



District 36 News



July 2022

District 36 Motorcycle Sports Committee, Inc.

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HAPPY INDEPENDENCE DAY

Rodney Smith Reunited With His First Motorcycle

by Bill McGibbon

Hall of Famer Rodney Smith, a current BETA Factory Rider and a past CERA and District 36 member, was reunited with his 1973 Yamaha YZ 80 June 26, 2022. I was honored to become Rodney's benefactor, donating the bike back to Rodney after having possession of it since 1978 when I acquired it from Paul Russell or "Big Wolf" as he was nicknamed.

The motorcycle was purchased new by Rodney's dad Elwood and within a few years Rodney outgrew it so Paul acquired it from Elwood for his daughter Leslie to learn to ride on. Subsequently I got the motorcycle from Paul for my daughter Laura Coiner to learn on. The girls each outgrew it within a few years as it was handed down and the bike was retained by myself and used for about 10 Years as a "pit bike" around the Antioch Airport where I maintained an aircraft and hanger. Eventually I put it in storage at my home with the intention of restoring it and gifting it back to Rodney, however as all things seem to go, I never got around to doing anything with it.



Bill McGibbon Rodney Smith

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Adaptive Racing: Defying All Odds - Flat Track Motorcycle Racing

April 6, 2022

Sherman Lee - Adaptive Racer

Interview by Brian Thalhammer, Automotive Journalist

Countless riders put their lives and limbs at risk to achieve their goals on the track, and while many have gone on to great success, there are those champions who sacrificed more than just first place. A sport demanding fearless prospects, Flat Track racing has taken and disrupted the lives of many men and women who courageously laughed danger in the face for the unmatched feeling of open-throttle bliss. We have them to thank today for their inspiring sacrifices. Sherman Lee, an adaptive racer, is one of those unrelenting champions.



Sherman Lee

- Sherman, tell us your story.....

"My name is Sherman Lee. I'm 46 years old, and I have been married for 23 years to my wife Carrie. We have two boys who are now 21 and 18 years old. I was born at Travis AFB in Fairfield, California, on December 15th, 1975. I'm the youngest of three kids. My dad, Ralph Lee (a 20-year Air Force Veteran) was born & raised in Lodi, California. My motorcycle passion comes from my dad's side of the family, and our fascination with bikes runs back to a time when people began crafting motors into bicycle frames.

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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

Did you ever wonder...

Why they call them "Free Gifts"? Aren't all gifts free?

My wife wanted to shop for a new dress so I went with her. At the first store she couldn't find anything that fit and then asked me, "Where do I go from here?"

To which I replied, "How about the gym!"

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

Did you know.....

The first couple to be shown in bed together on prime time TV were Fred and Wilma Flintstone.

Pop Quiz

Everyone in the world needs it, but they usually give it without taking it. What is it?

(answer page 28)

Update Your District 36 Membership

Is your District 36 membership expired or getting close? The 2021 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 Cat, our Membership Director, an email with your updated information so she can update our records. [Email Cat](#) (please include your D36# in the email)

Rodney Smith Reunited With His First Motorcycle

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About a month ago I received a call from Rodney asking if I still had the bike. His Dad remembered what had happened to it and he was somewhat surprised that, yes I did still have it. When Rodney said he would like to get it back there was no hesitation on my part to return it to him. He plans to fully restore it back to stock doing most of the work himself and will eventually “hang it on the wall” of his garage where he has a personal Rodney Smith Museum.

“I’m really excited to get this back and restore it to hang on my garage wall to be displayed with other bikes in my collection,” said Rodney.

I was both excited and honored to have played a small part in the history of this motorcycle. Who knew back in the day what the original owner would aspire to and I’m so thankful I did hang on to it for him! ♦



Rodney's Garage

photos courtesy of Rodney Smith

SEN. BRIAN JONES' BILL TO SAVE OFF-ROAD COMPETITION IN CALIFORNIA ADVANCES IN SENATE

By Chris Jennewein, Times of San Diego, a member of the San Diego Online News Association

May 26, 2022 (Washington, D.C.) - Legislation by Sen. Brian Jones to save off-road vehicle competitions in California was unanimously approved Wednesday by the state Senate. Senate Bill 894 by the Republican from Santee would replace the two-decade-old “red sticker” program administered by the California Air Resources Board that expired last year.

“The Senate recognized that this important measure is not just for the OHV community, but also for environmental programs and local economies throughout California. Many people have worked tirelessly over the last three years on this bipartisan compromise. I am hopeful that the Assembly will join the Senate in

approving SB894,” Jones said.

An earlier version of the bill was passed in the Senate last year, but did not come up for a vote in the Assembly.

Jones’ office said the new bill is “narrowly tailored for legitimate competitors” practicing and racing on public lands, adding that it will help “the economy of many rural and suburban regions that have long hosted competitions.”

Sen. Ben Hueso of San Diego co-authored the bill. ♦



Photo via Pixaba

“The LAO and Senator Jones along with other legislators, the administration, and co-sponsors at the MC Dealers Assn. continue to work hard on smoothing the path that our competition bill (SB 894) must navigate through the legislature. The LAO and partners remain committed to getting new 2022+ model year competition bikes registered and titled with the DMV and to resolve any confusion with state and federal law enforcement about the definition of closed course and allowing competition bikes to compete at sanctioned competition events (i.e. GPs, Hare Scrambles, enduros, etc) held on public lands.” — District 36 LAO

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MEET REPORT

Women's Dirt Bike Racing Association Poker Chip Run



The first annual Women's Dirt Bike Racing Association (WDBRA) Poker Chip Run was held at the famed Camp Lodestar in Willseyville California on March 27, 2022. The event drew in 120 riders representing all ages from young children to veteran motorcycle riders with families and solo riders alike. The weather and dirt conditions proved to be prime for an amazing day of riding in the trees. As luck would have it, we were allowed access to this well-known riding spot due to the historical relationship NorCal Motorcycle club has with the property owners. Our club is forever grateful for access to such a gem of a location that is well known to all motorcycle enthusiasts.

The Poker Chip Run course provided three options for riders; a beginner loop, an intermediate loop and an advanced loop. The course layout allowed for riders to take a single loop choice or string together additional loops as each had an easy transition to the next level. The course was made up of mixed terrain including single-track, creek crossings and for the experts a challenging hill climb. While out on course, riders picked colored poker chips in hopes of landing the winning color combo to garner the top prize.

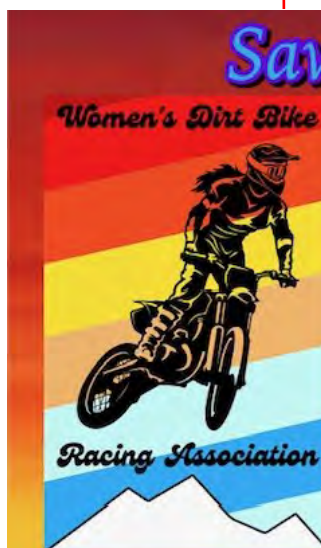
An event such as this one does not come together without the help of many hands and the kindness of many sponsors. Our club was very lucky to have Leon Hannum and John Ballasteros spend the whole week prior to the event cutting up downed trees, placing course markings and burning in course lines. Under the watchful eye of Kelly Gouldthread and Marcy Hannum all of the details and planning that happened behind the scenes fell into place. The club came together for a work session Saturday, the day before the event, to put the final touches in place to be ready for the early morning start.

Along with many hours of labor needed, it also takes sponsorship dollars. We had many generous donations to cover our event's financial needs and many generous donations made to our raffle. All of these areas combined made the First Annual Women's Dirt Bike Racing Association (WDBRA) Poker Chip Run a success. ♦

We would like to thank the following sponsors for their contribution to our event:

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NEXT UP FOR WDBRA:



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Adaptive Racing: Defying All Odds - Flat Track Motorcycle Racing

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My Grandfather, George Lee, became a member of Lodi M/C in 1948. Lodi M/C then moved to the now world-famous Lodi Cycle Bowl in 1954. My dad actually didn't start racing Flat Track until 1971 on a 750cc Triumph. Up until last year, he still used three parts from his original bike. I've been influenced and in love with Flat Track all of my life. When we went to the races, my mom would put me to sleep in my car seat in the front of our van, nosed-up on the back straight of the Lodi Cycle Bowl. We three kids got our first bikes on Christmas of 1981. When I couldn't ride my motorcycle, I would be on my bicycle with cards in the spokes and an aluminum can on my left foot, riding around the street "Flat Tracking" with my aluminum "steel shoe" racing.

After my dad retired from the Airforce, we moved back to Lodi in 1988 and I started racing. I started "late" at 12 years old in the 80cc class. I then moved up to 250cc at 13, then the 500cc open class just before my 15th birthday. I earned my junior plate at the end of the 1990 season. At the end of the 1991 season, I turned expert and then started the 1992 season with a novice pro license. We didn't have the money to be able to go anywhere, and then I lost the bike I was riding because of a disagreement between my mechanic and the guy that owned it. So, here I am, starting my inaugural pro season with no bike. Eventually, a bike dropped in our lap. Not a pro-caliber race bike, but a 100% stock and street legal 1986 Honda XL600. We bought it on a Tuesday, and by Saturday night I had ripped all of the lights, battery and smog equipment off, pulling the fork tubes through and taking the preload out of the rear shock to lower it down. I then tried to compete at Lodi Cycle Bowl in the pro class against pro-caliber Wood and Knight Rotax's. I didn't do that great at all. After struggling for four years I decided to drop my pro license. I stepped away from racing consistently in 1997, as I was having more frustration than fun. In 2006 I got my bike running great and I was going to ride the Vet's class since I was now 30 years old. I rode the last race of the season in 2006, and I was top five. I thought; I'm coming back in 2007 and going for my first district championship plate. The season was starting in April.

Saturday, March 24, 2007, 2:00 pm. I was riding my street bike that I just got the night before to a friend's house to get some parts for a different bike, and a lady pulled out in front of me. I always rode fully covered with pants, boots, a jacket, and a full-face helmet. I hit her in the driver's side front tire of her 1980's F150, going over the hood as my left shoulder stopped on the fender. I had multiple injuries: broken ribs, shoulder blade and right forearm, a ruptured spleen, punctured lung, and the lasting damage was a Brachial Plexus Injury (BPI). My nerves for my upper left quadrant (the Brachial Plexus nerves) got mostly pulled out of the spinal cord. I was 100% paralyzed below my left shoulder with 90% shoulder paralysis and my pectoral and back muscles affected. I had the best BPI nerve doctor in the country, if not the world, but he said there is no fixing this. We can't plug the nerves back into the spinal cord, but I can get some movement back. The peripheral nerves can repair themselves for up to two years. At the end of the two years, I got a little of my shoulder, pec, and half of my bicep back, but my triceps and below my elbow remained, and still remains, paralyzed. The worst part of a BPI is the extreme nerve pain. It feels like my left hand is getting crushed and electrocuted in waves 100% of the time, nonstop. I was the sole provider in my family. I was raised that is a man's job to work hard and make sure that his wife doesn't have to work. Then I went on 100% disability and my wife became the main provider. I wrote off riding again. During this time I still saw specialists and my "brace guy" worked at a prosthetic office. Talking with my prostatitis and nerve specialists, we were all in agreement that I would be better off removing my left hand. If they could have plugged my nerves back in at that time with the severe atrophy, I would be better off with a prosthetic than my actual hand. So, I had it removed and got prosthetics.

In 2014 my dad found a prosthetic handlebar attachment made by the Hall of Fame legend Mert Lawwill. The "Mertshand Attachment". That allowed me to get back on a bike. I started on an XR100, then rode my 600, and then a friend lent me a 2004 CRF450. My dad and my youngest son went with me to visit my sister in Tennessee in 2017 and I took the 450. We met in Paducah, Kentucky, where we raced a limestone 1/2 mile.

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Adaptive Racing: Defying All Odds - Flat Track Motorcycle Racing

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It was my first race since 2006 and the first time any of us had ridden limestone. I found out that I couldn't launch off the line without killing the motor; releasing the clutch and turning the throttle all with the right hand was difficult. I found out around this time that I was the only Flat Track amputee west of the Mississippi and one of three in the country. I went on to ride a handful of races each year, and then in 2021, I had a great season. I was able to ride a total of 10 races. I reached the District 36 AMA #1 Senior A (40+ expert) championship plate. I'm the first adaptive racer to earn a #1 championship plate in District 36 of any discipline, and the first adaptive Flat Tracker to get a #1 plate in AMA Flat Track in the nation, amateur or professional.

- What is it like to compete in Flat Track?

Flat Track is a big family. That is just one of the things that I love about Flat Track. In 2021, Royal Enfield set up a women's series called Build Train Race. One of the women, Bridget Leber from the San Francisco Bay area, is a great AFM road racer. She joined the BTR Flat Track team with no Flat Track experience. She came to a Lodi Flat Track race where only one person knew her. Her Enfield wasn't ready, and before practice, she had multiple bikes offered to her including my 600. Leber ended up riding a fast 150 of Jim Abrams, and throughout the night we helped her with any information she needed. She said she was amazed by the help and atmosphere, she never experienced that before. The road race atmosphere was completely different, you are on your own. In Flat Track, your competitors will help you so that you can race against them. There is no breaking into Flat Track. If you aren't a complete a-hole from day one, you can look to the right and left of your pit to find someone to help if you need it.

- How does one get into Flat Track Racing?

As far as those looking to get into the sport: When getting a bike there are two huge considerations. First, figure out what you can spend and how much work you can do. You can spend about \$2,500 for an already set-up 450, but it will likely be older. You can spend about the same on a decent TT500 or XR600. If they are in a built Chromoly frame, they start at about \$5,000. The prices go up from there. I was able to find a great deal back in October and spent \$5,000 for a 2016 CRF450 that was built for the AFT Singles class. It's a rocket. On average, your entry fee (in Northern California) is \$50, figure around \$10 in fuel, a beginner set of tires per bike (about \$200-300, until they start sliding) for the season, and maintenance costs. Considering just the monetary costs, Flat Track is one of, if not the cheapest, motorsports period.

- Any advice for new racers?

In regards to being a new "green" racer; just be smart, don't try and beat everyone out of the gate. Everyone will go down, that's how you find your limit. My personal opinion is to wear leathers. They aren't cheap, they are hotter than MX gear, more expensive than MX gear, but they are designed to stop road rash from high-speed crashes. I don't race without them. New racers should definitely know how to ride a motorcycle before starting to race. My advice is to go to different places and practice. The most important thing to keep in mind when on the track is to hold your line. If you hold the inside a faster rider will go around, but if you go in low then shoot high to "get out of the way," you might take others down with you.



"The only thing I'm trying to prove is that if you have the desire, you can conquer your limitations."

.....Sherman Lee

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Adaptive Racing: Defying All Odds - Flat Track Motorcycle Racing

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- Future hope for the sport?

I hope the sport grows. Like most sports, it always goes the way of a roller coaster, up and down. I think the professional licensing body needs to listen to the grassroots fans and riders to make it grow. A sport depends on the ability of someone to look at the top level and the possibility of getting there. Now, I understand someone that goes in at 30 years old probably isn't going for the pro ranks, but a family getting in with their kids is going to see something special.

- What pushed you to continue after your accident?

Nothing pushed me except for my love of the sport and the realization that I could do it. At first, I thought I'd ride every once in a while because I didn't think I would be at all competitive. Then I saw that I was still a little competitive, so I thought ok, I'll ride a few races. Over time I got my first ever championship plate.

Everyone has to do their own risk assessment. The only thing I'm trying to prove is that if you have the desire, you can conquer your limitations. Sometimes it's going at it head-on and then there are times it's finding a way around it. It didn't take long to figure out that I can't tie my shoes the way I used to. So my choices were to get very flexible to use my teeth while wearing my shoe or tie them loose enough to just slip them on or never wear shoes with strings unless someone is around. For me, I found an alternative. I found lock laces are elastic laces that use a lock, like a pull string on a hooded sweatshirt. On a bike, some use a thumb throttle, and some have to flip the throttle to the left.

After my accident, I spent three days in the Intensive Care Unit (ICU), then left the hospital and spent two weeks not moving much except using the bathroom. So I'm in extreme pain, I can't move much, my right arm is broken & hard braced, my left arm isn't working and I didn't know how or if I was going to provide for my family. I got low at times. One of the first inspirational people I discovered was Nick Vujicic's "Life Without Limbs" organization. I'm a competitor, I like most challenges and I'm someone that solves problems without asking for help. So as I had to figure things out (not that I didn't have help), my wife and others would get mad at me for not asking for help. Then there were times I'd fight with the problem, get mad, get frustrated, and then when I couldn't figure it out learned to pick my battles.

- What do you want your kids to learn from this?

As far as my boys. The whole situation is bittersweet, yin and yang. I want them to know not to give up. I would fight with a pair of socks for five minutes until I got it instead of asking someone next to me. So I guess it all runs back to picking your battles. Work smarter not harder, smarter doesn't always equal easier."

~~~~~

On November 21, 2020, Sherman helped organize the first-ever adaptive race at Big Time Speedway's Big Sonoma races. Sherman brought together eight amazing adaptive racers: Jason Griffin, a right arm amputee and the only one to ever have an AFT license, a fellow Illinois resident Jake McCullough, who was born without a right hand, Barry Waldon, a right foot amputee Flat Tracker that is Kentucky-based, Jason Lopez, a road racer out of the San Francisco Bay area, Patric Longo, a paraplegic motocrosser also out of the bay area, Michael Maze, a paraplegic motocrosser out of Fresno, California, and Tyler Brandenburger, a right leg amputee motocrosser out of Illinois that has medaled in the X-games.

We can only aspire to be as ♦ strong-willed as someone like Sherman Lee and those who put their passions before pain, and if his story shows us anything - it's that giving up is just out of the question, no matter the circumstance. Keep sliding - BT.

# ISDE Bound

Meet the District 36 riders that have qualified and been selected to represent the USA at the 2022 International Six Days of Enduro

Le Puy en Velay – France Aug. 29-Sept. 3, 2022

**TEAM  
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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.



Anthony Ferrante  
D36# 179Q



Anson Malony  
D36# 169Q



Shane Siebenthall  
D36# 217S







## MEET REPORT

# FOOLS GOLD ENDURO



Congratulations to Kyle Boardman the overall winner with a score of 6/371. Of note this year, Andrew Souza took 2nd overall with a score of 6/376 — only 5 seconds behind the leader after 10 checks, and 3 of those were tie-breakers!

### Fools Gold Results

We want to Thank Everyone that came out to ride and support our club! And we give a very special Thank you to ALL the volunteers that came out to help put on the event – without people like you there would be no enduros. Although it goes without saying we say it anyway...Thank You also to our club members that gave of their time and energy before, during and after to make it happen!

CERA has been at this for 50 years with this, our 48th annual Fools Gold (we had a few cancelations due to weather)! With a long standing reputation of putting on high quality events we are extremely proud of the members dedication to keeping this tradition going into the future!

We have several relatively new members that are taking the lead in the club and already having gleaned a lot of experience in the last few years on putting on an Enduro they did an outstanding job with everything that has to be done to make one happen. And after “learning the ropes”, like all the old timers, they have realized that the work is really fun and satisfying when the event goes off smoothly and all the entrants have a good time.

It seems that Timekeeping Enduros are losing traction with the younger riders and this is a trend we really don't like to see as the term “timekeeping” is really a misnomer. These types of Enduros really need to be called “Pacing Enduros” because while riders need to maintain a pace, not ride too fast or too slow, the actual having to keep time has long been gone from what we still call a timekeeping Enduro. And no one needs to spend hundreds of dollars to purchase a computer when a watch, resettable (by 10ths) odometer and roll chart will suffice to stay on time. There is a certain amount of thinking involved and knowing the concept and, just as importantly, knowing the rules can make a big difference in using strategy or not having a strategy. Understanding how it works will make your ride much more fun!

We are again looking forward to October for our Crazy Miner Family Enduro. We have not been able to run it for the last two years due to COVID (2020) and forest fires last year so the odds are with us! Challenging but much easier than our Fools Gold, it's part of the District 36 Championship Youth Enduro Series and for those not in the series it's a great run to practice your “pacing” skills. We'll see you out there October 15th! And yup, we'll be looking for [volunteers if you're interested](#)! ♦

### 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.

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# Our Club Spotlight is on California Enduro Riders Association



CERA was established in the early 1970's by off-road motorcycle enthusiasts with a passion for the outdoors and motorcycling competition. The founders of CERA decided to provide some fun and healthy competition for the off-road community that was the subject of the movie so popular at the time – “On Any Sunday”. This community included off-road riders and clubs throughout the state of California.

CERA now holds two competitive events each year. They are the Fools Gold Enduro held on the Georgetown Divide, East of Georgetown, California and the Crazy Miner Youth / Family Enduro also held in the same area and both meets are sanctioned by the AMA. CERA's Premier Fools Gold Enduro pays District 36 points in the District 36 Championship Enduro Series and the riders who accumulate the most District 36 points during the year are recognized by District 36 as Champions in their respective classes at the District 36 Annual Awards Banquet. The Crazy Miner, in turn, is part of the District 36 Championship Youth / Family Enduro Series. This series pays District 36 points to qualifying classes (Youth Boys, Youth Girls, C women, Diva, Super Senior and Master classes) and the best riders in each qualifying class are also recognized with Awards at the District 36 Awards Banquet each year.

In addition to hosting competitive events, CERA encourages the growing popularity of Dual Sport. Fortunately, the area of the Sierra Nevada where CERA holds its Enduros also offers fantastic Dual Sporting opportunities. Organized Dual Sport rides are noncompetitive events that use both paved and dirt roads as well double track and single track trails through the forest. Motorcycles have to be street legal and licensed to qualify. CERA is currently looking into promoting a Dual Sport Ride so stay tuned for further information.

CERA continues to acknowledge its responsibilities both inside and outside the off-road community. CERA is passionate about preserving our land-use rights and works closely with the US Forest Service, the District 36 Legislative Action Officer, the Blue Ribbon Coalition and other groups to preserve our “Right to Ride”. Volunteering time to forest projects and contributing to the well being of the forest communities that are home to our events are activities of which CERA is justifiably proud. As a result of these efforts, CERA is able to promote events that are challenging yet safe, responsible and... oh yea, fun. ♦

Want to join? Here's our [Join Page](#)



Are you a District 36 Club or Promoter? Let us spotlight you:  
Send you club information, details and a photo to: [d36newsletter@gmail.com](mailto:d36newsletter@gmail.com)



WE'RE HERE TO HELP YOU  
**HIT THE TRAIL**



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## Bridge to Bridge Rally On Electric Motorcycles

by Alan Smith

As most of you know last winter I got multiple sponsors for a custom streamlined motorcycle built by Lightning Motorcycles, an aerodynamic body built by Corbin Motorcycle Seats and others. The all-new carbon fiber streamlined motorcycle that I've been working on all winter was finally on the street. May 21<sup>st</sup> was the all-electric motorcycle Bridge-to-Bridge Rally (Golden Gate Bridge in San Francisco to the Coronado Bridge in San Diego 530-miles).

But let me back up a little to May 14<sup>th</sup> with only minutes to spare this all-new motorcycle was ridden on the street for the first time from Hollister to Carmel for the prestigious Quail Motorcycle show. At the time my motorcycle team was coming down with COVID. After the motorcycle show everyone but me was sick with COVID. We only had a few days to get the new motorcycle ready for the following weekend, May 21<sup>st</sup>, for the 530-mile race, I mean rally. Despite the COVID illnesses everyone on the Lightning team continued to work on the motorcycle. Since I was not sick with COVID, I was told to stay away.

In the next photo I'm showing the new streamliner at the Quail Motorcycle Show in Carmel Valley. Friday afternoon, the day before the rally, the motorcycle was still being worked on. At this time I was planning to use my personal back-up electric motorcycle to attend the pre-rally meet and greet meeting. If necessary to compete with my personal motorcycle. Four miles from the meeting I got the phone call that my new carbon fiber streamlined motorcycle was ready to pick up. That new motorcycle was 50-miles away in Friday afternoon traffic.

Arriving to pick up the new motorcycle I had a crash course on how to use all the functions. Messages were taped on some of the gauges of important things not to exceed. Some of the adjustments I wanted were not done. I was going to have to run with what I was given. Being a brand-new motorcycle, decisions were made to scale back or not push the motorcycle to hard. Of course and win at the same time. Oh, it would be nice if I don't crash or damage the new \$100,000 prototype motorcycle. Like I said no pressure here.



Riding the new motorcycle I had different riding gear that I normally don't use and had to relearn how to get my legs and feet in and out of the aerodynamic bodywork. Starting and stopping is tricky, at least until the rider's feet touch the ground. Cross winds are tricky. Even getting your hands in and out to the handlebars is not easy. Basically everything is different to operate this motorcycle. Streamlined motorcycles are like that.

I showed up late for the pre-rally meet and greet gathering. Everyone was glad to see me but more important to see the new streamlined motorcycle. After the meeting the sun was starting to get low in the horizon. We still had 50-miles to ride through downtown San Francisco, across the Golden Gate Bridge then to the motel in Mill Valley.



Next photo is some of the riders topping off their batteries the night before the rally. Trying to get a good night's sleep turned into a disaster. For some reason I got leg cramps twice that kept me up. 4:30 AM, I had to start topping off the battery at the motel. Around 5 AM head over to the starting location a couple of miles away. Riding into the darkness my headlights were out of adjustment, they shined at all the tops of the trees. Basically with no headlights I got lost in the dark. I finally found the rally starting point then continue topping off the battery. At that point I could take a break.

The plan was to launch all the electric motorcycles at 6 AM. Before leaving we had to take a photo of the mileage on our odometer and make sure our real time

tracking app was running on our cell phones. We rode together to the Marin Headlands for a group photo overlooking the Golden Gate Bridge. Cross the Golden Gate Bridge as a group while a camera crew filmed us.

.....continued next page

## Bridge to Bridge Rally On Electric Motorcycles

.....continued from previous page

Crossing the toll booth the race, I mean rally, was on. To help relax I just followed three other competitors through the San Francisco streets to the Bay Bridge. After that we were basically all on our own the rest of the day. Oh did I mention that it was really cold? The temperatures did not warm up until I got on Interstate 5 about 50-miles away. At least the streamlined bodywork offered a lot of protection from the wind.

In the next photo is the whole electric motorcycle group that competed in the rally. Since the motorcycle was brand new and only the second time this motorcycle had been on the street, a lot of its performance was still unknown. This was basically the first time out in a real environment. I stopped early to charge my battery. The other Lightning motorcycle in the rally and Lightning company chase van were already at the battery charge station. While charging my battery the Lightning team went over my data. They recalculated it's predicted next stop 200-miles away, the base of the Grapevine (start of the mountain pass). For anyone that knows this section of freeway, it's a long straight boring interstate.



At the next battery charging station at the Grapevine we met our first milestone, 200-miles at freeway speeds on one battery charge! We were all excited about this. At this time I was way ahead of the others. Sadly after that stop we were plagued with finding and using charging stations. We lost so much time finding battery charging stations. After finding a charging station some of them didn't work, broken, already in use, or anything else that caused delays. Traffic was the expected usual mess in Los Angeles, lucky for me in California I can legally split traffic and did for many miles. This is where my Southern California competitors had the home advantage. They would already know where to stop or avoid.

In the next photo I'm at a battery charge station. The Lightning team is going over the data on the streamliner. Having sponsors doing a lot of background work is new to me. It was and still is a work in progress working as a single team. Cross country racing is all new to the Lightning team. They are used to working at a closed race track not the open road. There was some miscommunication and procedures that need to be smoothed out. I know next time there will be much better team work.



Near the southern part of the Los Angeles basin things got interesting for me. One of the other competitors caught up with me. We rode together for a few miles. Unknown to us people were watching us on a large TV screen through our tracking monitors. We were still over 50-miles away from the finish line and both of us were low on our batteries. The two lead motorcycles had to make one more battery charging stop before reaching the finish line. That is where things got interesting again. I pulled into a charge station only to find it did not work. A few phone calls to the Lightning team, I was vectored to another charging station. Again another bad charge station. By this time a film crew was with me. I asked the film crew to help guide me to the next battery charging station. My battery got to low and I was done from the rally only 15-miles from the finish line. A phone call was made to come get me.

.....continued next page



# Bridge to Bridge Rally On Electric Motorcycles

.....continued from previous page



In the last photo, this was the end of the rally for me. My battery was completely discharged. It was time for my pit crew with the chase van to find me.

The other competitor who was riding with me through part of Los Angeles had to manually push his motorcycle a short distance to a battery charge station. He only charged his battery just enough to reach the finish line. He ran out of battery again to coast through the finish line. My Lightning motorcycle team was able to transfer enough energy to the winner so he could reach another battery charge station.

Another competitor also ran out of battery and

had AAA pick him up around midnight.

By the time my motorcycle was loaded into the Lightning chase van and arrived at the motel it was 10:30 PM. It was a very long day. I took a shower then went to bed. I was so busy that day I missed breakfast, lunch, and dinner. I survived on snack bars and energy drinks the whole day.

Even though my streamliner ran out of juice 15-miles short of the finish line, we got a lot of great real time data. We already have a number things that need to be readjusted or upgraded. For it's second time on the road I feel we did pretty good. I was going against some very experienced competitive motorcyclists that had a lot of practice on their electric motorcycles. Especially the riders that live in Southern California where they know the area.

Some have asked about my rider comfort on a long trip with an extreme motorcycle. That was also a concern to me. With a wide custom Corbin seat and an Air Hawk seat cushion my butt and legs did OK. Toward the end of the day my back, right wrist, and right hand was starting to get sore. I'm guessing that after the software is added to control the speed those issues will be taken care of.

That is how I'm wasting my retirement. Life in the slow lane. It beats the recliner chair watching reruns on TV. ♦

**About the author.....Alan Smith is a long time Hayward MC member. He is an avid off roader and key member of the HMC Cowbell committee.**





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# Racer/Rider Contingency Programs



This program enables you, as a District 36 member, to receive a free \$10 Rocky Mountain Race Gas Gift Card Credit for EVERY qualifying meet you ride this year!

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

For details and to register go here:

[Register for Rocky Mountain Race Gas](#)



Sign up at <https://app.hookit.com/signup/> to become eligible for different sponsorship opportunities! Questions/Support Contact:  
Rich Houseman: [rich@hookit.com](mailto:rich@hookit.com) or call 951-733-1991

## Manufacturer Contingency Programs

The Manufacturer Contingency program pays cash to riders who win and place while riding their brand bike. The links below take to you the place to sign up. You must register to be eligible for manufacture contingencies.



Riders must sign up at [Race Husky](#) to be eligible  
Questions/Support Contact:  
[husqvarnacontingency@brandecation.com](mailto:husqvarnacontingency@brandecation.com)  
or call: 833-326-1202



Riders must register at:  
[bLU cRU Splash Page](#) to be eligible  
Questions/Support Contact:  
[racing\\_contingency@yamaha-motor.com](mailto:racing_contingency@yamaha-motor.com)



Riders must sign up at  
[Kawasaki Racing Contingency](#) to be eligible  
Questions/Support Contact 1-866-535-2544



Riders must sign up at  
[KTM Cash](#) to be eligible  
Questions/Support Contact:  
[ktmcontingency@brandecation.com](mailto:ktmcontingency@brandecation.com)  
or call 833-326-1202



Riders must sign up at  
<http://www.gasgasracer.com>  
to be eligible Questions/Support Contact:  
[gasgascontingency@brandecation.com](mailto:gasgascontingency@brandecation.com)  
or call 833-326-1202

Find it on our website here:

<https://ama-d36.org/d36/contingency/>

[Click On Flyer For A Printable Version](#)


# LODI MOTORCYCLE CLUB

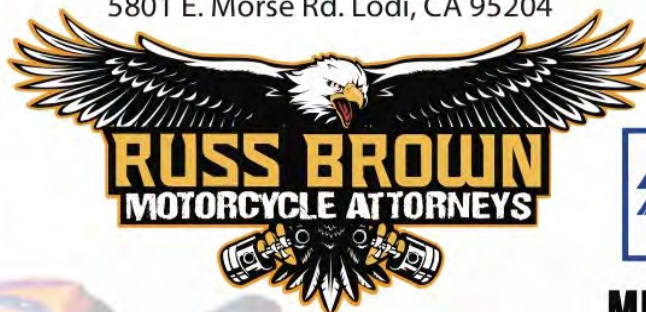
5801 E. Morse Rd. Lodi, CA 95204



## ROD LAKE RACING

### 2022 SCHEDULE

| Date     | Event                                                       |
|----------|-------------------------------------------------------------|
| April 2  | ST                                                          |
| April 23 | Russ Brown TT                                               |
| April 24 | ST                                                          |
| May 7    | ST                                                          |
| May 14   | TT                                                          |
| May 21   | ST                                                          |
| June 4   | Stockton MC-ST                                              |
| June 11  | ST                                                          |
| June 18  | 100cc Nat. Toby Jorgensen<br>Memorial Russ Brown TT         |
| July 9   | AHRMA ST/TT non AMA-D36                                     |
| July 10  | AHRMA ST non AMA-D36                                        |
| July 23  | ST                                                          |
| Aug 6    | TT                                                          |
| Aug 19   | Night Before the Mile<br>Alamo/Russ Brown<br>ST non AMA-D36 |
| Sept 10  | ST                                                          |
| Oct 8    | ST                                                          |
| Oct 22   | Jimmy Nichols Memorial TT                                   |
| Oct 23   | Jimmy Nichols Memorial ST                                   |
| Oct 29   | ST                                                          |



**MITCHELL'S MODESTO**  
HARLEY — DAVIDSON

### START TIMES

#### SATURDAY RACE

GATES OPEN - 1p  
SIGN UP - 1:30-3p  
PRACTICE 2:30 TO 3:30p  
RACING - 4p

#### SUNDAY RACE

GATES OPEN - 8A  
SIGN UP - 8:30 - 10:30a  
PRACTICE - 10 - 11a  
RACING - Noon

### Entry Fees

Open A - \$70  
Sportsman/Mini - \$50  
50cc Pee Wee - \$25\*  
Pit Pass - \$15  
Spectators-\$10  
12 and over  
See website for Night  
Before the Mile prices

**1 FREE ride per day**  
**Pee Wee 50's**  
**8 n under till funds**  
**expire, provided by**



#### 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)



**Event Hotline: 209-368-7182**

[www.lodicyclebowl.com](http://www.lodicyclebowl.com)



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# Proudly Presenting: TT & Dirt Track Racing at MMX! Nor Cal's newest cushion track!



MMX Racing 981 Shad Rd. Marysville, Ca 95901

Hotline: 530.419.5200

[www.MMXracing.com](http://www.MMXracing.com)

## Entry Fees

Open A – \$70

Sportsman / Mini – \$50

50cc Pee Wee – FREE

Pit Pass – \$15

Transponder Rental – \$10

## New 2022 Schedule!

|                   |    |
|-------------------|----|
| <b>March 26th</b> | ST |
| <b>APRIL 9TH</b>  | TT |
| <b>APRIL 30TH</b> | TT |
| <b>MAY 1ST</b>    | ST |
| <b>AUG 13TH</b>   | ST |
| <b>OCT 15TH</b>   | TT |
| <b>NOV 5TH</b>    | ST |

Gates: 3:00pm

Registration: 4:00pm

Practice: 5:30pm

Racing: 6:30pm

**D36 & AMA Cards Required**  
**Cards available at sign-up trailer**

### Important Notice:

Parents of Minor Racers must check AMA D36 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).





Click On Flyer For SOTSNF Website



**Stewards of the Sierra National Forest Inc.**  
&  
**Central Valley Dual Sports**  
Present the  
**11<sup>th</sup> Annual Membership Drive & BBQ FundRaiser**  
Oakhurst Community Center, 39800 Road 425 B, Oakhurst, Ca 93644  
August 20-21, 2022  
Registration and more info at [www.sotsnf.org](http://www.sotsnf.org)

**STEWARDS OF THE SIERRA NATIONAL FOREST**  
IT'S YOUR RIGHT TO RECREATE  
[www.sotsnf.org](http://www.sotsnf.org)

**CVDS**  
CENTRAL VALLEY DUAL SPORT

For More Info:  
Mike: (831)801-1111 or Ed: (559)779-9183

**Optional Adventure Bike & Dual Sport Tour**  
On Saturday and Sunday, for those who wish, there will be an optional Self-Guided Adventure Bike and Dual Sport tour through the local area. Free GPS TRACKS (Garmin bring your cable) will be available and will consist of great trails, scenic back roads and highways throughout the area. Optional hard way splits for the more experienced riders.

**AMA** SANCTIONED  
**36**  
**DISTRICT 37** AMA DUAL SPORT  
**CLAYSON** MOTORSPORTS  
**GILROY**  
**wilsons powersports**  
**treadlightly!** ON LAND AND WATER

Support The Sponsors  
That Support You



[See page 11!](#)

**“The only thing standing between you and your goals are your excuses.”**



# District 36 Informaion Links

## Monthly Meeting Minutes

See what's happening....

[January](#)

July

[February](#)

August

[March](#)

September

[April](#)

October

[May](#)

November

[June](#)

December



## Monthly Meeting Access

Want to attend a zoom meeting?

(note: all Zoom meetings are streamed live on the District 36 Membership only page if you just want to observe)

## [Montlyly Zoom Meeting links](#)

## [Rule change/additions Proposals for 2023](#)

- Submitted rule proposals are heard and voted on by the Active Members (chartered clubs and Promoters) during the Competition Meeting
- Submitted Provisional rules are heard and voted on by the Board of Directors duning the monthly BOD meeting, (provisional rules are those that determine how the District carries out it's work)

2022 District 36 Operations  
Manual available online..

Click here for your very own copy!

Download it to your smart device and you'll have it at those meets/events with no cell signal.



## District 36 Schedule of Meets and Events 2022

Color legend: **Special Events** / **CC Races** / **Enduros** / **GP Races**  
**Youth-Family Enduros** / **Dirt Track** / **Duel Sport**



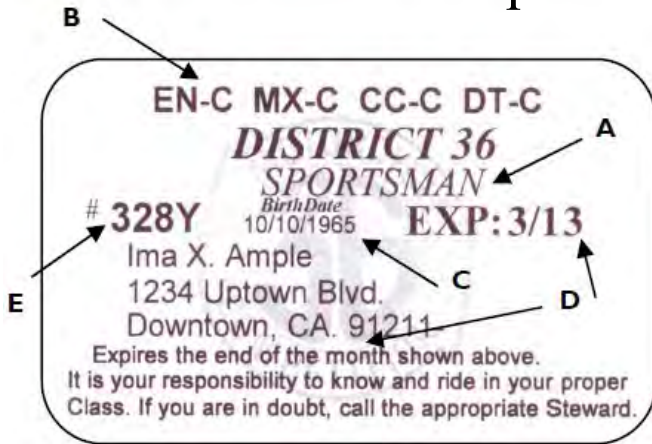
:: Subject to Change ::

| Date             | Event                       | Club/Promoter                | Type    | Notes |
|------------------|-----------------------------|------------------------------|---------|-------|
| <b>July</b>      |                             |                              |         |       |
| 7/23/22          | Lodi ST                     | Lodi MC                      | DT      |       |
| 7/31/22          | E-Street MX GP              | E-Street MX Park             | GP      |       |
| 7/20/22          | District 36 Monthly Meeting |                              |         |       |
| <b>August</b>    |                             |                              |         |       |
| 8/6/22           | Lodi TT                     | Lodi MC                      | DT      |       |
| 8/13/22          | MMX ST                      | MMX Racing                   | DT      |       |
| 8/17/22          | District 36 Monthly Meeting |                              |         |       |
| <b>September</b> |                             |                              |         |       |
| 9/10/22          | D36 Sanction Meeting        | District 36                  | Special |       |
| 9/10/22          | Lodi ST                     | Lodi MC                      | DT      |       |
| 9/17/22          | Humboldt Half-Mile          | Big Time Speedway Presents   | DT      |       |
| 9/18/22          | Trailblazer GP              | WDBRA                        | GP      |       |
| 9/21/22          | District 36 Monthly Meeting |                              |         |       |
| 9/25/22          | MMX / E Street GP           | MMX Racing / E Street        | GP      |       |
| <b>October</b>   |                             |                              |         |       |
| 10/1/22          | MMX HS                      | MMX Racing                   | Y-CC    |       |
| 10/2/22          | MMX HS                      | MMX Racing                   | A-CC    |       |
| 10/8/22          | Lodi ST                     | Lodi MC                      | DT      |       |
| 10/8/22          | Coyote Creek Sprint Enduro  | Timekeepers                  | Youth-E |       |
| 10/9/22          | Coyote Creek Sprint Enduro  | Timekeepers                  | Adult-E |       |
| 10/15/22         | Crazy Miner Family Enduro   | CERA                         | FE      |       |
| 10/15/22         | MMX TT                      | MMX Racing                   | DT      |       |
| 10/19/22         | District 36 Monthly Meeting |                              |         |       |
| 10/22/22         | Jimmy Nicholes Memorial TT  | Lodi MC                      | DT      |       |
| 10/23/22         | Jimmy Nicholes Memorial ST  | Lodi MC                      | DT      |       |
| 10/23/22         | Jackhammer Enduro           | Oakland MC                   | E       |       |
| 10/29/22         | Cowbell Enduro              | Hayward MC                   | E       |       |
| 10/29/22         | Lodi ST                     | Lodi MC                      | DT      |       |
| 10/30/22         | SCRU GP                     | Santa Clara Riders Unlimited | GP      |       |

Check the [District 36 Website](#) For The Most Up-To-Date Schedule



# Membership Card Questions and Answers



District 36 Membership cards often cause a bit of confusion to new members . . . and often to those who have been a D36 member for a number of years, too!

The card size was created to be close to the size of a credit card - something that can easily fit into a wallet. With this size, we are limited to the amount of information that can be printed on the front sides of the cards.

When applications are processed, the cards are created in accordance to AMA and D36 rules.

Below are some explanations that might help answer some questions about your membership card.

- A. Membership Type. Only three membership types can be on a blue D36 membership card. The 'Sportsman' designation is for all members age 12 and older, "Mini Bike Rider" is for those ages 7/8-11 and Pee-Wee is for those up to age 7/8. (Veteran, Senior, Super Senior, Master, Pioneer, Woman, AA, Open, 200, 250, Vintage, Modified, Big Wheel, Clutchless, etc. are only racing classes - they are not a membership type.)
- B. Racing Classification. The racing class shown on all membership cards is what one's Sportsman (adult) classification is/would be. This is set by D36's rules and by the Discipline Stewards.
- C. Birth Date. A full birth date must be given on the application. If a full birth date is not provided, either 1/1/2050 will appear on the card - or, in the case that just an age (38 for example) was provided, then a guestimated month/date will be listed with the corresponding year to indicate the age of 38.
- D. The Expiration Date. A D36 membership expires on the last day of the month/year listed on the card. D36 memberships are valid one year from the month of purchase. (Example: If someone buys their first membership in the month of June, the expiration date will be the last day of the following May.)
- E. District 36 Membership Number. New members will be assigned the next available number when their application is processed. A membership number/letter cannot be assigned prior to an application being received and processed. All youth and all C class adults receive three numbers, plus letter, as their membership number. Membership numbers cannot begin with a zero. When a membership has remained expired for longer than one year, that membership number may be 'released' and then get reassigned to someone else. There is no guarantee that the same number will be reassigned to someone who renews an inactive membership that was expired for longer than one year.

## Where Is My Membership Card?

From the date you apply for or renew your D36 membership, if your card does not get back to you by the 30 day mark, please contact [d36memberships@gmail.com](mailto:d36memberships@gmail.com).

Always read all of the instructions and fill out the application completely, so that your application can get processed timely. Always save your receipt. Always allow enough mailing/processing time to get the card back before you need it.

If Applications are: too sloppy to read; missing a full mailing address; missing your contact phone number and email address; missing the correct signature; or, if they have not yet been given to D36 from the clubs . . . there may be a delay in receiving your membership card.



**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)

Things We learn from our Children:

If you hook a dog leash over a ceiling fan, the motor is not strong enough to rotate a 42lb. boy wearing underwear and a superman cape.



## Looking For A Club Or Promoter To Get Involved with? Well Look No Further than Here:

<https://ama-d36.org/promoters/clubs-promoters/>

It takes a lot of effort to promote meets and new members or volunteers are always welcome...No experience needed. The plus side is that by helping to put on a meet you will learn the workings and why things are done the way they are, subsequently giving you an advantage when competing! AND...you earn “work” points!



**KEEP  
CALM  
&  
FOLLOW  
THE RULES**

## Looking For The Rules To Follow?

All the different rules (2022 rulebook; CC, Enduro & GP Supplemental rules; etc.) can now be found on our website in one location:

<https://ama-d36.org/d36/competition-rules/>

## 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 Jeremy Carlin, Enduro Rules to the Enduro Steward Lance Doyle, 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, Sean Rhodes.

We have rules for Rule Proposals and it's recommended

Rules submitted and approved take effect the following year

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)

**\* Rule Submission Deadline—Oct 15**

# 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.



The only person you are destined to become is the person you decide to be." -

-Ralph Waldo Emerson

## Newsletter Submissions

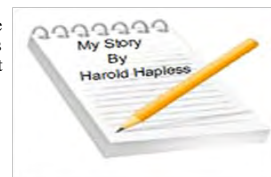
Want to submit a story or article to the next edition of the District 36 Newsletter?

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.



Pop Quiz Answer:

Advise



**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***Wherever you go.....There you are***Next Newsletter Issue:  
Submission Deadline:****Oct 1, 2022  
Sept 15, 2022****Send Submissions to: [d36newsletter@gmail.com](mailto:d36newsletter@gmail.com)**