning fourth. Mick McCauley was slowly plugging away and made a mid race pass on Todd Lane to take over fifth. Todd had a nice gap over Derek Michael and would hold on for sixth. Derek looked to have his bike running well as he took seventh. Jeff Doneth and his 125 was a little slow out of the gate, as it was a quick drop and caught a lot of the racers off guard. He was able to hang with the field for a few laps as he finished in eighth. Alexis Argue was once again the lone Schoolboy racer. She is getting faster and battling with different Historic guys every time out.

The Transition class was a little lighter than usual with Nik Michael taking the \$50 holeshot. Colin Cook would take over the lead by the end of lap one. Nik would retake the lead a few laps later before Colin took it back the next lap. Then Colin would put in some fast laps to pull away and hold on for the win. Nik rode strong in his older bike to take second with Austin Visger making his season debut in third. Josh Anderson was out on a clean CR250 as he started in the top three to eventually finish in fourth. Gene Huntoon put in some good laps early to get away from Eli

Hovorka and then maintained his gap to finish in the top five. Jeff Kill had a good race going until a mid race stall allowed Ray Straub to close the gap. He would get it restarted in time and hold off Ray to take seventh with Ray finishing in eighth.

The Evolution guys were last with fast starter Michael Sokalski taking yet another holeshot. Dean Howard did his best to steal it away but came up just short. Mike and Dean would run up front on their big bores while Brody Bahlau started coming through the pack. Mike would check out in the lead to take a big win as Brody was catching Dean for second. It would stay that way until mid race when Brody finally made the pass and went on to take second. Dean kept charging and would round out the podium with Ray Brooks and Shaun Nestor in the top five. Mark Havalda was ahead of Santos Berlanga for over half of the race when Santos finally made the pass for sixth. Mark would tough it out to take seventh even though he slowed after his seat fell off. Victor Grahn, Jay Ottenwess, Garrison Goforth, Keir Krassa and Rick



▲ Austin Visger was the lone four stroke in Transition as he rounded out the top three





▲ Colin Cook throws some roost on his late father's CR250 on his way to second



▲ A dnf was terrible for William Hawkins after the holeshot and looking good



▲ Jim Jobson can go fast when his pipe stays on the bike



▲ Tom Claerhout had a slow start but was on the gas to take the Historic win

Murphy all went back and forth throughout the race. Jay made the most passes to work his way into eighth as Victor and Keir rounded out the top ten. Garrison lost the spot on the last lap to end up in eleventh with Rick finishing in twelfth. Brian Bahlau had some good laps early but went missing near the end of the race with a dnf.

The season is going fast with only a few races left. The next few are already over as we now prepare for the last GP at Twisted MX on October 11<sup>th</sup>. Then it is the season finale at Valley MX in Stanton. After that I have secured the same location for this year's awards Banquet to be held on Saturday November 7<sup>th</sup>. For any and all details

*BCMC continued on page 13*



▲ Brian Bahlau was looking fast until an unfortunate bike problem resulted in a dnf



# DOUBLE DOWN!!

Story by Josh Cline | Photos as noted

District 14 ATV riders made it known that the ATV Sport scene is alive and well! Big Air Motocross was the site for a double state race weekend! With its one and only weekend on the schedule, riders were not missing out on this opportunity. From the young to the young at heart, over 70 atv entries flooded the track over Saturdays first day of action! This track is one that many look forward to as the year goes on! With these numbers, we would love to see it more than once! Battles from a 90 auto against the 250cc of Nolan Scalici had the attention as "Big Air" Brock Alexander was back to his high flying antics. This fearless rider had no issues attacking every feature on the track. Right behind him was 'Bam' Bryce Miller on his 90 Shifter. Last month's highlighted rider Blair Miller came out for one day and kept to his winning ways taking top spot of A class, and Andrew Hartwell took day 2's top honors. Quad B rider Kyle Kozura swept the class this weekend taking top of the podium followed by Nolan Liszewski and Shawn O'Leary and Sunday Randall Butts and Nolan again in the third spot for a solid points weekend. With Kyle taking the sweep, it just about locks him in for that top spot for the season and sealing his championship goals. The largest class of the weekend both days was your C Class. With 16 riders in their class alone, they made a small amount of noise coming off the gate. And even they, showed fight all weekend. Nelson Chapple took 1st on Saturday and Todd Starks claimed Sundays top spot. Both fans of the ATV community and employees on the track stood in awe as the atv's soared through the air. One flagger can be seen with jaws dropped as Ed Hayden sent his 2 Stroke machine up and away over the spectator front stretch.

With the increase in numbers we saw local riders from the Muskegon area come out as well as regular series photographer, Josh Cline, who brought his Autism Awareness ATV out for a debut. He found out quickly taking pictures is easier than riding, but didn't give in. Completing 30+ on Saturday for a 5th



▲ Josh Cline (807), Ph3 Photos, set the camera aside and took a different approach to the track on his Spectrum MX Yamaha  
~photo courtesy of Walter J Cronk Photography



▲ Ed Hayden lets the stroke sing as Big Air flagger, and fans watch in awe!  
~ photo courtesy of Kelly Zimmer



▲ Levi Zimmer(73) chases Gerry Bazzet (00) in the always heated mini class action  
~ photo courtesy of Kelly Zimmer

place and 10th on Sunday in C Class, he was just as happy to finish as Jacob Hill was taking the overall win in 30+, and Starks in C. Great to see him out there having fun! With riders wrapping up their National Championship series at South of the Sorder in Hamer, South Carolina on October 2-4, you can expect to see good numbers, and some of the best riders having fun in the last couple events of the season. Be sure to visit Dutch MX Park October 10 & 11, as well as Twisted MX October 17 & 18 for the last few stops in the D14 ATV MX Series.





▲ Steve Adema is always charging on his big CR500



▲ Blake Argue has shown massive improvements this season



▲ The top Evolution 125c went to Brody Bahlau as he earned second in the race



▲ Mark Havalda was in the hunt for a top five until he lost his seat

**BCMC** continued from page 11

please check out [www.michiganvintagemotocross.com](http://www.michiganvintagemotocross.com). Thanks for checking in and I'll see you at the races.

**RESULTS: BATTLE CREEK GP 8/22/20 – Historic:** 1. T. Claerhout (Hsk); 2. S. Nestor (CZ); 3. J. Jobson (Hon); 4. B. Argue (Hon); 5. M. McCauley (Yam); 6. T. Lane (Hon); 7. D. Michael (Yam); 8. J. Doneth (Suz) **Schoolboy:** 1. A. Argue (Hon) **Evolution:** 1. M. Sokalski (Hon); 2. B. Bahlau (Yam); 3. D. Howard (Mai); 4. R. Brooks (Suz); 5. S. Nestor (Mai); 6. S. Berlanga (Yam); 7. M. Havalda (Suz); 8. J. Ottenwess (Yam); 9. V. Grahm (Yam); 10. K. Krassa (Yam); 11. G. Goforth (Mai); 12. R. Murphy (Kaw) **Innovation:** 1. T. Claerhout (Suz); 2. C. Cook (Hon); 3. N. Michael (Hon); 4. R. Brooks (Suz); 5. G. Huntoon (Kaw); 6. B. Argue (Hon); 7. K. Argue (Hon); 8. J. Sherene (Hon); 9. S. Adema (Hon); 10. G. Jones (Suz); 11. J. Surch (Hon); 12. J. Hovorka (Hon); 13. S. Krassa (Hon) **Transition:** 1. C. Cook (Yam); 2. N. Michael (Hon); 3. A. Visger (Yam); 4. J. Anderson (Hon); 5. G. Huntoon (Kaw); 6. E. Hovorka (Hon); 7. J. Kill (Hon); 8. R. Straub (Kaw)



# – TAKING CARE OF BUSINESS –

## Rear Shock Compression Adjuster

Story and photos by Steven Beane

“Hey, what’s goin’ on back there?” Not only a legitimate expression on every school bus in the country, but also a reasonable query as it relates to the suspension on your dirt bike. Well almost any modern bike really ... so let’s get into this.

Like virtually every aspect of suspension performance, what drives the function of the compression adjuster is pressure difference. On one side of the equation is the pressure of the fluid being displaced by the motion of the shock shaft. On the other side is a bladder or floating piston being supported by nitrogen pressure. Fluid will travel from the high-pressure side of the circuit to the low-pressure side – under compression the fluid moves from the main shock body into the reservoir, while on rebound the fluid moves back from the reservoir to the main body.

Much of the compression damping that exists in the shock is due to the valve stack on the working piston on the shock shaft, but adjustments that are available to the rider exist entirely on the mechanism that sits in the reservoir head, bridging the gap between the main shock body and the reservoir. The photos of this Beta shock show the ports that allow oil to flow from the shock body to the reservoir – clearly they are sized to allow significant flow without danger of creating any damping effect of their own.

Between the shock body and the reservoir sits the compression adjuster assembly. Both high and low speed compression adjustment are handled in this case, but in some emerging shocks (think Showa or Ohlins for instance) the low-speed and high-speed are separated into individual circuits.



The adjuster function is split into three segments. On the left, the piston assembly and valve stack; in the middle, the high-speed compression spring and holder; and on the right the low-speed needle protrudes from the left end, the square high-speed adjuster engagement nut, and on the far right the bronze screw for adjusting low-speed.



It’s easier to see imagine the function of the compression adjuster assembly in the photo below. In the lowest row moving left to right, you see the tap and spring, followed by a rebound check plate that activates to allow full oil flow from the reservoir to shock body. Next is a fairly normal looking piston, but what is not seen is the countersunk land that allows the shims to be preloaded before being clamped by the nut on the far right.

The middle cluster shows the spring collar, the high-speed adjuster spring, and the reaction tower that captures the spring and allows for high-speed adjustment (which is basically preloading of the high-speed adjuster spring which sits atop the shim stack).



In the top left you see the shock adjuster body with the low-speed compression needle protruding. In the top right, the high-speed adjuster and the attendant springs and balls that create the 'clicks' when adjusting high-speed compression. The high-speed damping on the Beta ZF/Sachs shock can be adjusted without tools and has audible and tactile clicks to alert the rider of position differences, but many shocks are adjusted with a wrench and have no demarcation between adjustments. In most cases total adjustment is 1-1/2 to two complete turns, or roughly up to 2mm of incremental spring preload.



Low speed compression damping is manipulated by moving the needle into or away from the seat in the end of the tap, restricting to varying degrees the amount of oil that can flow through the orifice when the shock compresses over rollers or normal ground undulations. When shock shaft speeds rise (think of hitting square edged bumps or roots), the oil through the orifice suffers 'choked flow', causing further flow to be accomplished by pushing the shims off of the adjuster piston, which is of course resisted by the clamp and the adjuster spring.

Don't be afraid to use the adjusters on your bike's shock to change the way that it feels – if you don't like what happened, you can always change it back.

Fifteen years ago PlusOnePerformance opened as a suspension service and tuning business. That work continues today, but we've expanded into Beta enduro and trials sales and TM offroad bike sales and service as well. Catch us on the trail, or at our new location in Milford.



**Your division schedules, rules, race cancellations and changes can be found online at the DISTRICT 14 WEBSITE!**  
**[www.AMA-D14.org](http://www.AMA-D14.org)**

# Miscellaneous MOTO MUSINGS

OCTOBER 2020 – by Steven Beane

- It's a wrap – the recent running of the Lucas Oil Pro Motocross series at Fox (nee Pala) Raceway in Southern California concluded a nine round series that saw double headers at Loretta Lynn's in Tennessee and Red Bud in Michigan, with single rounds in Florida, California, Indiana, Colorado, and Minnesota. Yamaha-mounted French rider Dylan Ferrandis emerged as the 250cc champ, while 450cc honors went to Husqvarna's Zach Osborne.

- As reported here last month, the final round of the MX Nationals was also the last round of existence for the Factory Connection based Geico Honda team. In a day described as bittersweet by many, the team took first through third in the final moto of the 250 class (Jett Lawrence, Jeremy Martin, Jo Shimoda) and the top two spots in the 450 race (Chase Sexton and Christian Craig).

- Stew Baylor won the battle – his third consecutive GNCC victory – aboard an Am-Pro YZ450FX, but KTM-mounted Kailub Russell won the war, clinching his EIGHTH consecutive GNCC XC1 title at the recent Mason-Dixon event.

- Coincidence? My flight from Southern California on Friday, October 9th also carried the Factory KTM and Husqvarna squads headed east for off-road racing.

- It was a great month for sampling interesting bikes. One Saturday in late September I got to throw a leg over a TRS 250, riding the Spanish trials weapon over a section at the Bent Fenders trials in Flushing, Michigan. Only a week later I experienced the thrill (and near terror) of cracking the throttle on Jeremy Pelaston's new Kawasaki KX450XC in Greenville, Ohio.

- District 14 hare scrambles legend Brian Kidner has been 'moto-ing down' all summer on a Team Green supported Kawasaki KX450, and he reports that there is nothing he can't jump just by rolling on the throttle.

- It looks more and more like Team HRC's Tim Gajser will take home yet another MXGP title ... if he can just stay

off the ground. Jeffrey Herlings suffered season-ending injuries in a qualifier race crash, leaving Gajser to battle KTM-mounted Tony Cairoli and Jorge Prado in the premier class.

- In a scene reminiscent of the best Keystone Cops action, nearly 95% of the Moto3 field crashed in the same corner after encountering an oil spill from a previous lap.

- Valentino Rossi has inked a one-year deal with Petronas Yamaha in what will likely mark the final year of MotoGP competition for the prolific Italian known equally as well as "The Doctor" and "Vale".

- Toni Bou crushed all challengers to take his 14th consecutive TrialGP crown when leading rival Adam Raga finished outside of the top-five in a round for the first time since 2012.

- American Flat Track heavyweights Jared Mees and Briar Bauman are going down to the wire on their Indian FTR750s, with the 2020 title to be decided at the upcoming Daytona Short Track.

- The lingering effects of covid-19 continue to disrupt the motorcycle industry, as supply chain issues and strong demand make it likely that new bike deliveries will be several months later than normal.

- Honda released a brand-new CRF 450R ... sort of. Fueling issues that seemed to crop up on the bikes used at the press-intro event caused Big Red to suspend shipments of new bikes until the ECUs could be reflashed.

- Not resting on its middleweight adventure bike laurels, KTM just revealed 890cc parallel twin powered steeds, replacing the segment topping 790s from last year.

- The 2021 TMs have cleared Customs at the Port of Long Beach ... not much longer now!

*The PlusOnePerformance shop may be moving from Dearborn to Milford, but our true home will always be in the woods. Hope to see you on a trail soon!*



# 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.**



**FOR MORE INFO  
OR TO ORDER YOURS:**

**586.855.7413**

**[linda@inkandoils.com](mailto:linda@inkandoils.com)**

**[InkandOils.com](http://InkandOils.com)**

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# 1st Annual 65/70+ Money Moto THANK YOUZ All the Riders that Showed Up



## Moto Support

Twisted MX - Track  
Trojan Powersports - Product  
Steve Baginski - Story & Photo  
Erin Atkinson/ Bitten - Photos  
Gordy Baird - Spreading the Word  
Wingman Mario - Everything  
Sharon Franco - Writer  
Me - Being Me

## Cash Support

Trojan Powersports  
Twisted MX  
Huron Appraisal Service  
Me  
65+ Payout - \$930  
70+ Payout - \$970  
SEE YOU NEXT TIME

▼ ▼ ▼ SUBMITTED BY DON WEIR ▲ ▲ ▲

## PROPOSAL for G.O.O.T. SERIES (65+ and 70+) GS= G.O.O.T.

Submitted by Donald Wier to track owners and promoters

1. Race every other weekend throughout the season.
2. One race on a Saturday. The other weekend on a Sunday . (healing time)
3. There would be at least 18 races with the top 15 races for final points.
4. Can throw out 3 bad races.
5. No "Max Points" races. Just straight MOTO.
6. Must have 9 races to receive any awards.

### Sample 2021 G.O.O.T. Series

May 2 Sun  
May 15 Sat  
May 23 Sun

Aug 8 Sun  
Aug 21 Sat  
Aug 29 Sun

June 5 Sat  
June 13 Sun  
June 26 Sat

Sept 11 Sat  
Sept 19 Sun  
Sept 25 Sat (Money Moto)

July 10 Sat  
July 18 Sun  
July 31 Sat

Oct 2 Sat  
Oct 10 Sun  
Oct 23 Sat  
Oct 31 Sun

(18 motos. Top 15 counts)

If any race is on a Vintage Day we would ask to be the last moto  
Of the day, then go have open practice.

# CHANGES TO DISTRICT 14 MEMBERSHIP FOR 2021

Submitted by Molly Kidner, Membership Administrator

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

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

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

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



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# VINTAGE MX BIG NUMBERS & BUSY DAY

## AT PORTLAND TRAIL RIDERS

Story and photos by: Steve Baginski

With the original GP race scheduled at Portland Trail Riders was cancelled, we were able to reschedule but it was for a regular two moto format. The race was still on a Saturday but was on their State Championship weekend. There was thoughts of it being a very long day with the expected large turnout. Well there was a huge turnout but they were ready and ran a fantastic program. The track was awesome and all the riders had a blast. There were a total of 18 moto's in the program and with our 57 rider turnout, we were able to get our races done by moto 7. Big thanks to the Portland crew for getting us in the schedule and doing such a great job.

The Transition, Historic and Schoolboy classes were all together with Dave Korte leading the way with both moto holeshots. Nick Wickerham and Konnor Visger quickly made their way to the front and put on a good show. They were close in both moto's but it was Konnor making the pass both times out to take the moto wins and the overall. Nick was on the gas but it just wasn't enough as he held on for second. Dave was fast after both starts and looked good on his return to MX to round out the podium. Nick Michael was in contention early in both moto's and even went for the lead early in moto two. He looked good on his 86 CR250 in the newer class as he cruised to a 4-4 for fourth. Austin Visger was back out after a good ride at the previous race having a good showing after some solid starts. He would have to get around Chad Morehouse in moto two to round out the top five. Gene Huntoon and Chad would do some battling in both moto's as well. Gene held on to sixth in moto one but Chad had a little better start in moto two to hold on to sixth for sixth overall. Gene had to make his way around George Mekjian in moto two to get back into seventh for seventh



▲ Ross Kershner borrowed a CR480 and took one holeshot, one moto win and the overall

overall. Eli Hovorka tried hanging on to Gene and Chad in moto one which gave him eighth just in front of George. In moto two, George had the better start and Eli couldn't close the gap and they swapped spots with George taking eighth overall with Eli in ninth. Keith Diringier didn't make the start of moto one but was out putting in some good laps but only good enough for tenth overall.

The Historic class was in the second drop with the lone Schoolboy Alexis Argue and it was William Hawkins with the holeshot. Him, Mike Mason and Shaun Nestor had a great battle going for the first few laps. Mike was leading and then Will went missing as he pulled off with his bike not sounding right. That left Mike with a gap and able to pull away with the moto win. Shaun held on for second with Jim Jobson closing the gap in third. Blake Argue and Cory Sutherland were battling in the top five with Todd Lane trying to stay with them. Cory made the pass for fourth mid race and held on with Blake staying in the top five. Todd lost a little time to Blake in sixth but was able to stay ahead of Derek Michael. Stephen Phillips got the jump early on his rival Jeff Doneth as he was busy fighting with Michael Sangster. They went back and forth a few times with Jeff making a pass on the last lap by shoving Mike off the main line. Michael recovered quickly and remade the pass in the next turn. But then Michael would make a mistake on the back of the hill before the finish to let Jeff take ninth. Stephen took seventh with Michael taking tenth. Will was back out in moto two with his bike fixed for another holeshot. Him and Mike had a great battle out front as they were never more than a few seconds apart. Will held on for the moto win but it didn't matter as Mikes second was good enough





▲ Chad Morehouse never misses a VMX round at Portland



▲ Dave Korte made a return to MX on a CR 500 to take both holeshots and a podium overall



▲ Jeff Doneth (354) teaches Michael Sangster (772) that you can never leave any room on the inside if someone is behind

for the overall. Jim had some work to do as Shaun had a better start but was able to make the pass on lap two. Jim had to ride smart with Shaun keeping him honest. They would finish third and fourth in the moto to round out the overall podium. Cory, Todd and Blake were all close and then Cory pulled a slight gap over Todd. Blake was gaining ground and with a lap and a half to go would make the pass and look ahead. In the end, Cory held on for fifth to take fourth overall with Blake in sixth to round out the top five. Todd slid back to seventh for sixth with Derek finishing a few moto's in the same day to earn seventh overall. Stephen, Jeff and Michael picked up their battle from moto one with Stephen leading the way. Jeff was right on his rear wheel for most of the race. Then as they came to the finish it was Stephen in ninth and Michael in tenth with no sign of Jeff. He was way back as his chain had come off and he was fighting to get it back on. He finally did and was able to cross the line in eleventh for tenth overall. Stephen took eighth overall with Michael steeling ninth from Jeff. Alexis continued to battle with new guys as she keeps getting faster and more confident as she took another 1-1 and overall.

The Evolution class was huge with seventeen total entries with Michael Sokalski and Ross Kershner splitting holeshots and moto wins. Michael took the start in moto one and had Ross on his rear fender for the entire race. Michael would stretch it just a little on the last lap to take the moto win with Ross in second. Dean Howard had a great race in third the entire time to wait for a mistake from the leaders that never came. Brody Bahlau barely started in the top ten against all the big bore bikes but rides his 125 very well. By the end of the race he had made his way into fourth just ahead of Joe Sangster and Ray Brooks. John Korte is always a fast starter but the younger guys made their way by in moto one with Santos Berlanga and Shaun Nestor getting through to put John back in ninth. Mark Havalda had a decent start and battled with Tom Lee a little as he rounded out the top ten with Tom barely holding off Michael Sutherland on his XR100. Keir Krassa had the early jump on Jay Ottenwess but Jay would make the pass on hold on to thirteenth. Keir slid back to fourteenth as Dg Pearl had a good scrap with Rick Murphy for a few laps. Ron Delaney would once again have some bike starting troubles and come





▲ Santos Berlanga and Shaun Nestor battled in both Evolution motos



▲ R.S. Delaney can go fast on his big bores, that's when he can get them started



▲ Dean Howard (14) couldn't get his Maico turned even after using John Korte (370) as a berm. Michael Sokalski (931) would barley squeeze by and grab the holeshot

#### PORTLAND *continued from page 19*

from way back. He would catch the pack but it was right at the finish line. Ross would edge out the pack for the holeshot in moto two. He then had Michael all over him the entire race. They had a great race and it was Ross holding on for the win to take the overall. Michael ended up second for second overall with Dean once again watching the battle in third. Brody was running fourth with Ray closing the gap in fifth until he had a fantastic slide out in the back. The corner was a little wet and he went down and spun in a circle. He was up fast and only lost one spot. He would take advantage of Brody having a bike issue and make a last lap pass on Shaun foe fourth and fourth overall. Shaun took fifth but his first moto eighth put him outside the top five. Joe had a slow start and had to fight with Santos, Ron and Korte before making his way into seventh to get him in the overall top five. Santos had a nice start up with Ray and was consistent and just ahead of Joe at the finish in sixth but was only good enough for seventh. Ron had a great ride since he started with the group and held onto eighth but his first moto hurt him and dropped him to twelfth overall. John once again started up front but slowly faded and was caught by Tom with two laps to go. Tom ended up taking ninth for tenth over-

all as Michael had John in his sights. Unfortunately there are some steep sandy hills leading to the finish and his XR 100 was no match for John's 490. John held on to a top ten putting him in ninth overall. Michael could only manage eleventh for eleventh overall. Mark had a good ride going but I was unaware that apparently he jumped while the red cross flag was out and was DQ'd after finishing in twelfth. So that meant Rick moved up a spot of twelfth but fourteenth overall. Keir also gained a spot to go into thirteenth after a moto long battle with Rick. He would end the day one spot ahead of Rick in thirteenth overall. Brody had a great race going and looked to be in the top five, but his bike issues dropped him to last in the moto but was still good enough for eighth overall.

The Innovation class was out last of the vintage classes and all alone as there were 17 entries. Lance Shelton was quickest out of the gate and all moto long. He led every single lap to take the 1-1 and overall. Nik Michael took a few laps in moto one to get used to the borrowed 125. He figured it out and had a solid 2-2 behind Lance for second overall. Connor Goulet, Ray Brooks and Gene Huntoon had a good back and forth as they fought for the top five.



Connor had the edge in moto one but he struggled a little in moto two. Ray was on the gas to make his way into third after his first moto sixth. Gene was the consistent one to go 4-4 to round out the podium. Connor muscled out a fifth in moto two for fourth overall as Rays great second moto put him in the overall top five. Dallas Martineau also had an up and down day with some good laps early. He had a nice fifth in moto one and was on pace for another top five in moto two. Then a mistake cost him and dropped him back to ninth for sixth overall. Ken Argue, Mike Mason and Blake Argue had some good passes on each other. Mike had the edge on moto one but it was Blake with the edge in moto two. Ken was the smooth one to go 8-7 for seventh with Mike in eighth with his 7-8. Blake showed good speed in moto one but a last lap fall dropped him two spots back to tenth. He rebounded and rode to his potential in moto two for sixth for ninth overall. Steve Adema and Rick Murphy were close for a few laps each moto but it was Steve rounding out the top ten with his 11-10. Rick finished out the day in eleventh with 12-11 scores. Andrew Garn was between Steve and Rick for a little in moto one but couldn't repeat it in moto two. He would end up just ahead of Joe Hovorka in twelfth and thirteenth. Brody Bahlau had bike problems in practice so he rode his Evo bike this time out. He did really well in moto one and looked to be in a top ten. Then his bike gave up on the last lap of moto two to give him 9-dnf for fourteenth overall. And the way they score a dnf was by giving him last place points so even with a dnf that forced Skip Krassa back one spot to fifteenth with his 16-14 finishes. Mark Havalda was putting in good laps in moto one and near the top ten. Then he slowed towards the end and finished fourteenth. Then his day got worse and after turn one in moto to two, he went down pretty hard and had to be helped off the track. His back was hurting but luckily nothing major happened and he was back out racing at the next round. His 14-dnf did drop him back to last place though.

The season is going fast with only a few races left. The next few are already over

as we now prepare for the last GP at Twisted MX on October 11<sup>th</sup>. Then it is the season finale at Valley MX in Stanton. After that I have secured the same location for this year's awards Banquet to be held on Saturday November 7<sup>th</sup>. For any and all details please check out [www.michiganvintagemotocross.com](http://www.michiganvintagemotocross.com). Thanks for checking in and I'll see you at the races.

**RESULTS: PORTLAND 9/19/20 – Historic:** 1. M. Mason (Suz); 2. J. Jobson (Hon); 3. S. Nestor (CZ); 4. C. Sutherland (Hon); 5. B. Argue (Hon); 6. T. Lane (Hon); 7. D. Michael (Yam); 8. S. Phillips (Hod); 9. M. Sangster (Hon); 10. J. Doneth (Suz); 11. W. Hawkins (Suz) **Schoolboy:** 1. A. Argue (Hon) **Evolution:** 1. R. Kersh-



▲ **Nik Michael (40) makes a pass on Dallas Martineau (400) early in Innovation moto one**



▲ **Lance Shelton was on another level with an easy 1-1 and overall**

ner (Hon); 2. M. Sokalski (Hon); 3. D. Howard (Mai); 4. R. Brooks (Suz); 5. J. Sangster (Hon); 6. S. Nestor (Mai); 7. S. Berlanga (Yam); 8. B. Bahlau (Yam); 9. J. Korte (Mai); 10. T. Lee (Ktm); 11. M. Sutherland (Hon); 12. R. Delaney (Yam); 13. K. Krassa (Yam); 14. R. Murphy (Kaw); 15. J. Ottenwess (Yam); 16. D. Pearl (Hsk); 17. M. Havalda (Suz) **Innovation:** 1. L. Shelton (Yam); 2. N. Michael (Hon); 3. G. Huntoon (Kaw); 4. C. Goulet (Hon); 5. R. Brooks (Suz); 6. D. Martineau (Hon); 7. K. Argue (Hon); 8. M. Mason (Kaw); 9. B. Argue (Hon); 10. S. Adema (Hon); 11. R. Murphy (Hon); 12. A. Garn (Yam); 13. J. Hovorka (Hon); 14. B. Bahlau (Yam); 15. S. Krassa (Hon); 16. M. Havalda (Hon) **Transition:** 1. K. Visger (Hon); 2. N. Wickerham (Hon); 3. D. Korte (Hon); 4. N. Michael (Hon); 5. A. Visger (Yam); 6. C. Morehouse (Hon); 7. G. Huntoon (Kaw); 8. G. Mekjian (TM); 9. E. Hovorka (Hon); 10. K. Diringer (Hon)

**PORTLAND** continued on page 22



**PORTLAND** continued from page 21



▲ Konnor Visger finally got his CR125 figured out and was hard to keep up with in Transition



▲ William Hawkins (371) leads overall winner Mike Mason (72) in moto two



▲ Ray Brooks hit the wet corner a little too fast and slid out. A quick recovery kept him in the top five



▲ Connor Goulet just missed the overall podium with 3-5 finishes



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