



# District 36 News



October 2019

District 36 Motorcycle Sports Committee, Inc.

Volume 17— Issue 66



## RACE REPORT



### Phantom Hare Scrambles

**The AA Youth Class** left the starting line with 3 riders going at it for 3 laps. Of those who started, 3 out of 3 eventually finished all 3 laps.

JON WOLFSON set the pace early in the race - leading the pack through the checkpoint on the first lap with a 28:47 lap time. TALAN TERLOUW and ITALO RUGGIERO were next through the gates - separated by 0:28.

JON WOLFSON was still in the lead at the end of lap 2 riding well, doing his best to ensure the lead didn't change for the remainder of the event. Coming through the checkpoint in second, TALAN TERLOUW was saying "Hold the Phone" - I'm still in the game. There was only 2:40 separation between the number 2 spot and the first place rider. A bit fatigued - yepper, but ITALO RUGGIERO was still on the throttle - riding in third place, looking to close the gap on the second place rider, 0:52 ahead.

JON WOLFSON kept the lead at the end of lap 3 on the gas, and opening the lead on the second place rider. In second, TALAN TERLOUW knew the throttle had to stay open if there was any chance of eliminating that 2:49 disadvantage. ITALO RUGGIERO maintained his position on this lap - holding the number 3 spot, trailing by 2:25.

In the end it was a good race, yet there was only one leader, with JON WOLFSON controlling the field throughout the race, with an average speed of 24.26 MPH.♦

The **BEG WOMEN Class** left the starting line with 3 riders going at it for 4 laps. Of those who started, 1 out of 3 eventually finished all 4 laps.

CARLIE MCCLAY set the pace early in the race - leading the pack through the checkpoint on the first lap with a 18:16 lap time. JULIA CONATSER was next through the checkpoint, intent on making the pass on the next lap. CAMILLE MOORE filled in the number 3 spot - following by 1:35.

At the end of lap number 2, CARLIE MCCLAY still had the lead, continuing to set the pace on the track. JULIA CONATSER kept a cool head and staked a claim on the number 2 spot, but with a 8:24 disadvantage. CAMILLE MOORE kept a cool head and staked a claim on the number three spot, but with a 1:49 disadvantage.

CARLIE MCCLAY was still in the lead at the end of lap 3 riding well, doing her best to ensure the lead didn't change for the remainder of the event. JULIA CONATSER was doing some brilliant riding, coming through the gates in second place, trying to eliminate that 15:06 deficit. Rolling through the gates in third place was CAMILLE MOORE, treating it like a rental - but still trailing by 2:10.

We lost 2 riders by the time we'd reached the end of lap 4, with 1 completing lap number 4.

CARLIE MCCLAY was still in the lead at the end of lap 4 with the rest of the pack picking the track debris from their goggles and chest protectors.

In the end it was a good race, yet there was only one leader, with CARLIE MCCLAY controlling the field throughout the race, with an average speed of 18.59 MPH.♦

See more Phantom Race Reports Page 7

Editors Note: These race reports are generated from the Race Timer Scoring System, something new!

**RUTS North Fall Series  
Youth Scholarships  
And the Winners Are?**  
see page 4



**From the President...**

"Change Means Growth Opportunities", Brad Rosbach  
See what he means on page 3

## District 36 Volunteers

### BOARD OF DIRECTORS:

Charlie Coiner    Jeff Irwin  
John Davis       Elizabeth Lampman  
Al Fitch          Paul Machi  
Jerry Fouts      Katie Pond  
Brian Garrahan

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Vice President: Al Fitch  
Treasurer:       April Levens  
Secretary:       Cat Swenston  
LAO:               Don Amador

### COMPETITION STEWARDS:

Director of Comp. Jeff Irwin  
Sanctioning:     Bruce Swenston  
Cross Country:   Lance Doyle  
Youth CC:        Al Fitch  
Dirt Track:        Carter Fisher  
Enduro:            John Davis  
Youth Enduro:    John Davis  
Women:            Katie Pond  
Dual Sport:        Curt Backhaus

### COMPETITION COMMITTEE:

(BOD, Officers and Stewards are also on this committee)

At Large	Rachel Douglas
At Large	Bill McGibbon
At Large	Jill Patterson
At Large	Dave Pickett
At Large	Ed Santin
At Large	Fred Sumrall
Cross Country	Bill Goodno
Cross Country	Troy Hughart
Cross Country	Daniel Jack
Cross Country	Mike Kendro
Cross Country	Michael Oliveira
Cross Country	Matt Patterson
Cross Country	Rich Reppert
Cross Country	Kiley Swenston
Cross Country	Casey Vandevanter
Youth CC	Donald Chamblee
Youth CC	Albert Clement
Youth CC	Laura Coiner
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Youth CC	Ray Feldman
Youth CC	Douglas Lampman
Youth CC	Alex Oliveira
Dirt Track	Jon Eichelbaugh
Dirt Track	Michael Fowler
Dirt Track	Ronald Knight
Dirt Track	Ralph Lee
Dirt Track	Tony Meiring
Enduro	Jim Boardman
Enduro	Terra Conlon
Enduro	Scott McClelland
Enduro	Ronald Pate X
Enduro	Oscar Wahlberg

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# Join District 36

Not a District 36 member? Wanna be? There are three easy ways to join or renew your membership. Act now and ride with the best in the west.

## JOIN DISTRICT 36

## Just For Fun

Only in America...

Do we use answering machines to screen calls and also have call waiting so we won't miss a call we can't screen.

My wife asked if there was anything interesting in the newspaper.  
Good news!" I exclaimed". Some scientist did a study and while they have no idea why, they found that women with larger behinds tend to live longer."

.....And that's when the fight started

Did you know.....

Donald Duck comics were banned in Finland because he doesn't wear pants.

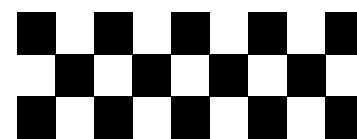
### Tool Definition:

**FLASHLIGHT** : A case for holding dead batteries.

## Pop Quiz

What is the worst word a brain surgeon can utter during an operation?

(answer page 43)



### Update Your District 36 Membership

Is your District 36 membership expired or getting close? The 2019 competition season is upon us, so if you need to renew your membership or want to extend it why wait until the next meet? Renew now and go prepared.

To renew or extend your District 36 Membership go here: [Renew My Membership](#)

Have you moved, changed your email address and/or phone number? If so please send Jill, our Membership Director, an email with your updated information so she can update our records. [Email Jill](#) (please include your D36# in the email)

# Presidents Desk

## Why is Change important?

Any business in today's fast-moving environment that is looking for the pace of change to slow is likely to be sorely disappointed. The world is changing everyday: the population is changing, customer trends are changing, technology is changing and the economy is changing. Businesses who fail to embrace change can easily wind up as dinosaurs – out of touch and unable to compete under current trading conditions.

### Change Means Growth Opportunities

Change is important in organizations to allow employees to learn new skills, explore new opportunities and exercise their creativity in ways that ultimately benefit the organization through new ideas and increased commitment. Preparing employees to deal with these changes involves an analysis of the tools and training required to help them learn new skills. Training can be provided through traditional classroom settings or, increasingly, through online learning opportunities.

Importantly, organizations need to do a good job of evaluating employees' capabilities and then taking steps to fill the gaps between current skills and the skills required to respond to growth.

### Customer Needs are Constantly Evolving

Customers who were satisfied with doing business during regular opening hours just a few years ago now expect your business to be always open – and available with the swipe of a smartphone. As the world evolves, customer needs change and grow, creating new demand for new types of products and services. This opens up new areas of opportunity for companies to meet those needs.

As President of District 36 I ask all members to help us with the change and give feedback on the upcoming season and the things we are working on to make District 36 the front runner in off-road racing.

Brad Rosbach  
President District 36  
[D36president@gmail.com](mailto:D36president@gmail.com)



## Have A Rule You Think Needs To Be Added Or Changed?

The District 36 Operations Manual is a rulebook covering District 36 Procedures and Competition. Procedural rules are decided on by the District 36 Board of Directors and rules governing Competition are decided on by the District 36 Active Members (Clubs and Promoters).

Do you, as a current member of District 36, have a rule proposal you want to get submitted? If so you will need to fill out a Rule Proposal Form and submit it to the appropriate steward.....CC rules to the CC steward Lance Doyle, Enduro Rules to the Enduro Steward John Davis, and Dirt Track Rules to the Dirt Track Steward, Carter Fisher. If your proposal is not discipline specific or applies to all disciplines you will submit your proposal to the Rules Chairman, Bill McGibbon and the Director of Competition, Jeff Irwin.

We have rules for Rule Proposals and it's recommended that if you're submitting a proposal you review the current [District 36 Operations Manual](#), section 1.6 Rulebook

The Rule Proposal form is editable (Download it first then you can fill it out on your computer and "save as") or print them and fill them out by hand. To submit your proposal:

- Submitter must be a current District 36 Member.
- Fill out a [Rule Proposal / Change Form](#) completely.
- Submit the proposal by one of the following :
  - ◇ Send the proposal electronically to the appropriate person. You will find a list of steward contacts on our [District 36 Contact Page](#).
  - ◇ Hand it to a Steward at a meet.
  - ◇ Hand it in at a monthly D36 Meeting
  - ◇ Mail it to District 36 (see contact page)

Rules submitted and approved take effect the following year

# Chaplain Fred



Hello District Friends and Family!

As I was reading my Bible and praying for all of us, I felt the Lord was speaking to us about unity.

I read a story about a group of Christians who had to unite together because of the opposition to their faith and their beliefs. But, as the numbers of Christians grew, so did their disagreements. With their strong personalities, different needs and wants, that caused arguments and discord. The whole community of believers almost destroyed themselves.

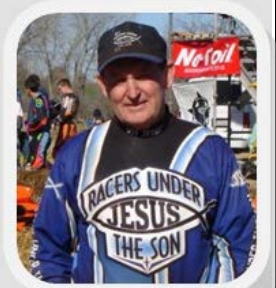
What they did next may seem like a small choice, but it launched an incredible revival. They began to focus on what they agreed on, rather than on what they disagreed on.

The result was unity.....In much the same way, we (District 36) must also work to keep unity. Quite a few years ago, our D36 leaders started focusing on the youth and women racers. This brought most all of us to agree – and look at the results!!

God's word says we must love God and love each other. (I can see that in most all of you at the races.) The Bible says as iron sharpens iron, so a friend sharpens a friend.

I am excited about our D36 commitment and am most appreciative of all the hours and miles traveled by our D36 leaders. Their concern for our members – especially the youth, ladies and 'old folks' (like me) – makes me proud to be part of this D36 family! We must all continue working hard to keep unity.

When we honor God, our families and our country, we cannot go wrong. As a result, God has blessed all of us in so many ways. Please be encouraged and keep the faith. Jesus said if we are not ashamed of Him, He won't be ashamed of us.



Fred Sumrall 39E  
District 36 Chaplain

I am almost heated up and ready to go racing! Remember, God loves you & so do I!

I'm looking forward to seeing you all at the races this fall!

## RUTS North Youth Scholarship

D36 Youth Cross Country Fall 2019 Series (Ages 4 -15)



### Fall 2019 Sponsorship Winners

Congratulations to the winners of the RUTS youth cross country fall season sponsorships. Each winner will receive \$250.00 to use towards gate fees or other needs.

**RUTS North** and the **Joyce Tsuchiyama Family Fund** would like to thank all of the racers who applied. Young athletes are the life blood of our sport and the racers of D36 show an incredible amount of sportsmanship and maturity. We are all very proud to be able to assist you in your racing career. Good luck in the fall season.

Elizabeth Lampman  
209 712 7310

Leed Lulis	Cruz Sarti
Andrew Seed	Ace Sarti
Braxton Hughart	Vinnie
Elijah Bishop	Dominic Ross
Tucker Chamblee	Reece Hamalainen
Dominic Chamblee	Ricky Kinney





## Enduro/Family Enduro Stewards Report Oct. 2019

I hope you all had a great summer. The Enduro series will start back up on October 12/13 with the Coyote Creek Sprint Enduro presented by Timekeepers MC. There will be Family Enduro classes on Saturday with the Championship Enduro on Sunday. Two weeks later will be the 49.5 Family Enduro and the 49er Championship Enduro on October 26 (both run on the same day) presented by the Polka Dots MC.

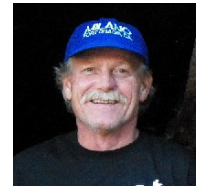
The 2020 season is looking good. All the events that have not been able to run due to the fires of 2018 did get a date at the sanction meeting and it is looking like the areas will be ready. So we should have a full schedule for 2020.

For the 2019 series the Championship enduro series will have one throwaway round. The Family Enduro series will have none. I know only 4 rounds this year. I am just attempting to keep things as they have been to date and go by the rules.

The new Moto-Tally based scoring system for Enduro is working well. Ron Pate has done an excellent job managing it and keeping up with the new twists every round due to different formats. Enduro Main page <http://www.moto-tally.com/D36/Enduro/> Family Enduro main page <http://www.moto-tally.com/D36/famE/> You can also still get event info from the D 36 website at <http://results.ama-d36.org/=W=/D36/2019/Enduro/cal.html>

So come on out and bring your friends to the last 2 rounds of D36 Enduro events. I do know that both will not require timekeeping so those that don't like timekeeping come on out. Coyote Creek is a Sprint format and the 49er will be a start control format (National).

John Davis  
Enduro Steward  
Family Enduro Steward



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# FirstRides

A new non-profit is being launched in the Bay Area to help children learn to ride motorcycles. **FirstRides** (<http://www.firstrides.org>) has partnered with Brian Garrahan of *Garrahan Offroad Training* (<http://garrahanoffroadtraining.com>) to provide bikes, gear, and lessons for completely new riders ages 5-17. FirstRides exists to help kids learn to love motorcycles who would not otherwise be able to afford it.

"Long gone are the days when you could fire up your mini-bike and head into the woods," said FirstRides founder Clay Murphy, a former D36 flat tracker who taught his own kids to ride. "Now, a truck or trailer, plus gas, bikes, and gear are the base entry costs just to try the sport. At the same time, traffic everywhere has grown worse. Meanwhile, American racers have all but retired from the world stage, unable to compete in MotoGP."

Murphy said FirstRides can help with all of these issues by:

- Giving kids a taste of motorcycling without the exorbitant costs
- Enabling them to be safer riders with deep experience long before hitting the road
- Helping gifted riders realize their talents much earlier on and hone them into racers

The program works by raising scholarship funds, securing volunteer trainers, and then working under Garrahan to scale out his professional training so that it's available to many more students.

Murphy said FirstRides is loosely based upon the Youth Off Road Riders (YORR, <https://www.youthoffroadriders.com>) program in AMA District 16 featured in the April 2019 issue of the American Motorcyclist magazine that is enabling kids to train other children, learning valuable leadership skills in the process.

FirstRides has been in contact with both YORR and AMA District 36 and is attempting to secure youth volunteers from the district. Volunteers are listed on the FirstRides website and rewarded with t-shirts and stickers, on top of the knowledge they are helping motorcycling thrive.

FirstRides has already held its first event, a train-the-trainer day, and has its first pilot with students full on September 22nd. Slots are still available for the first full training day, November 17th.

Apply to have your children attend at:  
<https://sites.google.com/site/firstridesorg/apply>

Volunteer to help by contacting:  
[ridesfirst@gmail.com](mailto:ridesfirst@gmail.com)

And make donations here:  
<https://www.gofundme.com/firstridesorg>



FirstRides already has the support of numerous local shops and AMA motorcycle clubs, including *Dubbelju Motorcycle Rentals*, *Tokyo Moto*, the *San Francisco Motorcycle Club*, and the *San Jose Motorcycle Club*. See the full list of sponsors at: <https://sites.google.com/site/firstridesorg/providers>



FirstRides is now seeking an AMA service promotor charter and working with United MotoX Foundation (<https://www.umxf.org>) to route their graduates to the more advanced training offered by this complementary non-profit and perhaps share resources.

"I refuse to give up on motorcycling. Just because it's harder to help kids learn doesn't mean it's impossible," Murphy said. "We're better than that, smarter than that, more good-hearted than that. We must adapt."



## RACE REPORT



### Phantom Hare Scrambles

**The AA Adult Race** started with 7 AA riders twisting throttles in unison, dropping the clutches and screaming to the first turn - determined to finish 4 laps. Of those who started, 3 out of 7 eventually finished all 4 laps. The scoring team held up well throughout the event, recording 24 entries at the checkpoint.

The first rider through the checkpoint at the end of the first lap was BRANDON MAGANN, rolling through with a 36:29 lap time. MICHAEL ARANDA was next through the gates, followed by JUSTIN BONITA, who was on the gas, determined to move up a position (or two) in the next lap. COLE CONATSER and WILL RIORDAN were next through the gates - separated by 0:01.

Lap 2 brought us a new leader - JUSTIN BONITA - turning it up a notch, taking the lead from BRANDON MAGANN. Wow - we have us a race - our second place rider, (MICHAEL ARANDA) has stopped messing around and is clearly moving on the first place rider - behind by 1:19. BRANDON MAGANN was still rolling along in third place, trailing by 0:18. Riding like a 'possessed' person - WILL RIORDAN was ripping through the checkpoint - but still in fourth place, and trailing by 2:35. Coming through the checkpoint in fifth, KYLE KERLING was saying "Hold the Phone" - I'm still in the game. There was only 4:22 separation between the number 5 spot and the fourth place rider.

Still on the gas, JUSTIN BONITA remained in the lead during lap 3 staying ahead of BRANDON MAGANN who was trailing by 2:03. Riding in third place, MICHAEL ARANDA cranked it up, but was still behind by 0:33. WILL RIORDAN was giving it everything to capture third place, but this lap ended still holding onto fourth place, trailing by 4:24. KYLE KERLING was still in the game with the number 5 spot - behind by 4:54.

We lost 4 riders by the time we'd reached the end of lap 4, with 3 completing lap number 4.

Still on the gas, JUSTIN BONITA remained in the lead during lap 4 staying ahead of BRANDON MAGANN who was trailing by 2:40. Riding like a 'possessed' person - MICHAEL ARANDA was ripping through the checkpoint - but still in third place, and trailing by 1:32.

In the end it was a great race with 2 different leaders, but it was JUSTIN BONITA taking the win, able to hold off BRANDON MAGANN, proving to be a just a bit stronger, and a bit faster - with an average speed of 24.65 MPH. ♦

**In the A BIGWHEEL Class**, we saw 8 riders leave the starting line, with 7 riders finishing 3 laps. The checkpoint recorded a total of 22 passes through the checkpoint.

RICKY KINNEY set the pace early in the race - leading the pack through the checkpoint on the first lap with a 31:53 lap time. RYDER WATERBURY was next through the gates, followed by HAZEN FULLENWIDER, who was on the gas, determined to move up a position (or two) in the next lap. Hot on the heels of the leaders were ZACH SCARPULLA and ZAIO DEMARCO, both looking good, and looking to make up time on the leaders. The race was young - there were still plenty of opportunities for either of them to take the win.

One rider dropped out sometime before the end of lap 2, with 7 riders completing lap 2.

We had a new leader at the end of lap 2, with RYDER WATERBURY taking the lead away from RICKY KINNEY with RICKY KINNEY arriving at the checkpoint in the number 2 position - behind by 0:42. In third, TRENTON HALL knew the throttle had to stay open if there was any chance of eliminating that 3:17 disadvantage. ZACH SCARPULLA was already feeling the length of the race, but blew through the chutes in the number four spot - looking for that second wind. A bit fatigued, but ZAIO DEMARCO was still on the throttle - riding in fifth place, looking to close the gap on the fourth place rider, 1:01 ahead.

RYDER WATERBURY was still in the lead at the end of lap 3, with RICKY KINNEY saying "Hold the Phone" - I'm still in the game. In second place .... there was only 1:43 separation between the number 2 spot and the first place rider. Lap 3 had third place rider TRENTON HALL running well, but still behind by 1:00. Riding in fourth place, ZACH SCARPULLA was doing his best to reel in that number 3 spot. Pushing to gain another spot was, ZAIO DEMARCO finishing lap 3 in fifth place - behind by 2:53.

In the end it was a great race with 2 different leaders, but it was RYDER WATERBURY taking the win, able to hold off RICKY KINNEY, proving to be a just a bit stronger, and a bit faster - with an average speed of 22.31 MPH. ♦





## RACE REPORT



### Phantom Hare Scrambles

The **B 85 7-11 Class**, rolled into the first corner with 4 riders fighting for the hole shot. Of those, 3 riders eventually finished all 4 laps. The scoring team did well, surviving 15 attempts to cover them with debris from the track.

The first rider through the checkpoint at the end of the first lap was LOWE LORD, rolling through with a 17:07 lap time. Following on their heels were LOGAN TABATT and BRENDAN FERRIE separated by 0:54. The next rider through the checkpoint at the end of the first lap was WADE LAUPPE, rolling through with a 31:26 lap time.

At the end of lap number 2, LOWE LORD still had the lead, continuing to set the pace on the track. Rolling through the gates in second place was LOGAN TABATT, treating it like a rental - but still trailing by 4:40. The third place position belonged to BRENDAN FERRIE, doing some killer riding, but still behind by 0:28. WADE LAUPPE was saying "Hold the Phone" - I'm still in the game. In fourth place .... there was only 20:03 separation between the number 4 spot and the third place rider.

At the end of lap number 3, LOWE LORD still had the lead, continuing to set the pace on the track. BRENDAN FERRIE owned second place, but with a 6:30 disadvantage. LOGAN TABATT owned third place, but with a 0:27 disadvantage. WADE LAUPPE was riding like a person possessed, in fourth place, trailing by 25:24.

One rider dropped out sometime before the end of lap 4, with 3 riders completing lap 4.

At the end of lap number 4, LOWE LORD still had the lead, continuing to set the pace on the track. Meanwhile LOGAN TABATT held onto second place. Spectators were seeing some brilliant riding as they watched BRENDAN FERRIE come through the gates in third place, trying to eliminate a 0:03 deficit.

In the end it was a good race, yet there was only one leader, with LOWE LORD controlling the field throughout the race, with an average speed of 19.72 MPH.♦

The **C 50 4-6 Class** had 4 entries wrestling their machines through 5 laps, with 1 out of 4 eventually finishing all 5 laps. The scoring team held up well throughout the event, recording 13 entries at the checkpoint. There was one DNF in this event.

The first rider through the checkpoint at the end of the first lap was JAYDEN LUCCHESI, rolling through with a 7:21 lap time, followed by EUSTACE REIST. SCHAPER was looking good cruising through the checkpoint with only 12:56 separating him and CHLOE TAVARES riding in the number 4 position.

One rider dropped out sometime before the end of lap 2, with 3 riders completing lap 2.

JAYDEN LUCCHESI was still in the lead at the end of lap 2 riding well, doing his best to ensure the lead didn't change for the remainder of the event. Although consistent with the game plan - it was time for EUSTACE REIST to make a move since a second place finish wasn't going to snag that 1st place trophy. SCHAPER wasn't ready to toss in the towel and came through the checkpoint in third place - with 8:00 separating the number 3 spot and the second place rider.

At the end of lap number 3, JAYDEN LUCCHESI still had the lead, continuing to set the pace on the track. EUSTACE REIST was doing some brilliant riding, coming through the gates in second place, trying to eliminate that 4:55 deficit. Lap 3 had third place rider SCHAPER running well, but still behind by 10:58.

One rider dropped out sometime before the end of lap 4, with 2 riders completing lap 4.

JAYDEN LUCCHESI kept the lead at the end of lap 4 on the gas, and opening the lead on the second place rider. EUSTACE REIST was starting to wonder how long this event was going to be - but still rolled through the checkpoint in second place.

One rider dropped out sometime before the end of lap 5, with 1 riders completing lap 5.

JAYDEN LUCCHESI was still in the lead at the end of lap 5 riding well, doing his best to ensure the lead didn't change for the remainder of the event.

In the end it was a good race, yet there was only one leader, with JAYDEN LUCCHESI controlling the field throughout the race, with an average speed of 24.08 MPH.♦





## RACE REPORT



### Phantom Hare Scrambles

In the **C BIGWHEEL Class**, we saw 14 riders leave the starting line, with 8 riders finishing 4 laps. The checkpoint recorded a total of 47 passes through the checkpoint.

REECE HAMALAINEN wasted no time setting the pace on the first lap - turning a 15:28 lap time. GAVYN WOOLSEY was looking good cruising through the checkpoint with only 0:35 separating him and JAYDEN WHEELER riding in the number 3 position. MORGAN WHEELER was looking good cruising through the checkpoint with only 0:40 separating him and ALLISON HALL riding in the number 5 position.

One rider dropped out sometime before the end of lap 2, with 13 riders completing lap 2.

At the end of lap number 2, REECE HAMALAINEN still had the lead, continuing to set the pace on the track.

The movers on this lap were DYLAN THOMPSON, moving up 3 places from number 9 to number 6 - meanwhile JAYDEN WHEELER dropped from number 3 to the number 12 position. Wow - we have us a race - our second place rider, GAVYN WOOLSEY has stopped messing around and is clearly moving on the first place rider - behind by 1:15. MORGAN WHEELER was saying "Hold the Phone" - I'm still in the game. In third place .... there was only 1:25 separation between the number 3 spot and the second place rider. Thinking about spending a little more time at the gym in preparation for a workout like this, BRADLEY WENSMANN still owned fourth place - trailing by 2:32. ALLISON HALL was riding hard, watching as things came unglued behind - but that's their problem .... meanwhile thinking "my job" is to whittle away at the lead and move up a notch to claim the fourth place, just 0:10 ahead.

One rider dropped out sometime before the end of lap 3, with 12 riders completing lap 3.

REECE HAMALAINEN was still in the lead at the end of lap 3 riding well, doing his best to ensure the lead didn't change for the remainder of the event.

The movers on this lap were ALLISON HALL, heavy on the throttle able to move up 1 places from number 5 to number 4 - meanwhile BRADLEY WENSMANN fell off the pace and dropped from number 4 to the number 5 position. GAVYN WOOLSEY claimed second place, trailing by 3:22. MORGAN WHEELER was giving it everything to capture second place, but this lap ended still holding onto third place, trailing by 0:56. It looks like ALLISON HALL may be taking the number 4 spot to the bank - trailing the third place rider by 4:08. BRADLEY WENSMANN refused to sit back - it's not over until it's over - and was in fifth place, trailing the fourth place rider by 0:38.

We lost 4 riders by the time we'd reached the end of lap 4, with 8 completing lap number 4.

REECE HAMALAINEN kept the lead at the end of lap 4 on the gas, and opening the lead on the second place rider.

The movers on this lap were DOMINIC ROSS, heavy on the throttle able to move up 1 places from number 8 to number 7 - meanwhile DYLAN THOMPSON fell off the pace and dropped from number 7 to the number 8 position. GAVYN WOOLSEY owned second place, but with a 5:09 disadvantage. MORGAN WHEELER was riding like a person possessed, in third place, trailing by 0:52. Vitalized by support from the crowd, ALLISON HALL was doing well, coming through in fourth place - trailing by 4:57. BRADLEY WENSMANN was solid in fifth place - trailing by 0:41.

In the end it was a good race, yet there was only one leader, with REECE HAMALAINEN controlling the field throughout the race, with an average speed of 22.45 MPH. ♦

# Phantom Hare Scrambles



# 2019 District 36 Title Sponsor



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**BY CLICKING AND BUYING THROUGH THIS AD, WE DONATE 10% OF YOUR PURCHASE TO THE D36 LAO PROGRAM TO HELP KEEP OUR RIDING AREAS OPEN TO THE PUBLIC!**





# ISDE Bound



Please consider Donating to the District 36 ISDE support fund! 100% is distributed equally between all the D36 riders. It's an expense trip so please help if you can.

**DONATE**

Meet the District 36 riders that have qualified and been selected to represent the USA at the International Six Days of Enduro in Portimão, Portugal November 11th thru the 16th.

**JT Baker, Shingle Springs, CA**



**Anson Maloney, Grass Valley, CA**



**Dante Oliviera, Hollister, CA**



**Austin Serpa, Minden, NV**



Riders will be organized into teams that will be announced as the event draws closer

# Riding a Timekeeping Enduro

**or.... is it really timekeeping?**

You're prepared to ride and Enduro (if you read the article last edition) and now you're focused on taking home a trophy! It doesn't matter if it's your first ride or you're a seasoned veteran....We all ride to compete whether we admit it or not, so let's compete...

The hard fact is that timekeeping is really a thing of the past and no longer done in the age of computers and roll charts. Before technology interrupted Enduros, timekeeping was done in the ol' onboard computer (our brain) as we rode along. Now it's all done for you before you even leave the gate. You just have to ride either fast or slow to stay "on your minute". Maybe a more appropriate name would be "Keeping the Pace Enduros", or maybe Paceduros (pronounced Pace-duros)?

So how do we ride them?.....All Enduros have a "key time" and everything is based on this. While the Key Time is the starting time of the run, it's actually the "Ghost Riders" time. This means that a rider, while riding on his minute will be keeping time on the Key Time or the "Ghost Rider Minute". For example... the key time is 8:00 and a rider has number 30 (assigned by the club). This meaning he leaves the start line at 8:30 or 30 minutes after Key Time. When this rider leaves the start line at 8:30 his clock or watch should read 8:00 or in the case of using a computer he starts the computer running at 8:30 (when his minute comes up), thus starting the internal clock in the computer at 8:00 (actually 0:00). Each check has a key time and mileage. When a rider arrives at a check and his watch is set at key time, his watch will match the checks posted Key Time if he is on time. If the rider doesn't use Key Time and his watch is set to 8:30 at the start, he would have to mentally subtract 30 minutes to see if they're on time. Not an easy feat when you come into a check tired somewhere around mile 63 and the key time is 11:42. So riding the Ghost Rider Minute (Key Time) eliminates having to make time adjustments in one's head. I only point this out as a lot of riders that use computers also use a roll chart as a backup. A computer will handle all the timing but should it fail then the backup comes into play and roll charts are based on Key Time and not adjusted for each rider's minute.

Riding your minute....Your Minute is the 59 seconds between the start and end of your riding minute. In timekeeping Enduros a rider is penalized for being early or late...more for being early than late (1 point for each minute late and 2 points for the first minute early and 5 points for each subsequent minute early). Time is recorded at each check and this is where one needs to be on time. Between checks doesn't matter and there are cases where a rider will want to take advantage of the rules/circumstances and ride early. But do remember that you don't know the check locations, so do know the rules to know when you can ride early and get away with it.



ICO Checkmate

Computers: One can spend the money and purchase an Enduro computer such as an ICO Checkmate or Watchdog.

With a computer mounted on your handle bars and programmed, all the rider has to do is keep the early late indicator centered by riding faster or slower (ICO). Your computer will tell you on a continuous basis if you're early or late. We are not able to control time so we must control our speed meaning when you're riding too fast you "get early" and need to slow down and when riding too slow you "get Late" and

need to speed up. Most riders ride at the top (or beginning) of their minute because late is hard to make up but early is easier to fix.

Roll Charts: Instead of spending all that money on a computer a lot of riders use a Roll Chart. Roll Charts can be purchased at most timekeeping Enduros or you can make your own with an [Enduro Roll Chart program](#) (free download). A roll chart can be set up for every minute or only the minutes that possible checks may fall on. The latter is called "riding the possibles" and popular with most riders as it lists only the times and mileages for possible checks as opposed to 240 lines (each minute) for a 4 hour Enduro.

Of course you need an odometer, a large digit watch (for tired eyes) and a roll chart holder like this one pictured:



.....continued next page



# Riding a Timekeeping Enduro continued from previous page.....

A roll Chart is easy to follow as seen in this example. Once you make your roll chart or purchase one, you put it in the holder clamped to the handlebars and "roll it forward" as you progress on the course. The goal is to arrive at the mileage on the minute shown next to it. For example (using the sample roll chart) at minute 46 you should arrive at mile 12.2 (this is a possible location for a check).

For accuracy no two odometers count the exact same distance (odometer error) so your odometer should be resettable by tenths (as opposed to only being able to reset to zero) this is necessary so you can make adjustments for differences between your odo and the one used to set up the course. There are mileage signs posted every 5 miles and here is where you would check your odo and set it to the mileage on the sign. After about 10 miles you will probably have figured out the error and can keep it adjusted close as you go. For example at each five mile marker you need to dial you odo back one-tenth of a mile you would really only need to adjust at each five mile marker but if you had to dial it back 4 tenths you have a large enough difference that every tenth of a mile you would dial it back a little less than a tenth to stay close.

There are aftermarket electronic odometers that you can add in the error and they will automatically calibrate to that difference and then read the same as the odometer that ran the mileage.

Should you decide to get the Enduro Roll Chart program, making a roll chart is easy. You simply enter the lines on the supplied route sheet (this comes from the club putting on the Enduro) into the program and the program does all the calculations. It will even alert you if you make an error. Once all the lines from the route sheet are entered you can produce a roll chart as pictured above.

Minutes (ghost / rider time)	Miles /	Speed average
00	0.0	12
10	2.0	17
16	3.7	17
22	5.4	17
28	7.1	17
34	8.8	17
40	10.5	17
46	12.2	17
52	13.9	17
52	13.9	24
53	14.3	24

When you leave the start line your clock should read 8:00. So even if you start at 8:25 your clock should read 8:00 when minute 25 comes up on the start clock. This is Key Time or the Ghost Rider minute and all course signs are based on this.

Using the chart to the left ... at 8:10 you should be at mile 2.0 and at minute 16 you should be at mile 3.7 and so on down the line

Time marches on and you can't speed it up or slow it down so you maintain by adjusting your speed to get to the next line mileage at the same time your clock does.

The line on the right is the speed average you are trying to maintain. Every line on the chart with the exception of the first two is a possible check location.

Note the speed change

Untitled - Route Sheet Data Entry

File View Window Help

Route Sheet Data Entry

Key Time: 8:00

End time: 9:18

Total Free Time: 0

End Mileage: 24.00

Ground Miles: 15.60

Total Resets: 8.40

Setup

Move row

Loop	Mile	Action	Speed
1	0.00	Speed	18 mph
1	3.60	Speed	15 mph
1	6.60	Speed	24 mph
1	13.80	Speed	17 mph
1	17.20	Reset To	25.60 miles
1	24.00	Speed	18 mph

Speed

Reset To

Free Time

Break

Reset to 0

Gas Stop

Known

Start

Note

Free to

End

Messages

Error messages will appear in this box

Using the supplied route sheet, off each line.....

Enter miles here

Enter (use dropdown menu) what the route sheet says is happening at that mile

Enter the speed average

Too Much?

Just want to ride and stay close to on time but don't care to get a computer or roll chart? Then use the most basic timekeeping method....Don't pass the riders on the minute in front of you and keep ahead of the riders on the minute behind you.

I'm sure this all may sound complicated but in realty it's pretty simple once you become familiar with it. One thing you will find among your fellow Enduro riders is help. Ask anyone with knowledge and they will most likely take the time to answer your questions. Now go HAVE FUN! ♦



## GARRAHAN OFF-ROAD TRAINING



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- \* Motorcycles, ATV's and SxX's
- \* Power Equipment including Generators
- \* Parts and accessories (some exlusions apply)



# Pikes Peak — “Just go”

by Jerry Fouts

“If you ever get the chance to experience this unique event, don’t hesitate, it’s a must see.” Jerry Fouts

Why is it that those things we think are so beautiful can be the most dangerous and unattainable. The pikes Peak international hillclimb definitely in that category. The Road to the top of the over 14,115 foot mountain was constructed as a tourist attraction for the Broadmoor hotel at the base of the mountain in 1915. To say this race is unique would be an understatement. The motorcycle portion of this race, much like its distant cousin the Isle of Mann, is a test of mechanical perfection married with racing expertise, and courage. Anything else spells disaster, period. This race is so demanding because each one of the 156 turns is unique and the road surface is affected by frost heaves that cause new and different bumps in the road surface. The road is closed only on the Sunday of the event causing several daily practice sessions to be done on sections of the road early in the morning (start time 5:00 AM) and never being able to race the entire 12.42 miles until race day. The road can be contaminated with anything from animals to oils and antifreeze left by tourist vehicles. Overcoming all of these challenges on race day is putting together a high speed puzzle done just once a year if it’s not raining.

This event is an amateur event. There is no purse, only the most beautiful crystal/glass trophy for the winners. That’s not to say that this is not important to professional racers, national and international alike. That goes for manufacturers also. Volkswagen was rumored to spend over 27 million dollars to win Pikes Peak last year with a radical electric car, breaking the thought to be unobtainable 8 minute mark for cars.

The euphoria of winning this type of “one off” race is often tempered with tragedy as was the case this year. The lead Ducati rider four time Champion Carlin Dunne was bucked off his bike close to the finish line while holding a course shattering time. He succumbed to his injuries and joins the small group of dedicated riders to pass trying to tame this mountain. In their case this is really a “race to the clouds”. Go speed Carlin

I was really impressed by how the volunteer organization in Colorado Springs (who owns the road up the mountain) runs and manages the race as well as the Fan Fest in downtown Colorado Springs. Their work ethic and organization could be a model for any volunteer based event. I was also impressed by how this “grass roots event on steroids” has captured the attention of racers and fans from all over the world. It’s a run what you bring race that brings out the best in innovation both at the garage level and the factory prototype level. This allows the locals to root for their guy against the Goliath of the factory effort.

For me the sound of that Ducati street fighter V4 being piloted by Carlin is a sound that just takes your breath away, it’s a sound and an experience I’ll never forget. If you ever get the chance to experience this unique event don’t hesitate, it’s a must see. There are a lot of other unique visitor opportunities close by to fill out the rest of a really cool and unique vacation. JUST GO! ♦



Photos by Fouts



Got Firewood?



## Hollister Hills State Vehicular Recreation Area

Park staff worked with county staff and PG&E to quickly and safely clear the main entrance road and redirect traffic when a large oak tree fell on the road.

*Photo from Elise Fleishman, Monterey District*

July 2019

To steal ideas from one person is plagiarism -- to steal from many is research.

## Law Tigers Services

Law Tigers is a national network of local motorcycle accident attorneys who are committed to protecting fellow riders. Our goal is to save lives by increasing motorcycle awareness and promoting safety for everyone on the road. We understand the pain and frustration of being involved in a motorcycle accident, and we want you to know we are with you every step of the way. When you choose Law Tigers you are getting more than just an attorney, you are getting a fellow rider, a friend, and a network of support. After choosing Law Tigers "You never have to ride alone." For more information go to [www.lawtigers.com](http://www.lawtigers.com) or call 1-800-LAW-TIGERS.





# Vaughn Wilk

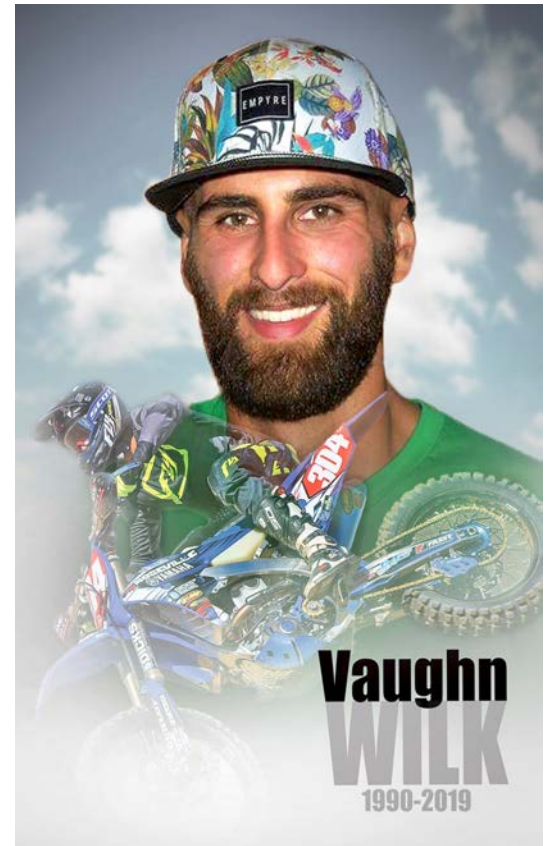
## 1990—2019

### Obituary

Vaughn had a special place in his heart for D36. He started riding in 2004 and spent the next 15 years honing his skills at D36 cross country events. Starting in the 200 C class he quickly learned what it took to win races. When he moved to the B class, things started getting harder. Luckily, he was gifted with natural talent on a motorcycle and was surrounded by experienced racers that showed him the way. People like Dave Wood, Chuck Sun, Shawn Hybarger and his Dad helped him refine his craft to realize his full potential.

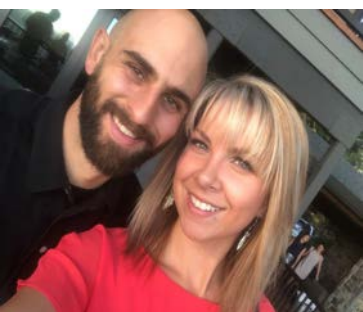
When he moved to the A class he won many races. It was at this point that he realized how special District 36 was. There were so many great racers, people that he looked up to. He was trying to imagine himself racing against them and it seemed impossible. Guys like the Garrahans, Jordan Brandt, Brian Sperle, Bryce Olsen, and many others. The competition was at a National level. Add to that, the guys he had come through the ranks with had the same aspirations that he did.

When Vaughn started racing the AA class his heroes were still there as well as soon to be legends like Justin Bonita, Alex Dorsey, Ross Neely, and Steven Godman. Over the years he had epic battles with all of them and many others.



Like all the names mentioned, Vaughn wanted to be a D36 #1 plate holder as well and join the elite club of racers that had reached that goal. After many attempts, it was not to be. He decided that what really motivated him was winning Nationals and select D36 races. He accomplished that by winning the 2015 Shasta Dam National Hare Scrambles and a half dozen D36 races overall. In the end, District 36 helped define who Vaughn was and how he would live his life. He pushed himself to incredible heights with his training, diet and passion for the sport of motorcycle racing.

Vaughn lived a wonderful life outside of the racing scene as well. He spent his days adventuring and creating memories with not only his wife and best friend of 9 years, Laura, but numerous family and friends who also shared his passions, excitements, and sometime scary thrills in life. Finding out he would become a dad to a baby girl this coming November was something he was beyond excited about and looked forward to; another thrilling and exciting adventure to say the least. Whether it was a road trip to somewhere new, exploring amongst the wildlife, or riding to the top of tallest mountain around to appreciate breathtaking views, Vaughn truly did live his life to the fullest. His legacies will live on through his daughter, wife, family, and friends. He will be missed by all that had the pleasure of knowing him.



## Rest In Peace 304x.

Attend A Memorial to Vaughn and Fund Raiser for Laura Wilk and future Baby!  
See Next Page.....





# Vaughn Wilk Memorial Ride Day



**Fri Oct. 25th**  
**9am-2pm**

**MMX Racing**

**Food & Raffle Prizes**

with

**#RIP304** Proceeds to benefit wife  
Laura & Future Baby



## Carpe Diem



**RIDE ON  
DESIGNATED ROUTES**

**RESPECTED  
IS OPEN ACCESS**

Please tread lightly and travel only on routes and in areas designated open for motor vehicle use. Remember, Respected Access is Open Access.

**tread lightly!**  
THIS PUBLIC SERVICE ANNOUNCEMENT IS POWERED BY

## Here's a Hint.....

When someone wants to find D36 related information, the best place to go is the D36 website. This valuable resource holds all the answers to hundreds of questions that you might have and this is where countless, accurate facts can be found – all in one location!

Just go to [www.ama-d36.org](http://www.ama-d36.org) and learn your way around the site – you will be amazed at how much easier it is to 'click' for the information than it is to scroll and scroll and scroll when you have a question!

[All Events](#)
[Cross Country](#)
[Enduro](#)
[Dirt Track](#)
[Dual Sport](#)

District 36 Motorcycle Sports Committee, Inc.  
**RIGHTS \* RIDING \* RACING**

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WE'RE HERE TO HELP YOU  
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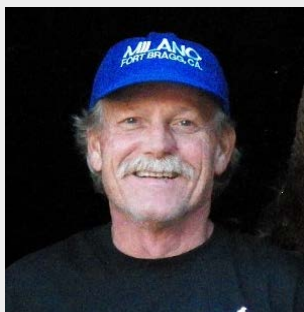
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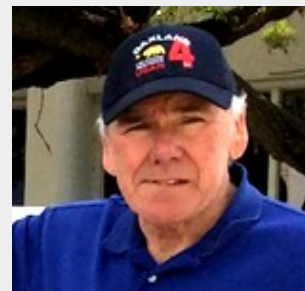
## Meet The 2020 District 36 Board of Directors



Charlie Coiner



John Davis



Jerry Fouts



Brian Garrahan



Jeff Irwin



Elizabeth Lampman



Paul Machi



Katie Pond



Bruce Swenston



The Board of Director is elected at the Annual District 36 meeting held the second Saturday of September by a vote of the Active District 36 Members (Chartered Clubs and Promoters).

The Board Members for 2020 will take office December 1, 2019 (the official start of the 2020 competition season) and meet for the first time at the scheduled District 36 monthly meeting in December.





*"ENGINEERED FOR THE RIDE AHEAD"*

## SRT S-Line Brake Rotors



## SRT Pro-Armor Guards



## SRT Pro-Flo Exhaust Pipes



## SRT Wheels & Accessories



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# Lodi Motorcycle Club 2019 Schedule

5801 E. Morse Road, Lodi CA 95240

Event Hotline: 209-368-7182

Check [lodicyclebowl.com](http://lodicyclebowl.com) for race results/changes.

**D36 & AMA Cards  
Required**

**Start Times**

**Saturday Race**

Gates open – 2 pm

Sign up – 2:30 to 4

Practice – 3:30 to 4:30

Racing – 5

**Sunday Race**

Gates Open – 8 am

Sign up – 8:30 to 10:30

Practice – 10 to 11

Racing – Noon

Open A / Semi Pro – \$50

Sportsman / Mini – \$45

50cc Pee Wee – FREE

Pit Pass – \$15

Spectators – \$10

Kids 6-12 – \$5

**Class C Traction**

5 riders make a class

See website for classes

**\* Special Event**

See Web Site For Start

Times, Prices, and

Classes



**Tony Meiring #1**

© David N. Rauchs 2018

**Lodi Auto Parts**

**San Francisco Motorcycle Club**  
Est. 1904

New for 2019 – On The  
Scene Cuisine by Chef Kat

Date	Event
March 30	Practice Day
April 6	Practice Day
April 13	TT
April 14	ST
April 27	ST
May 11	ST
May 19	* Sacramento Mile – Non D36
June 1	Stockton MC – ST
June 8	ST
June 15	Toby Jorgensen Memorial ST
June 22	ST
July 13	TT
July 27	Jimmy Nichols Memorial 100cc TT Nationals
August 3	ST
August 9	* Night Before the Mile ST – Non D36
August 24	ST
September 7	TT
September 21	TT
October 5	TT
October 19	TT
October 20	ST



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MODESTO**



Quality Tools & Controls



## Important Notice:

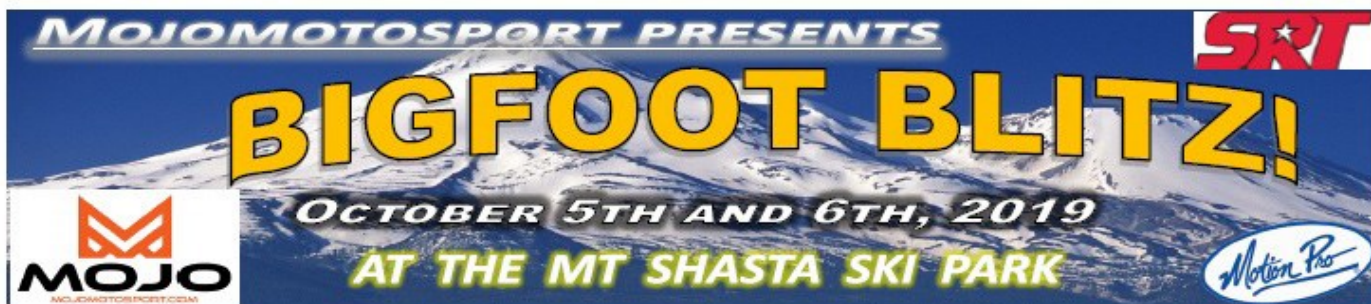
Parents of Minor Racers must check the LMC web site/Rules/Minor Racers page. Parents MUST be present with minor at sign up.

Spectators witnessing these Meets thereby assume all risks of injuries or damages resulting therefrom.

No rider insurance. AMA and District 36 rules apply (cards available at sign up booth).



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[Click Here To Pre-Register Online](#)

**S.C.O.R.R.**  
*Siskiyou County Off-Road Riders*


## MOTORCYCLE CROSS-COUNTRY RACE


**Round 12 - D36 — SRT Championship Cross Country Series Presented by 707 Suspension**

**Round 12 - D36 — Motion Pro Youth Championship Cross Country Series Presented by Modesto Honda Kawasaki KTM**

- **100% AA Payback - \$1,000 Purse split for top 5 Overall winners (Must be an A Rider)**
- **Gate fee includes scenic chairlift ticket to access and watch the race from the top**
- **Black Diamond Grill is open at the top of the hill. Food Court, Bar and Gift Shop are open Saturday and Sunday—Live Band Saturday Night**

### SATURDAY, OCTOBER 5TH (A-Expert B-Intermediate C-Beginner)

- 9:30am — 10:30pm > B/C Youth (7-11 years), C Youth (12-15 years)
- 11:00pm — 12:00pm > Beginner Women, Diva, Diva Pro, Vintage Exhibition
- 12:30pm — 2:00pm > AA/A/B (12-15 years)
- 2:30pm — 3:00pm > A/B 50 cc (4-8 years)
- 3:30pm — 4:00pm > C 50cc (4-6 years), (7-8 years), Clutchless

### SUNDAY, OCTOBER 6TH

- 9:00am — 10:30am > C Sportsman (200/250/Open), C Vet(30+), C Vet Plus(35+), B/C Women, B/C Vet Women(30+), C Senior(40+), C Senior Plus(45+), C Super Senior(50+), C Master(60+), Vintage BP, JR Sportsman, A/B Pioneer(70+)
- 11:30pm — 1:30pm > AA Adult, A Sportsman, A Vet(30+), A Senior(40+), AA Women, B Sportsman, B Vet (30+), B Senior (40+), A/B Super Seniors(50+), A Women, A/B Masters(60+)



### LOCATION

Mt Shasta Ski Park—15 min  
from Mt Shasta City, CA

### QUESTIONS

Darrel 530-340-3103

### GATE FEES: - INCLUDES A FREE LIFT TICKET

- \$20.00 Per Person (6 and under free)
- Gate Opens 4 PM Friday through Sunday at 6 PM

### CAMPING FEES:

- \$40.00 per vehicle for the weekend

### RACING FEES: Includes \$3 LAO Fee

- AA \$100, Adult/Sportsman/\$50
- Youth/Beginner Women/Vintage Exhibition \$40
- 50 cc \$20 - Awards to all Riders
- AMA Membership Required (\$49 / year or \$20 for one day)
- D36 Membership Required (\$35 / year or \$15 for one day)
- Required D36 Scoring Transponder (\$10.00)

- Minors under 18 yrs **MUST** have Parent or Guardian at Sign-ups
- Sign-ups Open 7 am each day and close 30 min before race time
- Mandatory Riders Meeting 15 min Before each Race
- **NO** Rider Medical Insurance
- All Races are Dead Engine Start (Except Pee Wee)
- No Practice or Riding the Course Prior to Race
- Spectators witnessing these events hereby assume all risks for any injury or damages resulting thereof
- A sound test may be given at this meet
- No Minors, Pets, Smoking or Alcohol in the Pits—No Campfires
- No Pit or Play Riding (anything with a gas or electric motor)
- RACE IS ON—Rain, Shine or Snow
- AMA & D36 Rules Apply—Spark Arrestors Required
- Local Activates Within 20 miles. 4-Waterfalls, 2—Historic Towns, Lake Siskiyou, Mt Shasta Hiking, Castle Crags and more!
- USDA is an Equal Opportunity Provider, Employer, and Lender





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[Click Here to Pre-Register For the Youth Race](#)
[Click Here to Pre-Register For the Adult Race](#)


# Coyote Creek

## SPRINT ENDURO

Round 3 SRT D36 Championship Enduro Series  
 Round 5 SRT D36 Youth/Family Enduro Series  
 presented by: NORCAL MOTORSPORTS



**Family Enduro: October 12th 2019**  
**Championship Enduro: October 13th 2019**

**Entry Fee: Sat: \$50, Sun: \$65**  
**Pre-enter online via Mototally!**

\*\$3 from every entry donated to D36 LAO

Parking: \$10 per vehicle; Camping \$20

AMA Card: \$49 / 1 Day: \$20

D36 Card: \$35 / 1 Day \$15

\*Sat AMA not required

Metcalf Motorcycle Park  
 300 Metcalf Rd, San Jose, CA 95138

**Start Time: 9:00am**  
**3 to 4 different special tests**  
**2-4 miles each**  
**Ride each test multiple times**  
**All riders ride full course!**

**Gate Hours Fri: 5pm - 10pm; Sat: 6am - 10pm; Sun: 6am - 6pm.**

**Sign Ups Fri/Sat: 6:30pm - 9pm; Sat/Sun: 6am - 9am.**

**Finisher pins, Same day scoring and trophies. - No rider insurance**

**INFO: [timekeepersmc.com](http://timekeepersmc.com) / [ama-d36.org](http://ama-d36.org)**

**Contact: [tmc.enduro@gmail.com](mailto:tmc.enduro@gmail.com)**

**CLICK HERE FOR:**

**[ONLINE SIGN-UP FOR FAMILY ENDURO](#)**  
**[SATURDAY OCTOBER 12TH](#)**

**[ONLINE SIGN-UP FOR CHAMPIONSHIP](#)**  
**[ENDURO SUNDAY OCT 13TH](#)**



2018 WINNER  
 JT BAKER

**SRT**

**NORCAL**  
 MOTORSPORTS  
 844-NORCAL1





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Rnd 13 - SRT D36 Championship Cross Country Series hosted by 707 Racing Suspension  
 Rnd 13 - Motion Pro D36 Youth Championship Cross Country Series hosted by Modesto Honda/Kawasaki/KTM

# October 19-20 2019

# Donner

## HARE SCRAMBLE

presented by **MOJO**  
 MOJOMOTOSPORTS.COM

*Donner Pass* **EAS**  
 Motoclimb Challenge

Live Music  
 Friday, Saturday 7pm

THE TAHOE MUSIC

*\$3k Pro Purse* Over \$20,000  
 in Amateur Prizes

Donner Ski Ranch - 19320 Donner Pass Rd, Norden, CA 95724

GPS: 39°19'06.7"N 120°19'48.1"W

Sign Up: Sat 6:30am-2:30pm / Sun 6:30am-12:30pm

*Saturday*

**Race 1 8am-8:30am** - A/B 50CC, Clutchless

**Race 2 9am-9:30am** - C 50CC

**Race 3 10am-11am** - B/C (7-11) 85, (7-11) C 4 Stroke  
 (7-11) B/C Girls, B/C (7-11) 65cc

(12-15) Youth C / Big Wheel C, (12-15) Girls C

**Race 4 11:30am-1pm** - AA/A/B - Big Wheel, A/B Girls

**Donner Pass Motoclimb Challenge 2pm** - AMA required  
 Youth \$10 / Adult \$20

*Sunday*

**Race 1 8:30am-9:30am** - Beg. Women, Diva, Diva Pro, Vintage Exib

**Race 2 10am-11:30am** - AA/A/B Women

C 98-200, C 201-250, C 251 & Up, C Women

C Vet 30+, C Senior 40+, C Super Sen 50+

A/B/C Masters 60+, B/C Vet Women, Jr. Sportsmen

C Vet 35+, C Senior 45+, A/B/C Pioneers 70+, Vintage Blue Plate

**Race 3 12:30pm-2:30pm** - AA, A/B 98-200, 201-250, 251 & Up  
 A/B Vet 30+, Senior 40+, Super Senior 50+

- Minors Under 18yrs must have parent or guardian present at sign up.
- No Rider Medical Insurance
- Please Take Your Garbage Home With You
- No Spectators on or crossing the course
- No Minors, Pets, Smoking or Alcohol in the pits.
- No Pit or Play Riding (including electric bikes/ATV's/SxS)

Gate: Fri 3pm-10pm / Sat 6:30am-8pm / Sun 6:30am  
 Fee: \$10 Per Person (5yrs and Under Free)  
 Camping: \$15 One Night / \$20 Two Nights

Pre Entry: [ama-d36.org/d36-donner-hs-pre-registration/](http://ama-d36.org/d36-donner-hs-pre-registration/)  
 Event Entry: Includes \$3 to LAO  
 Pro/AA - \$100  
 Adult - \$65 Pee Wee - \$40  
 Youth, Diva, Beginner Women, Vintage - \$50

Garrahan Off-Road Training: Brian Garrahan  
 Phone: 408-857-5884 Email: [Brian@garrahanoffroad.com](mailto:Brian@garrahanoffroad.com)  
[www.ama-d36.org](http://www.ama-d36.org) - [www.garrahanoffroadtraining.com](http://www.garrahanoffroadtraining.com)

AMA Membership - \$49/year, \$20 /day - D36 Membership - \$35/year, \$15/Day  
 D36 transponder required and available at sign up

**ALL RACES DEAD ENGINE START** Except Pee Wee

- Mandatory Riders meeting before each race.
- Running Rain, shine or snow.

**NO TEAR OFFS  
 NO PRACTICE**

**No Pit Riding, No Jetting Loop, Have bike jetted before arrival.**

Elevation 7,000-8,500

- 96db Sound Test for all Participants. Spark Arrestor Required.
- Bikes to be WALKED across HWY. Minors must be accompanied by adult.
- No Camp Fires or Ground Fires. PROPANE GRILLS only.
- Food & Drink at Donner Ski Lodge vendors + massage therapy
- spectators witnessing these events thereby assume all risk for any injuries or damages resulting there from

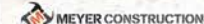


Photo: Mark Kariya



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# Round 5: SRT District 36 Championship Youth Enduro Series presented by NORCAL MOTORSPORTS



## Polka Dots M/C's 49.5er FAMILY ENDURO

Saturday Oct 26th, 2019 • Elkins Flat Staging Area

!!! PeeWees Free with adult entry !!!

ROUND 5 DISTRICT 36  
CHAMPIONSHIP  
YOUTH ENDURO SERIES



### MAIL IN AND ONLINE ENTRIES

OPEN September 13, 2019 CLOSES October 18, 2019

DRAWING: October 20, 2019

1. Complete the entry form at the bottom of the page. Make sure you check one of the boxes to be placed on a "Competitive" row or a "For Fun" row. The "For Fun" rows will start after the "Competitive" rows
2. Read, sign and date entry form. If under 18 years of age, parent, legal guardian or an adult who presents a notarized authorization to sign on behalf of the parent must countersign the entry and be present at sign-up.
3. Enclose copies of your D36 and club cards. D36 cards will be available at signups. No AMA CARD required to participate. D36 Card options- \$15/1 day, \$35/year

Enclose check or money order for entry fee to: Polka Dots MC

\$35 All Classes Pre-Entry \$ 40 All Classes Post-Entry

\$90 Both Enduros Pre-Entry \$100 Post entry (complete separate entry forms for both regular and Family enduro if entering both)

**FREE CAMPING AND NO GATE FEE! \$3 per entry supports D36 LAO**

4. Mail completed entry, copies of current AMA, and enduro sponsoring club cards to: 49.5er Family Enduro - 4612 Haibach Rd, Valley Springs CA 95252

Or you can sign up online using MotoTally/Paypal. Use Discount Code BOTH49er for dual Enduro scoring or PeeWee entry discount

5. Row assignments and pre-entry information will be posted on the District 36 website under the event listing after the drawing. Request your row number by emailing PolkaDotsMotorcycleClub@gmail.com.

Staging area GPS coordinates: 38°35'09.7"N 120°26'14.9"W. Map with directions to the Elkins Flat Staging Area can be found at [www.polkadotsmc.com](http://www.polkadotsmc.com) Cancellation/ general information: [PolkaDotsMotorcycleClub@gmail.com](mailto:PolkaDotsMotorcycleClub@gmail.com) or (209)603-5136 Talk/Text

### GENERAL INFORMATION

1. PeeWees free with another paid entry.
2. District 36 rules apply. 4 Riders per minute. First rider out at 9:31am. This will be a restart format event.
3. Course is approximately 30-40 miles
4. USFS approved muffler/spark arrester. California off road sound requirements enforced. 96dB max 1986 or later
5. Off-Road Red/Green Sticker or License Plate required.
6. Free camping available at Elkins Flat. Permits required for campfires if campfire restrictions are not in place.
7. Limited remote gas at approx. 20 miles for YOUTH BIKES ONLY. Limited space: Big bikes required to do 40 mi loop without refueling.
8. NO PIT RIDING. NO PRE-RIDING IN THE AREA 48 hrs. prior.
9. Parent or legal guardian with notarized release must sign for riders under 18.
10. This is not a closed course event. All trails and roads used during the event are subject to two-way traffic.
11. Spectators witnessing these events assume all risks for any injuries or damages resulting there from. NO RIDER INSURANCE.
12. Sign-ups will be open Friday 6-8 PM. Signups will reopen Saturday morning at 6:00AM.
13. !!! NOTE !!! Trophies are same day; please pick yours up before leaving the event. Due to the increased costs of mailing if you don't pick it up and want it mailed, it will be at your cost.
14. \*\*\* No Jart Charts -print yours before coming up \*\*\*

\*\*\* Due to changing forest conditions please check the District 36 website, District 36 Facebook page or the Polka Dots Facebook page before driving up. Fire conditions or rain events may cause postponement \*\*\*

## 2019 49.5er Family Enduro Polka Dots MC Official Entry

Name \_\_\_\_\_ AMA# \_\_\_\_\_ DIST# \_\_\_\_\_

Address \_\_\_\_\_ City \_\_\_\_\_ State \_\_\_\_\_ Zip \_\_\_\_\_

Phone# \_\_\_\_\_ Club? \_\_\_\_\_ Sponsor? \_\_\_\_\_

Motorcycle Make \_\_\_\_\_ Engine Size \_\_\_\_\_ Place all attached entries on same minute? Yes No

Directions: Circle Only ONE class below.

- |                          |                              |                          |                   |                   |
|--------------------------|------------------------------|--------------------------|-------------------|-------------------|
| ( A ) Sportsman & Vets   | ( C ) 86-200cc Sportsman     | ( C ) Veteran (30+)      | ( C ) Woman       | ( K ) Girls 10-12 |
| ( A ) Senior, SS, Master | ( C ) 201-250cc Sportsman    | ( C ) Senior (40+)       | ( C ) Diva (30+)  | ( K ) Girls 13-15 |
| ( B ) Sportsman & Vets   | ( C ) 251-Openc cc Sportsman | ( C ) Super Senior (50+) | ( K ) Pee Wee 7-9 | ( K ) Boys 10-12  |
| ( B ) Senior, SS, Master | ( C ) Master (60+)           | ( E ) Pioneer (70+)      | ( E ) Vintage     | ( K ) Boys 13-15  |

Check one of the following: Place me on a ☐ "Competitive" or a ☐ "For Fun" row.

### OFFICIAL AMA / DISTRICT 36 ENTRY FORM

I HAVE READ THIS ENTRY FORM AND AGREE TO THE FOLLOWING CONDITIONS:

I hereby give up all my rights to sue or make any claim for damages due to negligence or any other reason whatsoever against the American Motorcyclist Association and its district organization, the promoters, sponsors and all persons, participants or organizations conducting or connected with this event for injury to property or person may suffer, including crippling injury or death, while participating in the event and while upon event premises. I know the risk of danger to myself and my property while participating in the event and while upon the event premises and, relying upon my own judgment and ability, assume all such risk of loss and hereby agree to reimburse all cost to those persons or organizations connected with this event for damages incurred as a result of my negligence.

PARTICIPANT / RIDERSIGNATURE \_\_\_\_\_ DATE \_\_\_\_\_

DATE OF BIRTH \_\_\_\_\_ PARENT OR NOTARIZED GUARDIAN SIGNATURE \_\_\_\_\_

(REQUIRED FOR RIDERS UNDER THE AGE OF 18 YEARS OLD IF PARENT IS NOT PRESENT AT SIGNUP)



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**Round 4: SRT District 36 Championship Enduro Series presented by NORCAL MOTORSPORTS**  
844-NORCAL1



**The Polka Dots Motorcycle Club 48th Annual 49er ENDURO**

**KTM** **ENDURO**

**PIRELLI** **PIRELLI**

**KENDA**

**RANCHO CHEVY & CYCLE**

**FOREST SERVICE UAS**

**MOTORCYCLE COMPETITION 36**

**AMA SANCTIONED**

### Saturday October 26, 2019 - ROUND 4 OF THE DISTRICT 36 CHAMPIONSHIP

Enduro will be staged out of ELKINS FLAT, CALIFORNIA  
in the El Dorado National Forest GPS: 38.585904, -120.437818

MAIL IN AND ONLINE ENTRIES

OPEN: September 13, 2019 Closes: October 18, 2019

DRAWING October 20, 2019

Enduro Sponsoring Club members drawn first - include copy of card

#### INSTRUCTIONS

1. Complete the entry form at the bottom of the page.
2. Read, sign and date entry form. If under 18 years of age, parent, legal guardian or an adult who presents a notarized authorization to sign on behalf of the parent must countersign the entry and be present at sign-up.
3. Enclose copies of District 36 card, AMA Card, and Club Card if you are in an Enduro sponsoring Club. AMA and D36 cards will be available at signups

**AMA- \$49/ year, \$20/1 day District 36- \$35/ year or \$15/1 Day**

Enclose check or money order for entry fee payable to: Polka Dots MC  
(Do not send cash). (Includes D36 LAO and Forest Service Fees)

**Pre-Entry \$70 Post-Entry (At Event) \$75**

**To enter the Family also complete separate entry forms. Combined entry fee is \$90 pre-entry and \$100 post entry (\$3 of every entry goes to D36 LAO)**

4. Mail completed entry to: **Polka Dots MC 49er Enduro, 4612 Haibach Rd, Valley Springs CA 95252**  
Or you can sign up online using MotoTally/Paypal. Discount for entering both Enduros to be applied on Family Enduro Entry.
5. Row assignments will be posted on the District 36 website. Questions can be emailed to [PolkaDotsMotorcycleClub@gmail.com](mailto:PolkaDotsMotorcycleClub@gmail.com) or contact (209)603-5136 Talk/Text



#### GENERAL INFORMATION

- ◆ AMA and District 36 rules apply. First rider out at 08:01 AM
- ◆ National Restart Enduro format. No early check penalties - no computer required
- ◆ 250 rider limit 2 Riders per minute pre-entry, 2-3 riders per minute post entry.
- ◆ The course will be approximately 70 miles with gas back at your vehicle
- ◆ USFS approved muffler and spark arrestor required.
- ◆ California off road sound regulations enforced
- ◆ Off-Road registration or License Plate required.
- ◆ Camping available at Elkins Flat. Campfire permits required if restrictions not in place. Please check with USFS before arrival.
- ◆ Route sheets (No Jarts) and T-Shirts available at the event
- ◆ 35-40 mile gas range required. Gas will be at your vehicle at staging
- ◆ No pit riding. Pre-riding in the area on Friday Oct. 25<sup>th</sup> = DQ!
- ◆ Parent or legal guardian must sign for riders under 18.
- ◆ This is NOT a closed course event. All trails and roads used during the event are subject to two way traffic. There will be strictly enforced 20 MPH road sections in the transfer sections due potential 2 way traffic. Speeding = DQ! Hunting season - vehicles on roads.
- ◆ Spectators witnessing these events assume all risks for any injuries or damages resulting there from. NO RIDER INSURANCE.
- ◆ Sign-ups will be open Friday before the event from 6-8 PM. Signups re- open Saturday at 6:00 AM
- ◆ Map with directions to Elkins Flat at [www.polkadotsmc.com](http://www.polkadotsmc.com)
- ◆ Family enduro will start immediately after so late entries will be limited

**\*\*\* Due to changing forest conditions please check the District 36 website, District 36 Facebook page or the Polka Dots Facebook page before driving up. Fire or rain events may cause postponement \*\*\***

## OFFICIAL DISTRICT 36 ENTRY FORM

EVENT: 49ER ENDURO HOSTING CLUB: POLKA DOTS MC DATE: \_\_\_\_\_

NAME: \_\_\_\_\_ ADDRESS: \_\_\_\_\_

CITY: \_\_\_\_\_ STATE: \_\_\_\_\_ ZIP: \_\_\_\_\_ TELEPHONE: \_\_\_\_\_

AMA #: \_\_\_\_\_ D36#: \_\_\_\_\_ CLUB: \_\_\_\_\_

SPONSORS: \_\_\_\_\_

MOTORCYCLE MAKE: \_\_\_\_\_ ENGINE SIZE: \_\_\_\_\_ EMAIL: \_\_\_\_\_

OFFICIAL  
CLUB USE ONLY

PLACE ALL ENTRIES IN ENVELOPE ON THE SAME MINUTE: YES NO

CIRCLE ONE SKILL LEVEL

**AA A B C**

CIRCLE ONE ENGINE OR AGE CLASS

**86-200CC (2&4-STROKE)**

**201-250CC (2&4-STROKE)**

**251-OPENCC (2&4-STROKE)**

**VET (30+)**

**SENIOR (40+)**

**SUPER SENIOR (50+)**

**MASTER (60+) "A/B/C" PIONEER (70+)**

**WOMEN**

I HAVE READ THIS ENTRY BLANK AND AGREE TO THE FOLLOWING CONDITIONS:

I hereby give up all my rights to sue or make any claim for damages due to negligence or any other reason whatsoever against the American Motorcyclist Association and its district organizations, the promoters, sponsors and all persons, participants or organizations conducting or connected with this event for injury to property or person I may suffer, including crippling injury or death, while participating in the event and while upon event premises. I know the risks of danger to myself and my property while preparing for and participating in the event and while upon the event premises and, relying upon my own judgment and ability, assume all such risk of loss and hereby agree to reimburse all costs to those persons or organizations connected with this event for damages incurred as a result of my negligence.

PARTICIPANT / RIDER SIGNATURE \_\_\_\_\_ DATE \_\_\_\_\_

DATE OF BIRTH \_\_\_\_\_ NOTARIZED GUARDIAN SIGNATURE \_\_\_\_\_

(NOTARIZED REQUIRED FOR RIDERS UNDER THE AGE OF 18 YEARS OLD IF PARENT WILL NOT BE PRESENT AT SIGN-UP)



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# The 47th Annual Lilliputian Hare Scrambles

Presented By:


**November 2nd & 3rd, 2019 Rain or Shine**

**Saturday-RD-14 D36 Motion Pro Championship Youth Cross Country Series Presented by Modesto KTM, Kaw, Honda**

Race #1	Race #2	Race #3	Race #4	Race #5
8:30-9:00	9:15-9:45	10:00-11:00	11:30-12:30	1:00-2:30
A/B 50cc Youth Clutchless,	C 50cc Youth	B Youth (7-11 yrs) C Youth (7-15 yrs)	Vintage Ex, Beg Women, Diva, & Diva Pro	AA, A&B Youth (12-15 yrs)

**Sat/Sunday-RD-14 D36 SRT Championship Cross Country Series presented by 707 Suspension**

Saturday-Race #6	Sunday-Race #1	Sunday-Race #2	Sunday-Race #3
3:00-4:30	8:00-10:00	11:00-12:30	1:30-3:00
Vintage Blue Plate AB&C C SR, C SR Plus, C SSR, C Master, Jr Sportsmen	AA & A Sportsman A Vet, A SR AA Women	A & B SSR B Sportsman B Vet, B SR A & B Master Pioneer, A Women	C Sportsman C Vet & Vet Plus B/C Women B/C Vet Women

**Fees:**

Saturday 50cc Race 1 & 2 Entry \$25  
 Saturday Race 3-5 Entry: \$45 (\$3 goes to D36 LAO)  
 Sunday AA Class: \$100 (75% Payback)  
 Saturday Race 6 & Sunday Entry: \$65  
 Parking: \$10 per vehicle - RV's \$20  
 AMA Card: \$49 (\$20 for 1-Day Card)  
 AMA Youth Card: \$29  
 D36 Card: \$35 (\$15 for 1-Day Card)  
 Transponders: \$10  
 AMA, D36 Cards & Transponders are required and available at signups

**Times:**

- Gates Open 6AM close at 10PM
- Signups Open : Sat 7AM / Sun 6:30AM
- Signups close 30 min. prior to start of each race.
- Mandatory riders meeting 15 min. before the start of each race

**Information:**

- All riders must present current AMA and D36 cards or valid receipt at sign-up
- Minors (under 18) Must have parent or guardian at sign-ups
- AMA & D36 rules apply- No practice or pre-riding the course
- Within 48 hours of Event - Dead engine start
- 96dB sound limit, Spark arrestors required
- Sound test may be given at D36 Tech Tent before entering track
- No rider medical insurance
- Finisher pins to all Finishers
- Spectators witnessing these events thereby assume all risks for any injury or damages
- Spectators are not allowed on the course
- NO Minors or Pets in the Pit

**For More Information:**  
 1-800-Handtown


**Location: Prairie City SVRA**  
 13300 White Rock Road  
 Rancho Cordova, CA 95742  
 (Use Sunrise Exit off Hwy 50  
 To White Rock Rd East to  
 Gate 4- Pit entrance Rd)





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**Round 15 D36 SRT Championship Cross Country Series Presented by 707 Racing Suspension**
**Round 15 D36 Motion Pro Championship Youth Cross Country Series Presented by Modesto KTM/Honda/Kawasaki**
**Saturday, November 9, 2019**

- Race 1** 8:00-9:30 ► Adult C Vet, C Vet+, C Senior, C Senior+, C Super Senior, C Master, Jr. Sportsman, Vintage Blue Plate A/B/C
- Race 2** 10:00-11:30 ► C Sportsman, B Women, C Women, B/C Vet Women
- Race 3** 12:00-2:00 ► B Sportsman, Vet, Seniors, A/B Super Seniors, A/B Masters, A Women, A/B Pioneer
- Race 4** 2:30-4:30 ► AA, A Sportsman, A Vet, A Senior, AA Women

**ADULTS  
SATURDAY,  
YOUTH  
SUNDAY!**
**Sunday, November 10, 2019**

- Race 1** 8:00-9:30 ► Youth AA, A, B (12-15 y/o)
- Race 2** 10:00-11:00 ► Beginner Women, Diva, Diva Pro, Vintage Exhibition
- Race 3** 11:30-12:30 ► Youth C (7-15 y/o), Youth B (7-11 y/o)
- Race 4** 1:00-1:30 ► Youth A 50, B 50, C Clutchless
- Race 5** 1:45-2:15 ► Youth C 50

**Park Fees: (Parking is very limited, please carpool)**

- Gate Fee \$5.00 per person per day Sat and Sun. Friday is free (under 5 is free)
- Camping Fees (per night): Car/truck with or without trailer \$20, Motorhome no trailer \$25, Motorhome with trailer \$35

**Entry Fees:**

- \$40.00 Youth 50CC / C-Clutchless
- \$50.00 Youth (non-50cc), Beg. Women, Diva, Vintage Exh.
- \$65.00 Adult (non AA)
- \$100.00 Pro, AA adult (75% PayBack)

\$3.00 from every entry fee is donated to the District 36 LAO.

AMA and District-36 cards required to race.

AMA and District cards on sale at the event:

AMA card is \$49 per year (\$29 Youth), One-day card \$20.

District 36 card is \$35.00 per year (One-day card \$15.00).

Transponder required ► Buy \$10.

**General Information All Riders:**

- Youth riders bring completed minor release to sign up.
- No pit or play riding (including electric bikes, ATVs, SxS).
- No rider medical insurance.
- Sign-ups close 30 minutes before each race.
- Riders meeting 15 minutes before the start of each race.
- Please take your garbage home with you.
- Sound limit is 96db. (101db for vintage).
- Spark arrestors required.
- D-36 number and correct color background required on all three number plates.
- Parking is very limited, please carpool!
- Food/drinks available from Road Dog II.
- No Minors, smoking, alcohol or dogs in pits.
- No practice.
- Spectators witnessing these events thereby assume all risks for any injuries or damages resulting there from.

**Gate Hours:**

Friday 5:00PM to 10:00PM  
Saturday 6:00AM to 10:00PM  
Sunday 6:00AM to 6:00PM

**Sign-up Hours:**

Friday 6:00PM to 8:00PM  
Saturday 6:30AM  
Sunday 6:30AM

**Directions:**

From Sacramento: take Hwy 16 east and turn right on Hwy 49. Take Hwy 49 to Jackson and turn left on to Hwy 88 when in Jackson. Turn right on Hwy 26/Red Corral Rd. all the way through West Point. Turn left onto Railroad Flat Rd., then a left on Blue Mountain Rd. Go about 2 miles on Blue Mountain Rd then turn right on Mitchell Mill Rd. Proceed 2 miles to entrance. Using the address of 7250 Mitchell Mill Rd. Willseyville will get you close so you can then follow signs.

For more information



Cross Country Promotions, LLC  
Phone: 916-837-7713 • Fax: 916-652-4042  
Email: ccp\_racing@yahoo.com





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# NORCAL

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*7343 Home Leisure Plaza Sacramento 95823 (off Highway 99 & Florin Road)*

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# FURTHER WITH NO MERCY

**250 XC-W**

Conquer the terrain. Face up to the strain. The new KTM 250 XC-W supplies 2-stroke fans with what they love. Aggressive acceleration that's still very controllable and unbridled power that overcomes every obstacle. When hell lies before you, you're in seventh heaven with your KTM.

**KTM POWERPARTS** **KTM POWERWEAR** **KTM ORIGINAL SPARE PARTS** **KTM RIDE ORANGE**  
Professional rider on a closed course. Always wear proper riding clothing and equipment. Illustrated vehicles may vary in details from production models. Optional equipment available at additional cost may be shown. Not all apparel and accessories available in all markets.







# RedBull Romaniacs Part 1

by Mark Lucas D36 # 180S



In July of this year three district 36 members, Dan Melvin, Rob Chavez and Myself took the trip over to Romania to participate in the World Enduro Super Series (WESS). The event we chose is the most famous, the Redbull Romaniacs Hard Enduro Rallye. All I can say is the Europeans really know how to do it. We all had a spectacular time. The ambiance of a European town, the flare and style of racing with riders from all over the world, the great food and wine all made for the trip of a lifetime. This year the USA accounted for 18 of the 450 entrants and had 9 finishers in the top 20 between all four classes. I was told that this is the first time the USA has had top 20 finishers in all the classes.

First of all let me clarify what this event is. It is a HARD ENDURO RALLY. It is a four day endurance race of which navigation is an important part. It's a race against the clock, against the course, against other competitors and most importantly against one's self. The racing classes are not complicated. The premier class consists of Gold, Silver, and Bronze classes and an introductory class called Iron. That's it. Engine displacement and age are not accounted for. According to Martin, the event organizer, the intent of the four classes is this. Gold = International Pro Level, Silver = National Pro Level, Bronze = local Pro Level, Iron = Retired Pro Level and Expert. The Iron class is considered an introductory class to the Hard Enduro Rally format so that riders can learn and develop their skills in order to at some point be able to compete in the premier classes. During the Event there are four distinct routes which are managed by each rider/class via gps navigation.

I really love the WESS format. As I stated each class has their own course yet all the courses are intertwined. So as an Iron rider I will be on the Iron course but then for short periods of time I will merge and be on an Iron/Bronze, or an Iron/Silver or an Iron/Gold section of course. And as you can imagine the Iron/Silver section is more challenging than the Iron/Bronze section and the Iron/Gold section...well get prepared for a beat down. But here is the beauty, while on that Iron/Gold section I may be riding with one of the top riders in the world and actually get to follow him and see how he navigates difficult obstacles. Thus I get to watch and learn from a world class pro. This is the intent of the WESS series, to help the sport evolve by helping the riders evolve through shared experiences. Interesting fact is that the current Iron class course was similar in challenge to the Gold class course the first couple of years that the Romaniacs event was held. That is an example of how much the sport and competitors have grown over the past 15 years.

As far as the actual race....well it's no joke. I tell people that one of the top ten hardest trails I have ever ridden is a fire road in Romania. And during the event you are not on a lot of fire roads. This race is the equivalent of riding 4 east coast national enduro's in the mountains of Colorado over four days. What I mean by that is the course is primarily rocks, roots, ruts, climbs and descents that go for miles and at a steepness that is down right intimidating. Or, for the older D36 riders that remember... how would you like to run 4 Quicksilver enduros over 4 consecutive days? Except the mountains are 3 times taller! And I am still talking about the Iron class! They don't cut a notch in the tree that fell across the trail for you to ride through. They drop countless trees across the trail to make it more difficult just in case it doesn't rain, but it always rains. They don't ride around that rock out cropping or around that boulder field. They aim right for it. Oh and that 2 mile long water fall that went from the top of the mountain all the way to the bottom? What the heck, by the time 100 riders went down it, it started to look like a trail to me!

# RedBull Romaniacs continued....

And if that isn't hard enough, every day you are up at 4:30am, at the paddock to get your bike and gps by 6:30. Then drive 60-100 km to the start. Race for 5-8 hours. Then 60-100km back to the paddock, then to your hotel to rest and prepare for the next day, dinner, then riders meeting at 9pm and hopefully fall asleep by 10 pm so you can start all over again at 4:30 am.

When it was all said and done Danny, despite injuring his thumb, held on to battle all week for an Iron class podium spot. Most of you reading this probably know Danny. He is a fast accomplished rider. He overcame some adversity and stayed focused, which if you want to do well in Romania are important attributes. This event is an elapsed time event, but it is actually more of a skill event than a speed event. You have to draw upon many experiences to survive. Danny did that and accomplished his goal of a top 5 finish and finished 2nd OA. I believe the first American to podium the Iron class.



I also accomplished my goal of a top 20 finish by finishing 18th OA in the Iron class. Many of you don't know who I am, because I don't race much. But I did race D36 back in the 70's and early 80's and was a top 10 D36 fixture during that period, even won a couple state championships when there was a joint D36/37 series. I've spent the last 35 years free forming the west coast mountain ranges and cutting black diamond single track trail with my friends where ever we go. I have also rode in 10 different states, back packed baja several times, raced the GH 24 hr. many times, and have even rode the islands of Hawaii. All were equally important skill sets which I drew upon to survive Romaniacs.

Rob Chavez, who is a frequent D36 racer and xtreme enduro fanatic got a mid-pack finish in the bronze class and will be more than happy to tell you that he had an awesome time. But this year he learned a valuable lesson. The success of your finish in the event starts with picking the correct class to compete in. The Bronze class was an entirely new level compared to the Iron class. Rob may not have had the finish that he wanted, but he did finish and learned and gained valuable new experience which is what the core of the WESS series is all about. Pushing boundaries and reaching new limits of one's self and the sport as a whole.

All three of us encourage other D36 riders to consider looking at the WESS series races as a fun alternative vacation experience. You don't have to qualify, and you can pull it off for about \$10-12 thousand. Like I said in the beginning it was a trip of a lifetime with memories to talk about for a lifetime. ♦

## RedBull Romaniacs Part 2

by Dan Melvin D36# 146R

### 10 random things I learned at Romaniacs

#### 1. We're not in Kansas anymore...

You quickly realize when you set eyes on the Carpathian Mountains and better yet start riding them that Romania is like no other place you've ever ridden before and it is definitely nothing like what you ride at home. You can watch countless footage and helmet cams but it really doesn't drive it home into your mind or do it justice of what's really going on. From day one of bike set up you are learning to ride new terrain and I found myself combining things I had learned back home and riding very differently than I would back in the states. The length of the climbs and descent's alone make you use muscles longer than you are used to and teach you to look at them and get a game plan because you are not going to climb them in one shot. I had to break most climbs into stages. While watching videos pay close attention to two things. One: when a bike or rider or both are sliding or tumbling down a hill think of not only how steep it has to be to create that situation but watch how long it lasts. Two: while watching guys bulldog down hills no matter what class watch how easily their bikes endo and run away from the rider with the slightest touch of the front brake. It's steep, it's long and it is relentless country to ride.



# Romaniacs Part 2

continued from previous page.....

## 2. There are no A, B and C classes...

Everyone from around the world especially the states and me included wants to quickly label they're classes as A, B and C. You quickly learn this is not the case at Romaniacs or any WESS round as I'm told. I had the awesome and random experience of hanging out with Martin the creator of Romaniacs and Paul Bolton one morning at breakfast. After learning it was my first time at the event they simply asked me why iron? I answered because coming here for the first time and spending what I had spent to get here to fulfill a lifelong dream I wanted the best chance possible to "FINISH" Romaniacs. I have seen so many local heroes from all over the states come here and enter silver and bronze and even iron and they are out within 2 days. I then stated that it was out of respect for Romaniacs. I could tell they really appreciated the way I looked at it and they went on to tell me they're thoughts. Martin told me I was smart to do my research because the iron class was created because of that. To give people a chance to actually finish and create a learning platform for future tries at higher classes. Most who enter IRON and come back stay IRON and those who choose to bump up to BRONZE go back to IRON the following year. In his words "You can come over here for the first time and enter SILVER or BRONZE like most people do, but most likely you are not going to finish, there is just too much to learn in your first year for the average rider." In addition, "The iron class is filled with riders new to Romaniacs but none are inexperienced by any means this is Romaniacs and a World Enduro Super Series event. We simply have no place for beginners here." Paul Bolton then pointed out that next to me in the iron class was no only fast local A's and AA's from around the world but retired national Champions from around the world. He then said "If I were to retire today I'd come back to this event with me mates and I'd run iron class all day long."

## 3. GPS racing vs course racing...

I quickly learned not to trust the course markings or lack there of. Whether it's a funny farmer rerouting things or locals hoping to see more of a show by running people into the worst scenarios ever in the mountains you had to be very careful and mindful that you could be off course so checking your GPS consistently was important. To make it even more challenging all four courses are intertwined so you can easily get of course by following the guy in front of you. I also gave up on trying to "feel" the trail flow. Every time I would flow with the trail I'd look down to find out I was off course with my GPS. The GPS is king out there and as long as you follow it "no matter how hard the terrain is" you won't get lost and you won't get an additional time penalty added for being off course. With that said the GPS is one of the things I struggled with the most. It is a huge learning curve much like learning to ride a time keeping enduro. You need to know your equipment and how to use it to your advantage.

## 4. It is a Hard Enduro "Rallye"...

I quickly learned why it's called an enduro rally and not just an enduro. You are literally riding everywhere. It's a marathon not a sprint. It's a test of multiple skills, not just speed alone. This was particularly important for me to learn because as most people know in my earlier years of racing I would run hot and push hard only to explode myself, the bike or both on the first lap or special test. Fast for 5 minutes but not the whole day. I guess this is why they say most enduro riders hit their prime in their 30s because it's takes maturity and experience to figure out that sometimes slower is faster. To finish each day your body has to last and your bike has to last. I met so many people in all classes that had the similar story of being at Romaniacs for the 4th 5th even 6th time still trying to achieve their goal of earning a finishers medal because they have had bike failures, injuries or just completely ran they're body out of resources and dnf'd. With race mileage ranging from 90 -130 km each day it was important to plan properly and ride smart.

## 5. The race mileage is in "kilometers" that's shorter than miles!...

The race mileage is NOT the total mileage for the day on the bike. More often than not you'll have to ride to the start and this can be a substantial amount of time on the bike. Then after the start they may have a gap in the race course. They call this a liaison. This was also substantial and not such a nice easy ride. Liaisons tended to be mucked out logging roads and some fairly rocky road sections all while dodging logging equipment, tractors, chicken trucks and livestock. You can average 80 kilometers per hour they said! Sure! I hit 2 cows on 2 separate days. Then once you reach the finish line for the day you have more riding to get back to your personal headquarters or wherever your team was meeting. I guess I should also mention the fact that the riders meetings were at 9:00pm every night and transponder pick up is at 4:30-6:30am each morning so you can forget your normal sleep time.

# Romaniacs Part 2

continued from previous page.....

## 6. The weather...

Romanian weather is completely unpredictable and it can rain at literally any time. I quit looking at weather reports and just started taking each day one at a time. The rain obviously made things much harder, but you also have no way of knowing how it may impact you. It could be flash flooding on one side of the mountain for example at the start of day 2 and then sunny on the other side of mountain 60 minutes later. It was also weird to me to have both cold weather rain and hot weather rain never knowing if I needed a rain jacket or not. To sum it up.... It rains a lot and if there was ever a Romaniacs without rain from what I hear.... then it just wouldn't be Romaniacs.

## 7. The race pace...

After training with some local experts I strategized that I would have to run a slower pace than usual not only to help my vision problem but to conserve energy for the extreme sections and bottlenecks. I quickly learned that my speed was still way to fast. I often found myself passing the same people over and over only to have a GPS mishap or lose that time when I reached a bottle neck or tougher section. All I really accomplished was to use more energy than I needed to and you NEED that energy to clean those tough sections as quickly as possible. You could lose seconds on common trail by backing it down but you can lose minutes in the tough sections by being worn out and not cleaning them the first time when you get to them. Especially if you don't have help, and help was only available by other riders when it was everyone's last option.

## 8. Teams...

Speaking of having no help. It can be drastically beneficial to have help from a fellow rider and just stay together. People come to this race to FINISH and some of them bring out all the stops. I found out that I was one of the only Iron riders up front that didn't have help in the extreme sections. Some people had chase riders, others teamed up with one another while some had people staged throughout the course. These people put a lot of effort into it and it showed as they had ropes, pulleys, electric winches and even carpet! Yes! I saw dry carpet on wet muddy roots and it worked wonders! Bet your ass I followed them before they're helpers could pick it up. At first I was jealous and envious but grew to appreciate the fact that I did the whole race on my own. I didn't plan on doing as well as I did, my goal was just to finish and have fun. But, by doing well on my own it kind of let me know that I have a better chance of reaching my new goal to finish bronze and then take on and finish Silver.

## 9. Everybody struggles...

It's not a question of if but when and how long you will struggle. If there is anything I've learned by doing these extreme Enduro's and EnduroCross type of events lately it's that myself and 90 % of everyone around me is a pretty average rider and we look like absolute goons compared to the elite guys like Webb, Haaker, Jarvis, ect. So prepare to check the ego and be laughed at and be able to laugh at yourself. Those guys make everything look so easy and it's not. I would say I'm an average A rider here in the states and the iron course "which was often bronze and silver because of the rain" was by far the hardest race course I have ever ridden, pushed, crashed and fumbled a dirt bike through. There were times that I felt like the bike was riding me around the mountain. The course completely kicked my ass and humbled me and I found it pretty amazing that so many riders were willing to come from around the world to get their asses kicked.

## 10. Romaniacs is magical...

I had been dreaming of this race since I was a kid back in 2004. I spent roughly around 10K not including all the riding and training I did before. I wish I did it sooner. Coming from a state like California where our riding areas seem to be getting smaller, and events are easily canceled or closed down, it was purely heart- warming to me to see the city of Sibiu and their love for the event and riders. The ambience while walking in the town square alone let's you know you are at a world enduro event. I not only got to meet riders I've looked up to my whole life but got to share the experience with friends from back home. It felt like one big family to me. We all love this sport, we all have the same addiction to it and we all have personal struggles with it. Hearing so many people's stories from all over the world and what they had to do in order to be there or how many times they have come back trying to earn just 1 finishers medal..... well it was surreal.

.....Continued next Page



## Romaniacs Part 2

continued from previous page.....

This race has a way of really testing what's inside you and how much grit you have. Through the week I started to really let things soak in and I got to see so many people have the ride of their lives and reach goals that they had been working towards. I think that's pretty cool even if it's not the famous GOLD class guys. To see grown men with tears in their eyes after finishing Offroad day 4 "including myself" was pretty inspiring. This event is so much more than a race. I got to see my close friends live in the clarity of their own moment and achieve personal greatness. Moto Doc's (Mark Lucas) face after the finish was priceless after his 1st try at Romaniacs last year ended with a big crash. Rob Chavez, that guy is a freak of nature, he is always so happy! Like almost annoyingly happy! ALL THE TIME! He pushed his limits and just got hammered every day in the BRONZE class so much that by the end of the week he looked like he was an MMA fighter. And every day he still had that smile on his face at the start of every Red Bull arch telling anyone who was struggling mentally to just keep going. Rob got a BRONZE finishers medal! Imagine seeing that in at least another 100 people. And then seeing the GOLD class guys cheering and giving props to everyone else fighting they're own fight to get to that last finish. It was a great reminder to me of what really makes enduro riders so cool. There is no motocross glitter here, just true grit.

I feel that in the heart of it all we get so caught up in results..... they don't mean shit! It's the struggle that makes hard enduro worth trying and it's learning to completely push through that struggle to the finish that makes it so rewarding that you don't even care about the results at that point. The only results that matter to you is.... did I finish or not finish? Did I push myself and do my best? At the finish Martin Freinademetz asked me, "So what do you think of Romaniacs and the WESS series?" "Unbelievable" was what I answered. All I could do was thank him for creating such a unique race and start doing it at a time when nobody else was doing it.

I never thought I'd have the chance to make it all the way to this race, it's a lot of work and very expensive. Luckily I had some great friends and family who helped to keep me working towards my goal and to stay positive and committed. I'm proud to say that I came, I rode and I finished the hardest enduro rally in the world.

I strongly recommend doing this race at least once in your life if you are interested in hard enduro or testing yourself to the limits, or just a moto soul looking for your next challenge. It ended up meaning more to me than I ever thought it would. We should all get to experience that sense of accomplishment at least once in our lifetime. ♦

### **"TREAD LIGHTLY" . . . "LEAVE NO TRACE"**

Practicing outdoor ethics and good land ethics should be second nature to the OHV community by now . . . but, unfortunately, there are still thousands upon thousands of our comrades who violate (often intentionally) the simple practices that are necessary to help keep our trails and riding areas open for our use and for future generations to use. No matter who we are, the mentality of "I'm going to ride wherever I want, whenever I want" has been one of the primary causes for the loss of thousands of miles of recreation access for OHV users across the U.S. Unpaved and primitive roads present special challenges even in good weather. Before you take off, think about another challenge . . . your responsibility to TREAD LIGHTLY and protect the environment you enjoy. Here are challenges to test your skills:

#### **I PLEDGE TO TREAD LIGHTLY BY . . .**

Traveling only where motorized vehicles are permitted.

Respecting the rights of hikers, bikers, campers, skiers and other to enjoy their activities undisturbed.

Educating myself by obtaining travel information and regulations from public agencies, complying with signs and other barriers, and asking the owners' permission to cross private property.

Avoiding streams, lakeshores, meadows, muddy roads and trails, steep hillsides, wildlife and livestock.

Driving responsibly to protect the environment and preserve opportunities to enjoy my vehicle on wild lands.





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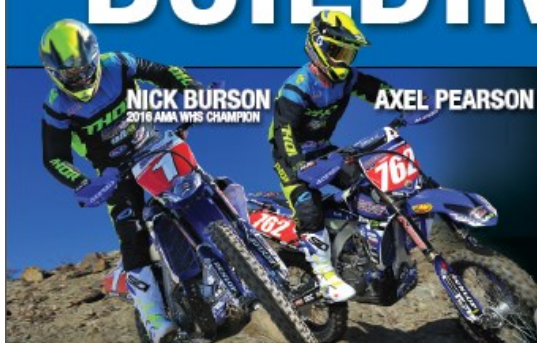


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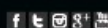


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# Racing In District 36 Stuff To Know.....

## Racing And Your Membership:

- ♦ All entrants in District 36 competition events must have a current District 36 Membership Card and a current AMA Membership card.
- ♦ Riders holding a valid Membership card from other recognized AMA Districts, in the Discipline entered may not be required to buy a District 36 Membership Card. However, in order to receive D36 advancement or series points, that rider must have a current D36 membership. (see D36 rule 2.4)
- ♦ Anyone who races without a current membership card/receipt will be subject to having any advancement and/or series points removed.

All receipts for AMA and District 36 Memberships are expired after 40 days from the date they were issued. If someone did not receive their membership card by the 30 day mark, they need to directly contact the AMA Membership office (AMA cards) or the D36 Membership Director (District cards). (<https://ama-d36.org/contact-us> for phone/email info.)

## Racing And Your Racing Classification:

- ♦ Riders who are new to D36 racing will be placed in the C class.
- ♦ Riders must earn advancement to the next higher skill class. (see D36 rule 7.1.13)
- ♦ Riders must contact the Discipline Steward to inform him of any other AMA recognized racing organization's classification and they must provide that Steward with verification of the higher ranking. (see D36 rule 7.1.13)
- ♦ Riders will be advanced to the next higher class as soon as they earn the necessary points. (see D36 rule 7.1.7)
- ♦ Those who ride in the wrong class (different than what is on their D36 card, or was approved directly by the Discipline Steward) will lose any advancement and/or series points from having raced in that wrong class. (see D36 rule 7.1.9)
- ♦ Riders must contact the Discipline Steward regarding any classification questions or requests to be classified differently than what is on their D36 card. (see D36 rule 7.1.7 and 7.1.13)

[2019 District 36 Operations Manual — aka: Rulebook](#)

## SHOP AMAZON.com AND HELP BLUE RIBBON COALITION

by Dave Pickett



Shop Amazon under a special log-in and you will be supporting D36 LAO land use partner Blue Ribbon Coalition/ ShareTrails with 1/2 % of your purchase DONATED automatically to The Blue Ribbon Coalition. This donation comes directly from Amazon and is at NO COST TO YOU.

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If you are NOT a BRC/ShareTrails member, you should be..... To join:  
<https://ShareTrails.org> A GREAT way to start the year for sure!

**RACE SMART****FOLLOW THE RULES**

# Racing District 36



Cross Country Adult & Youth A class  
Black Plates / White Numbers



Cross Country Adult and Youth B Class  
Yellow Plates / Black Numbers



Cross Country Adult and Youth C Class  
White Plates / Black Numbers



Cross Country Top 20 Overall and AA class  
Red Plates / White numbers



Youth AA Class  
Gold/Yellow Plates with Red Numbers



Cross Country Women & Youth Girls  
A Class  
Light Blue Plates / Black Numbers



Cross Country Women & Youth Girls  
B Class  
Blue Plates / Yellow Numbers



Cross Country Women & Youth Girls  
C Class  
Blue Plates / White Numbers



Not Acceptable



Required Helmet Stickers on Both Sides in this location

**KEEP  
CALM  
&  
FOLLOW  
THE RULES**

You will find a link to the current copy of the District 36 Operations Manual (AKA rulebook) on the District 36 website at: [www.ama-d36.org](http://www.ama-d36.org)





For 2018, District 36 has partnered with the Rocky Mountain ATV/MC Race Gas program. This program enables you as a District 36 member to receive a free \$10 Rocky Mountain Race Gas Gift Card credit for EVERY meet you ride this year! This includes...

**Cross Country ♦ Enduro ♦ Family Enduro ♦ Dirt Track  
Dual Sport ♦ Special Events!**

How it works...

To Join the program and receive your free Rocky Mountain ATVMC Race Gas Gift Card credit you must register with your name, address and email with District 36 (link below). If you have multiple racers in your family, sign them all up using the same email address so you can combine cards! By registering you give permission to District 36 to share this information with Rocky Mountain. Rocky Mountain will only use this information to email your free gift card Credit.

Once registered there is nothing more for you to do except go race, have fun and enjoy the savings your gift card credits will generate for you! Each time you enter a District 36 meet\* your name will be submitted to RMATV/MC and you will be emailed a \$10 Gift Card Credit.

You are eligible for as many \$10 gift cards credits as meets you ride (only 1 gift card per meet regardless of the number of races you enter per meet)!

\*A meet must have 50 riders to qualify for the Race Gas Program.

**Sign up TODAY at**  
**<http://ama-d36.org/rm-gift-card/>**

[Click here for more information and to sign up](#)

# DISTRICT 36

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PER EVENT PAYOUT

[KAWASAKI.com](http://KAWASAKI.com)

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Visit [AMA-D36.ORG](http://AMA-D36.ORG) for Program Details...





## District 36 Schedule of Meets and Events 2019

Color Legend: **Special events** / **CC Races** / **Enduros**  
**Youth Family Enduros** / **Dirt Track** / **Dual Sport**  
 ::Subject to Change::



Date	Event	Club/Promote	Type	Notes
<b>October</b>				
10/5/19	Lodi TT	Lodi MC	DT	
10/5/19	Bigfoot Blitz	Scorr	Y-CC	
10/6/19	Bigfoot Blitz	Scorr	A-CC	
10/12/19	Coyote Sprint Family Enduro	Timekeepers	Y-E	
10/13/19	Coyote Sprint Enduro	Timekeepers	A-E	
10/16/19	District 36 Monthly Meeting			
10/19/19	Donner HS	GOT	Y-CC	
10/20/19	Donner HS	GOT	A-CC	
10/19/19	Lodi TT	Lodi MC	DT	
10/20/19	Lodi ST	Lodi MC	DT	
10/26/19	49.5er Family Enduro	Polka Dots MC	FE	
10/26/19	49er Enduro	Polka Dots MC	E	
10/27/19	Jackhammer Enduro	Oakland MC	E	
<b>November</b>				
11/2/19	Cowbell Enduro	Hayward MC	E	
11/2/19	Lilliputian HS	Dirt Diggers North	Y-CC	
11/3/19	Lilliputian HS	Dirt Diggers North	A-CC	
11/9/19	Blue Mountain HS	CCP	A-CC	
11/10/19	Blue Mountain HS	CCP	Y-CC	
11/10/19	Steam Donkey Enduro	Valley Climbers MC	E	
11/20/19	District 36 Monthly Meeting			
11/23/19	Wilseyville HS	NorCal MC	Y-CC	WHS Race
11/24/19	Wilseyville HS	NorCal MC	A-CC	WHS Race
11/24/19	Bearfoot Family Enduro	Richmond Ramblers	FE	
<b>December</b>				
12/11/19	District 36 Monthly Meeting			
<b>January 2020</b>				
1/4/20	District 36 2018 Awards Banquet	District 36	Special	

### Want to Contact A District 36 Official? Here's how.....

District 36's Riding and Racing programs are operated by volunteers. (We do not have a business office with staff.) We do our best to answer all email communications and return telephone messages as promptly as possible, but sometimes it can take a few days for us to get back to you, especially on weekends having meets. Please be considerate of the time of day/night you call these personal telephone numbers of our volunteers found on our [Contact Page](#). Most answers can be found on our website at: <https://ama-d36.org/>

Please note: For those of you who use Gmail – if you email those of us who use a different email service, our replies to you may be getting routed to your junk/spam folders. Please check there if you are waiting to hear back from any of us.

# Did you Know....

..... that if you join or renew your AMA Membership by clicking on the banner below or the same banner on our website that District 36 gets a rebate for each AMA membership? By using this link you can further support District 36 at no additional cost to you.

So please Join or Renew your AMA Membership by using our banner link. And, (drum roll please).....

Thank you

## We Want To Hear From You

If you have questions or comments for us please contact one of your District 36 Officials. To find the appropriate official to address your questions or comments, visit our [District 36 Contact Page](#) for email addresses' or phone numbers.

The only stupid question is the one you don't ask.



**PRACTICE LIKE YOU'VE NEVER WON**  
**RACE LIKE YOU'VE NEVER LOST**



I am for doing good to the poor, but I differ in opinion about the means.

I think the best way of doing good to the poor is not making them easy in poverty, but leading or driving them out of it.

.....Benjamin Franklin

Pop Quiz Answer:

Oops.

## Newsletter Submissions

Want to submit a story or article to the next edition of the District 36 Newsletter?

Send your stories and / or tech hints to Bill at: [d36newsletter@gmail.com](mailto:d36newsletter@gmail.com). Enter "Newsletter Submission" in the subject line.

Don't forget to include photos if you have them, especially for technical advice.

Submit Letters To The Editor here: [d36newsletter@gmail.com](mailto:d36newsletter@gmail.com). Enter "Letter to Editor" in subject line

Fine Print: We reserve the right to reject or do minor editing. We will not accept stories where you describe riding in illegal areas, damaging property, naming persons that may be doing this or describing something detrimental to mar the image of OHV riding and racing. We will not accept stories that appear as advertising, either blatantly or surreptitiously.





DISTRICT 36 MOTORCYCLE SPORTS COMMITTEE, INC.

rights \* riding \* racing

## MISSION STATEMENT

DISTRICT 36 IS A VOLUNTEER BASED NON-PROFIT ORGANIZATION OF MOTORCYCLISTS AND LIKE MINDED ENTHUSIASTS WHO ORGANIZE AND ENHANCE RESPONSIBLE FAMILY RECREATION AND EXERCISE ENVIRONMENTAL CONSERVATION FOR THE PURPOSE OF PROMOTING TODAY'S ACTIVITIES AND PROTECTING OUR SPORT FOR THE FUTURE

District 36 Motorcycle Sports Committee, Inc.

An AMA Recognized and Chartered District Organization



Next Newsletter Issue: Jan 15, 2020

Submission Deadline: Jan 1, 2020

Send Submissions to: [d36newsletter@gmail.com](mailto:d36newsletter@gmail.com)