HAPPY NEW YEAR

D36 Racing in 2016

Win this Bike see page 3
Join District 36

Just For Fun

It’s a fact…..

It is impossible to lick your elbow.

Ever Wonder:
Why ‘abbreviated’ is such a long word?

Tool Definition:
HAMMER: Originally employed as a weapon of war, the hammer nowadays is used as a kind of divining rod to locate the most expensive parts adjacent to the object we are trying to hit.

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

With our anniversary coming up, my wife cuddled up to me and whispered, “Honey, I would just love it if you’d serve me breakfast in bed on our anniversary.” “Of course I will,” I replied. “But will you be comfortable sleeping in the kitchen?” ……And that's when the fight started

Pop Quiz
Who was the first couple to be shown in bed together on prime time TV?
(answer page 38)

Update Your District 36 Membership
Is your District 36 membership expired or getting close? The 2016 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)
Enter The Raffle!!
Support The District 36 Legislative Action Office (LAO) and Your Right To Ride

1st prize  2016 KTM 250XC

With the purchase of raffle tickets* you not only have a chance of winning a motorcycle, but also the other great prizes shown on the next page..........with more to come!
Look closely at the photos....These bikes are way past stock with many after market products already installed. The District 36 webpage for this raffle has detailed photos of the many aftermarket products that make each bike unique! Products that are donated by our sponsors that support the important work by the District 36 LAO program.

But the best part is, by purchasing raffle tickets you are supporting the District 36 LAO office that works full time with local, state and federal officials on land use issues, with the goal of keeping our riding areas open as well as gaining new areas.

*NEED NOT BE PRESENT AT THE DRAWING TO WIN
District 36 Membership Not Required To Enter

2nd prize (1st runner-up)  2016 Honda CRF50

Drawing to be held at the District 36 2016 Awards Banquet January 7, 2017
Raffle tickets will be available at the banquet before the drawing
Each ticket In The District 36 Legislative Action Office (LAO) Raffle Is Also Eligible For These Additional prizes

- Matrix Pit Package
- Honda 2000 Generator
- IRC Tires and Tubes Set
- SRT Tri-Fold Loading Ramp
- FOX Racing $1250.00 Gift Certificate (Good at Fox racing website for riding apparel and gear)
- Alpine Star Boots (ordered in winners size)

Well it finally happened….. Steven Godman has become the first competitor in District 36 to have won both the Youth and Adult Championship Titles. As a youth racer some years back he won the Youth Championship title and now has won the Adult Championship. Steven has set the Bar and gets a special…….Congratulations on this incredible accomplishment!!

Congratulations also go out to Ryan Powell for winning the Overall Enduro Championship, Landon Bienas for taking the overall in the Youth/Family Enduro Championship, Logan McChesney who clinched the Youth Cross Country Championship, and Michael Rodrigues, Open A for taking the Dirt Track Championship Title. This really highlights the dedication and drive of these fine riders, and we congratulate them for having the perseverance to achieve these goals.

By the Way…….The above is possible because…….(listed in random order)

A big “Feather in the Cap” for Al Fitch the youth Cross Country Steward and father of the youth CC program. “His-baby” really started in the late nineties with a ten rider race at the old Crow in a driving rainstorm. Lots of pushing and lots of grins started the youth Cross Country Racing Program that has become a staple of District 36. Not only do the youth of these events learn how to compete and ride, they learn the camaraderie of other riders that will influence their lives forever. They learn it’s ok to bang bars and have a laugh about it afterwards. This program brings together blood families along with race families to form lifelong friendships that last long beyond racing, while creating memories and stories that last a lifetime. Thanks Al.

Of Course…. “Kudos” to Ray Spore who has helmed the Adult Cross Country program for a few years now. His love for the sport shows with his enthusiasm at each race, and he has a special way of projecting that enthusiasm onto others….and making it stick in the process. Ray-Boy, as his friends call him, had some big shoes to fill when he took over the CC Program but fill them he did…in a big way! Thanks, Ray.

And…”Hats Off” to our Dirt Track Steward, Carter Fisher, leading the Dirt Track Program that once floundered but is now making a come-back. The Dirt Track Youth Program also works well for the little ones, teaching them sportsmanship, responsibility and respect for their fellow competitors; adversaries on the track and friends in the pits. Thanks, Carter.

Then we say “Bravo” to John Davis, affectionately known as “JD” to the “Enduro Crowd” and most others for that matter. John has served as Enduro Steward for the last eight years and watching him at a District 36 Meet or Event one cannot imagine that he’ll ever tire of what he loves to do. Thanks, JD.

Last but certainly not least…. A big “Well Done” to Bill McGibbon, the Youth/Family Enduro Steward. Somehow he finds the time to steer the youth/Family Enduros while he wears a few other hats for District 36 including producing this newsletter. I’d guess that his picture is in the dictionary next to the term “Dedication”. Thanks, Bill.

Without volunteers like Al, Ray, Carter, John and Bill, District 36 would not have the thriving race program that started back in 1955. And lest we not forget all the “behind the scenes” volunteers who’s tireless work and commitment make District 36 one of the best AMA-District’s in the Country. Thank you to all …….. you know who you are!

Jerry Fouts.
AMA-District 36 President
209-681-5613
jerryfouts@gmail.com
District 36 Invites You to Attend Our
2016 Awards Banquet

*When:* January 7th, 2017

*Where:* Placer County Fair Grounds “All American Speedway” – Jones Hall
800 All America City Blvd - Roseville, CA 95678

*What:* Year End Awards Presentation, BBQ Dinner, No-Host Bar, Raffle, Prizes & Fun….LAO Bike drawing…who will be the next big winner?
Informal attire (Please no T-shirts)

*Time:* 5 pm – 11 pm  Doors Open @ 4:00pm

*Cost:* Reservations Closed 12-31-2016
*At the Door* If Available
$60.00 (13 & over)
$35.00 (12 & under)

Nearby Accommodations:
RV Camping @ the Fairgrounds
Best Western Roseville Inn
Call to Reserve a spot 916-786-2023
877-722-3422

Questions: Email Banquet questions to d36banquet@att.net
Contact appropriate Steward for questions regarding awards.
The New Year Is Here!

Hello D36 Friends and Family,

We’ve just wrapped up another great racing season in 2016 – there weren’t too many injuries; we had some great racing; our boys, who went to the ISDE, did us proud and; we saw all those BIG smiles on so many children’s faces!!! It is so refreshing and rewarding to see our D36 kids at the races. As long as D36 keeps investing in our youth and their motorcycling, we will be able to keep seeing D36 at the top!

We’ve also just celebrated another Christmas – the time that is for all of us, young and old, rich and poor. I was thinking of all the issues in my life this morning and pondering this new year that is now upon us.

I opened my bible and read beginning at Luke, chapter 2, verse 8 – it was about the shepherds caring for their sheep at night, going about their everyday duties when suddenly a host of angels appeared and gave them a message. The message, of course, was “don’t be afraid, we bring good news that will bring great joy to all people! Jesus the Messiah, the savior of all mankind is born.”

The joy that comes from that good news does not change with circumstance. This joy brings inner peace, knowing that Jesus Christ had each one of us in mind when He came to earth. Jesus loves us right where we are and wants to be part of our lives. This good news is for all of us! Through Jesus Christ, our sins are forgiven and a whole new life is offered to us. Being thankful for the past and having hope for the future, please consider making Jesus the Lord of your life.

I’m excited about this new year – I am thankful for the motorcycle family that God has given me. Please take a moment and count all the good things you have – family, friends, your home, your job, this great land that we live in. The bible says that if God be for us, who can be against us? Think on the things that we have – not on the things we don’t have. Be thankful.

I was thinking of all you at Christmas - I love you all and I am looking forward to seeing you at the banquet! And remember – God has a plan for your life.

Chaplain Fred 39E

Flashback

Wilseyville HS
Circa 2010.
CROSS COUNTRY RACING 2016

Wow! What a year 2016 has been!

We got to see a New Top Dog take the #1 plate this year!
Congratulations to Steven Godman! Nice Job Buddy!
But, really...Congratulations go out to everyone!
We saw a definite turn for the better in our racer attendance numbers in the D36 XC Events. Some events were the same, if not slightly up from 2015 and we saw some VERY big turn outs at some of the events... Outstanding!
We witnessed the return for a second year, the NorCal Boys version of the ‘Ol Classic, Wilseyville. This year they changed the date, and the track conditions went from amazing dust to amazing mud! But spirits seam unchanged...and the event was a total success.
We got to visit a very beautiful and new venue at Blue Mountain, run by Jeff Irwin and Gang. As usual, they knocked it out of the park, with promise and wishes to even make it better in 2017.
We also enjoyed the High Sierra’s very best...Donner Ski Ranch Cross Country. This event drew reports from riders ranging from OMG! To Wow! That was Amazing! Once again Brian Garrahan and his crew brought a very special event to our racing calendar, like only Brian can. Looks like it is poised to be even bigger and better for 2017 also!
Again in 2016 we had 3 big D36 XC races in combination with the AMA WHS Series. All three meets had a very good turn out and even better racing at those awesome events. More to come in 2017.
Of Course there were the typical great events put on by our faithful and steadfast promoters at some of the usual digs. Huge turnouts and lots of ingested dirt was enjoyed by all.
So, Please... A Big Thank You goes out to all these great clubs and promoters that once again stepped up to the plate in 2016 By Choice, to once again bring Cross Country racing to D36! We would have Nothing without these folks hard work and dedication! Please join me in giving all these Awesome clubs and promoters a Big thank You for doing what they do!...Polka Dots, Jeff Irwin, Salinas Ramblers, Ghost Riders, Duane & Sharon Scott, Jerrad Fisher, Red Neck Roosters, Reading Dirt Riders, WSRA, Time Keepers, Brian Garrahan, Dirt Diggers North, and the NorCal Boys.
And, A very big hand and Thank You goes out to all the D36 committmeemen that volunteered many hours and weekends of their busy lives, to help make sure every one of these XC races goes as smoothly as possible. Life at the races would be much more challenging with out their help and Prayers!!
And Lastly....Thank You to Every one of you racers out there that came out to spend money, eat dirt, get roughed up and ride your butts off on your motorcycles, in the best Off Road race series in the country! You Folks are what make this series what it is! Thank You!

Have a good couple weeks off, lick those wounds, and get ready to do it all again in a few weeks!

Raymond Spore
D36 Cross Country Steward

THANK YOU DIRT DIGGERS MC!

Again in 2017, the DDNMC will offer a pair of tickets for the Hangtown National Pro Classic Moto Cross via the “Hole Shot Award” at all of the Adult Cross Country Events and Both the Adult and Youth/Family Enduro Events. Specific classes will be identified at each event.

As there are 27 total events, 27 pair of tickets will be given to the “Hole Shot” Winners.
The retail value of all of these tickets is $2,430.00!!

Thanks Dirt Diggers North MC for these wonderful prizes for our Racing Members of District 36.
Polka Dots Motorcycle Club Nominated For American Motorcyclist Association Club Of The Year

The American Motorcyclist Association announced the Racing Award Nominees for the 2016 AMA Championship Banquet in a news release dated December 13, 2016. The Polka Dots Motorcycle club, a District 36 chartered club is nominated for “AMA Club Of The Year”. There are several categories and the winners are decided by AMA Members votes.
The “Dots” host three events each year in District 36, The Prairie City Grand Prix Cross County Race in January, The 49er Family Enduro in May and the 49er Enduro in October. All three are popular with the District 36 riders/racers and the Polka Dots always put on a quality event.
For the full story on the nominations see: Racing award nominees for 2016 AMA Championship Banquet announced

Congratulations to the Polk Dots MC for a truly honorable recognition from the AMA.

Youth Cross Country Award Winners For the 2016 Racing Season

Overall Top 10

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<td>127 Mateo Oliveria</td>
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<td>407 Lochlan Campbell</td>
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<td>211K Kolby Silkwood</td>
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<td>333M Michael Oliveira</td>
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<td>9</td>
<td>136F Brandon Raleigh</td>
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B Class Spring Series

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B85 (12-15)

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<td>3</td>
<td>256F Killian Le Barbier</td>
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<td>231M Shane Heywood</td>
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<td>128F Nikolas Thompson</td>
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Winner list continued next page
Youth Cross Country Award Winners

C Class Spring Series

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<td>2 115F Dominic Ross 2 111P Anthony Aveggio</td>
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<td>3 N420 Mason How 3 N405 Hazen Fullenwidger</td>
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<td>1 725F Tyler Wood 4 174P Cody Ward</td>
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<td>2 436 Ryan King 5 N431 Vinnie Soracco</td>
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<td>3 179Q Anthony Ferrante 6 105G Zach Scarpulla</td>
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<td>2 162G Drake Chesebro 2 217A Bradly Peterson</td>
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<td>3 158Z Ricky Kinney 3 167P Jackson Adams</td>
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<td>4 840Z Maxwell Shapiro 5 N412 Treyce Zettler</td>
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<tr>
<td>2 228X Kiley Swenston 4 159X Brendan Ferrie</td>
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<td>5 257F Mathis Le Barbier</td>
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C Class Fall Series

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<td>3 131G Kaiden Waner</td>
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<td>3 324A Italo Ruggiero 4 205H Skyler Allio</td>
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<td>5 137R Conner Sandoval 6 254X Justin Hansen</td>
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<td>3 141R Bayden Marshall 4 259B Wyatt Burns</td>
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<td>5 192 Vinnie Soracco 6 111V Riley Waechter</td>
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<td>7 181W Bailey Rosbach 8 170M Dylan Summers</td>
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Youth Cross Country Advanced Riders

A 85
Brandon Raleigh
Riley Doyle
Seven Diaz
Zachary Kerling
A50
Brendan Ferrie
Rebecca Ward
Cody Solis
B 85 12-15
Colby Kraich
Jeremy Boccia
Italo Ruggiero
B 85 7-11
Dylan Van Der Linden
Bryan Southwood Jr
Forrest How
B 65
Sutter Allio
Enzo Sorani
Bayden Marshall
Wyatt Burns
Bradley Wensmann
Shawn Wensmann
B 50 4-6
Jackson Adams
Bradley Peterson
Luke Ward
B 50 7-8
Mathis La Barbier
Colton Nelson
Quinn Fleming

2016 District 36 Youth / Family Enduro Championship Series Winners

Overall Winner: Landon Bienas
## District 36 Cross Cross County Riders Advanced Fall 2016

### B to A

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<td>Alec Conroy</td>
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<td>156J</td>
<td>Jason Deangelis</td>
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<td>177D</td>
<td>Jarrett Heimlich</td>
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<td>313J</td>
<td>Chase Jeffers</td>
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<td>205G</td>
<td>Tucker Morninglight</td>
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<td>296J</td>
<td>Justin O’Neal</td>
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<td>420J</td>
<td>Ryan Vance</td>
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<td>154W</td>
<td>Rich Wilson</td>
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## District 36 Enduro Riders Advanced Fall 2016

### B to A

- Terra Conlon 24A
- Marty Johnson 269Q
- Lupe Marin 299E
- Kyle Rooney 171S
- Ryan Haskins 297R
- Steven Porschet 530H

### C to B

- Craig Dieterich 153X
- Peter Kockelman 162T
- Harry Seller 208G
- Bryan Tavares 278G (Remains C in CC)
- Allen Borch 146W
- Cody Rogers 728W
- Matt Koenig 201S

### Truths that kids have learned.....

School lunches stick to the wall.
Youth Family Enduro Report
by Bill McGibbon, Youth Family Enduro Steward

The 2016 District 36 Youth/Family Enduro Championship Series ended the season with a whimper brought on by Mother Nature. Round 4 of the series, The Crazy Miner was rained out leaving four meets completed after the successfully running of the Crosscut, 49er Family, Wild Piglet, and the Bearfoot. While the rain took out the Crazy Miner it also forced a change to the Wild Piglet that was rescheduled from May 7th (it’s normal run date) to Sept 11th. It was no surprise to anyone that the Enduro riders rolled with the punches and completed the series in true “Enduro Form”…..never giving up.

We’re heading into 2017 with five meets on the schedule and a request into Mom Nature to give us plenty of rain but please hold off on Enduro weekends. Yea we love the riding in the rain but those pesky Forest rules just don’t take into consideration the concept of fun.

Now for 2016……..

Congratulations goes out to Landon Bienas, Boys 13-15, who took the Overall win in a close contest that was decided with the final round. Also Congratulations to all the class winners (see page 9).

To our District 36 Clubs that work tirelessly to produce these meets, a huge Thank You! And, of course, Thank You to our sponsors who’s support is so greatly appreciated!

Finally…. to you the riders that compete…..We do it for you but we couldn't do it without you! Thank you!

Have a Happy and Prosperous New Year and……

We’ll see you at the Enduros in 2017

Cross County Racing — Do the Rules Apply to You?

Are you ready to race?
It seems like a silly question to most that show up at the races in anticipation of racing. The bikes are prepped and the riding gear is clean and ready. But, really…… are you ready to race?

We should all ask ourselves, “Do the rules apply to me?” And, of course the answer is yes.

Getting ready to enter the District 36 Cross Country Series Howard Hapless did the research necessary to be prepared. Or did he? Here’s his story…..

Changing the oil on my brand new used KTM 250 and feeling sorry for myself, I saw my neighbor, Tommy approaching and yelled out, “Hey, Tommy, what’s up?”

“Oh nothing really”, he replied. “What are you…… whoa, you don’t look too happy, what’s up?”

“Yea, I’m bummed. I seem to keep missing stuff,” I replied.

“How so?”

“You remember last year when I started the Enduro series and at my first one I didn’t have a spark arrestor?” I asked.

“I think so,” Tommy replied. “If I remember right, you thought you were all ready, but didn’t go over the rules closely enough and missed the part about the Spark Arrestor being required. Right?”

“Yup you are exactly right,” I said. “And guess what?”

“Oh no, don’t tell me you missed another rule?”

“Can you believe it, Man? I started the Cross country Series this year and got turned away at my first race last weekend because I didn’t have the correct color number plate and the correct size numbers. And on top of that I didn’t put on my letter that goes with my District number ‘cause I didn’t think I needed it.”

Harold, don’t tell me this is something spelled out in the rule book?”

The look on my face told the tale and Tommy just shook his head.

“So what happened?” he asked.

“Well of course I got in the tech guys face and told him that I didn’t make a two hour drive just to go home and not race.”

“And?”

“He just shrugged his shoulders and said ‘sorry’, so I told him that it can’t be a big deal, a few numbers or letter. But my plea seemed to fall on deaf ears. At least until he took the time to explain that numbers and letter as well as the correct colors are absolutely necessary for my benefit more than anyone, and it’s in the rules.

“For your benefit?” Tommy asked.

“…………….continued next page
Cross County Racing and The Rules

“Exactly and now pretty miffed, I told him, Yea right, he was just looking for an excuse to stop me from racing and I wanted to know why he was picking on me.”

“I bet that didn’t set too well with him?”

“Naw it didn’t and later I felt bad because I got to talkin’ to a guy that used to do tech inspections. He told me that the tech guys are there to make sure the riders are following the rules and that the number plates and helmet stickers are very important when it comes to scoring. It seems there are riders out there with the same number so without the letter on the plates they can get me mixed up in the scoring system. And if you don’t have readable numbers and letter they can’t log you in the back-up book so it’s pretty hard to score you if your transponder fails or if the scoring system takes a vacation (it can happen during rain) or it’s real muddy. Same reason for having readable helmet stickers. He also said the plate and number colors are important so they know what class you’re in and if you’re in the right race.”

“Hate to say it but it sounds like the rule is kinda important.” Tommy said. “So the guy you talked to after used to do tech but not more?”

“Nope and that’s why I felt bad about arguing with the tech guy at this race. He told me he lasted one season and quit because he got a lot of crap from the racers that show up and haven’t followed the rules but somehow blamed him. He told me he finally had enough because it simply wasn’t his fault they weren’t following the rules but that didn’t matter to the racers that blamed him anyway.”

~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~

The moral of this story is…..Be prepared and Follow the rules! Sub-Moral….If you’re not following the rules, it’s not someone else’s fault.

The Tech Crew……..

Working the tech inspection tent at the Cross Country races can be pretty stressful. Riders are heading to the start line in anticipation of their race, all the while the adrenalin is pumping through their veins. Then they get to tech and are told that they’re missing the letter on their number plate or that the letter and/or numbers are too small, or the plate color and/or numbers colors are wrong, or they are missing a helmet sticker, or…..something else is wrong. For some the reaction is swift and sure….they go from excited to pissed off in less than a second. Fortunately the majority get it and will listen to the tech person advise them on a quick fix so they can race. Unfortunately there are those that will spend valuable time arguing with the tech person about why they should just go race and worry about the problem later. This is time they could be using to correct the problem and not be holding up the other racers that have complied with the rules and just want to get to the starting line.

The people working tech inspection are, first and foremost, volunteers. No one is paying them to do this job and contrary to some thinking…they WANT TO SEE EVERYONE RACE! The last thing they want to do is rain on your parade just before race time but these are people with racing experience and knowledge of the District 36 Operations Manual and more to the point, people that understand that the rules must be followed. Why? Because it’s not fair to all the other racers that know, understand and comply with the rules when someone shows up and is allowed to race without following the rules.

Right from the Operations Manual:

Cross Country – Top 20 Overall year end finishers will run red plates with white numbers regardless of what class they enter. “AA” class will also run red plates with white numbers. (Rev. 17 Dec 2008)

Cross Country
“A” Riders will have Black plates with White numbers and letter.
“B” Riders will have Yellow plates with Black numbers and letter.
“C” Riders will have White plates with Black numbers and letter. (Rev. 18 Mar 2004)
A FRIENDLY REMINDER ABOUT YOUR MOTORCYCLE SOUND LEVEL

by Ed Santin

Now that the 2016 racing season is over for 2016 and primed to start for 2017, it’s time to do some maintenance on your Race Bikes’ Muffler.

Let’s start with 2 strokes. That Premix you are burning will also coat the holes in your muffler and slowly you bike will go from that 95Dba that passes the last test to 98Dba or louder and be out of compliance. Add that to the other guys who have forgotten to maintain their mufflers and our sound levels will start creeping up. So take apart your muffler, clean the core and repack it semi-tight. Note if you have the time take a slightly larger drill bit and drill our every other hole in your core. This will let more sound penetrate your core packing and drop the noise it a little.

Be sure to service the kids’ bikes as well. They ride slow and the muffler packing gets oil soaked, resulting in less torque and the bikes are harder to ride, as well as being louder.

Now for 4 stroke motorcycles…The low Frequency of the sound they produce is much like a fog horn at the ocean. The sound carries about twice as far as a two stroked motorcycle. 4-Strokes run hotter and this causes the packing to burn out more quickly so remove endcap and repack your muffler at least twice a year under normal riding conditions. Maybe even three times a year if you race. Oh and as mentioned on the 2-storkes... take a slightly larger drill bit and drill our every other hole in your core.

Measure the outlet of your muffler…. anything over 1 inch means you have an older muffler designed to meet 99dba or louder... See picture of our district 36 home grown sound insert made out of electrical conduit using the 1 inch connector box ends with the large washer attached and approximately 3 inches of conduit tube. 10ft of this is about 6 dollars at Lowes and the end and washer another couple of dollars. This setup will drop your muffler noise level at least 3 decibels. Note that you run your spark arrester screen to the outside when assembling.

Now when you purchase a new muffler avoid the off-road “motocross” models that, even with a spark arrester insert, just barely pass sound or not at all. If this has happened to you with a new muffler, take it off and give it back to the dealer for credit and purchase the off-road “Q” type model. If you are worried about loss of power don’t be, the fastest rider on the course is the one that has smooth power delivery and carries power and a gear higher through the corners. Plus you save on maintenance and “quiet” saves more of our land.

An Interesting FYI.....Prairie City State Vehicle Recreation Area started LEQ 24 hour sound testing over a year and a half ago and Prairie City SVRA is monitoring our sound levels at events. So Thank You for keeping the noise down that has resulted in District 36 meets being some of the lower noise makers of all the other events, even including the Hangtown National day sound. This is important because as the houses get closer to our riding areas we have ammunition to fight back with facts that we are doing the right thing when it comes to noise levels. Many of our clubs, promoters and district officials have taken the DPS Chris Real state certified sound testing class and because of that we have taken back our sound testing for Enduros in the forest as our proven people have gotten it done right and saved the clubs money.

If you have any questions email me at: edwardsantin@yahoo.com

Enduro Stewards Corner Fall 2016

We had a good ending to the D 36 Championship Enduro series. Mother nature helped with some rain. Yes a little to much on the 49er weekend making the PDMC cancel the event.

Overall event participation was up from the last few years. So keep talking to all your buddies getting them to come and try one out.

I want to thank all the series sponsors for all the giveaway prizes for the riders. Plus all those that have given donations for a new Enduro scoring system.

I hope you all had a good Holiday season and will see you at the D 36 2016 Awards Banquet.

John “JD” Davis
MARK YOUR CALENDARS FOR A FUN FAMILY

Start your 2017 race calendars by penciling in the Sawmill Qualifier and Crosscut Family Enduro which will take place at the Cow Mountain BLM property near Lakeport California on the weekend of April 1 and 2.

North Bay Motorcycle Club will be offering special pricing for PRE-ENTERED youth riders in the Crosscut this year! Entry will be $5 for pee wee, $10 for ages 10-12, and $15 for riders 13-15. To receive the incentive pricing youth riders must be accompanied by a paying adult.

ALL RIDERS for both events are strongly encouraged to pre-enter online. It will be a breeze to pre-enter on the world wide web as we are using the Moto-Tally online sign-up system as part of our commitment to upgrading sign-ups and scoring. Give it a try and you will be rewarded with reduced entry fees! We think you will like it.

When asked about the 2017 course the Crosscut Dirt Captain responded, “be prepared for a challenging day of timekeeping with plenty of “free time” to rest up that can be enjoyed by the whole family!” The clubs that put on these Family Enduros are always looking for a balance between making the events accessible for youth riders and challenging the timekeeping skills of folks that have made this the “oldster” Enduro championship series. We think we have found that balance this year. But even if you are not into timekeeping, enter the whole family and ride with the assurance that everybody is going the same direction on the course and a team of sweepers is coming up behind you.

Karl Goetz, a veteran District 36 racer and Dirt Captain of some of the most infamous Sawmills of the past, will lay out the Championship event this year. We will again use the Qualifier format, which doesn’t require any timekeeping skills or special equipment. This format is essentially a series of short sprint hare scrambles with sections of transfer trail in between. Folks have been bantering around the idea of these Qualifiers as the “Unofficial Offroad Championship” for District 36 because cross country riders can race them without having to deal with the timekeeping aspect of a typical Enduro.

So plan to bring the whole family for a weekend of camping on the gravel bar of beautiful Scotts Creek. Last year we had a bald eagle soaring over the starting line of the Crosscut (shhh, don’t tell BLM, they’ll outlaw starting lines!). Go for a mellow ride on Saturday with the kids, who ride for cheap, and bring your A game to compete with the “big dogs” on Sunday!
NORTH BAY MOTORCYCLE CLUB

2017 DOUBLE CUT WEEKEND

Crosscut Family Enduro & SAWMILL QUALIFIER ENDURO

April 1st & April 2nd 2017
COW MOUNTAIN NATIONAL RECREATION AREA
LAKEPORT, CA
GO TO NORTHBAYMC.ORG FOR MORE INFORMATION. PRE-ENTRIES OPEN ONLINE FEBRUARY 1, 2017
Gas prices too high? We sell street bikes!

NORCAL MOTORSPORTS
844–NORCAL1

All D36 Members will receive 15% off all PARTS & ACCESSORIES. Not valid with any other discount, on service, bikes, generators, any motorized vehicle, OSET, KUBERG or tires.

We are proud to carry HONDA, KTM & HUSQVARNA

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

www.norcalktm.com or www.norcalmotorsportshonda.com
Not long ago I went to Idaho trail riding and it was warm. We went to elevation and one of the guys bikes started running bad and eventually quit. When we were working on it, the gasoline in the tank was boiling! What the heck? Thinking it was just bad gas, we did the normal trailside ritual of taking the carb apart, cleaning everything and on down the trail we went. Nice end to a long day.

Then on another day while at home I went trail riding on my new prefect condition 2-stroke KTM and when I went to elevation the bike started running horrible, no power, pinging and stalling. Not good! I noticed that the bike was running HOT, the fuel was boiling and the only way the bike would run was if I was off of the low speed jetting. My jetting is good and I knew that I was using good gas. I inspected the jets, and they were good. OK, now I wanted answers as sitting trailside, once is ok, but not every time I am at elevation.

Now, most of us know that usually a bike runs richer at elevation as the air is thinner. After thinking about this for some time and totally confusing myself I went to my friend Chris Real, who I spend some adventures with. Like the fun little Soboba trail ride that he talked me into with Malcolm Smith, heck 30 miles with a 75 year old legend, how hard could that be... only took me four and a half hours to do the first loop!

Chris is a technical consultant in the motorcycle industry and for 35+ years has run projects like Honda’s Amateur Motocross program, tests motorcycles and is the technical strategist for a National Champion sports car team. He is also the World Surf Leagues swift water rescue vehicle guy for the big wave surfing contests. He’s a motorcycle rider and his firm DPS Technical is consultants to District 36, so I got together with him and held him down till he gave me some answers to help all of us.

After talking in technical circles for a while he made it simple by saying that gasoline and popcorn have things in common, and that he would help me understand as soon as I took my foot off of his chest. What the heck, I like burning gasoline, and I like popcorn, so I told him that I would let him up if he promised to keep is simple and to the point.

Chris started by saying that what my problem was is complex and that he wanted me to understand that my problem was related to air density and the effects of thermal expansion related to complex hydrocarbon mixtures and air to fuel ratios. Oh crap, I just wanted to know what the problem is, and how to make my bike run so that I could go trail riding in the woods. (I wanted to hold him down again, but the popcorn comment was making me hungry and I wanted him to get to the point.)

So here is what Chris said... Gasoline is made up of many different densities of hydrocarbon components. Some of the components have a low boiling point that turn from liquid to vapor at low temperatures, some as low as 115° - 125° and are very prone to igniting at low temperatures. These components are intentionally put in gasoline to help cold starting. Gasoline can start to boil at temperatures below 100° as when the air density is lower, such as at altitude. This started making some sense to me. I still wanted to put my foot on his chest, but knew that the sooner he finished the sooner we could have some popcorn... Ok, Chris says that everyone knows that water boils at 212°. This is the boiling point at sea level, and that every time you go up in elevation 500’ the water starts to boil about 1° less. This is due to the fact that water starts to expand a small bit due to less pounds of air pushing down on it. Gasoline is much less dense than water, a gallon of water weighs about 8.3 pounds, and gasoline weighs in at about 6.3 pounds for a gallon.

So I started to understand, at 6,000’ above sea level, water boils at a point about 12° less, so about 200° F. Now Chris said some other things about gasoline. He said that some of the components in gasoline that he called “Light Ends” have an initial boiling point around 100°F. So if I am riding at 6,000’ some of the gas has the capability of starting to boil about 12° less, so that is around 88°! The day that I was riding was in the high 70°, and I know that the fuel tank and carburetor gets hot from the engine, and bingo, that explains the boiling gas in my tank and carburetor. I was also a bit low on fuel, so with less fuel in the tank the liquid fuel was getting hot.

...............continued next page
I asked Chris again, why was my bike running hot, and lean? I mean pinging and rattling, almost cost me a piston lean?

Chris said, you know that I said gasoline was like popcorn right? Yes I said, not sure where he was going and getting tired of the techno babble I said yes, and asked him to get to the point.

OK, so he says, everyone knows that popcorn expands when it gets hot. So does gasoline. When you heat gasoline it expands and since jets are fixed sizes they only allow a set volume of fuel to pass thru them. AHa! I was getting it now. Like a funnel, if you pour un-popped popcorn kernels thru it no problem getting a good flow, but trying to get popped popcorn to go thru the same funnel, the flow is drastically reduced, and often to the point where the popcorn kernels won’t pass thru!

I then realized that at elevation the boiling point of gas was decreasing, the fuel was boiling, “swelling” up and less flow of fuel was getting to the engine!

Ok, then I realized that I need to understand how to keep the fuel from boiling. Chris smiled and said, that you have several options to keep the fuel cool.

He said that if I was going to race with him that he suggested that I put a handful of ice cubes in my fuel tank. WHAT I said, then I realized that Chris likes to mess with me. Realizing I didn’t fall for that line, he got serious and said that insulating the fuel tank would be a good solution. Some products like a tank cool bag are very good, but he said that for all of his motorcycles he puts several layers of the heavy aluminum tape on the bottom of the tank. This insulates and reflects some of the heat, and he makes a heat shield from the aluminum tape and cardboard to prevent the fuel pump on EFI bikes from radiating the heat into the center of the fuel.

For some of the teams such as Jonny Campbell that have run the long distance races (Like Vegas to Reno) where elevation and extreme heat are problems, running a cooler heat range spark plug or special tuning may be a consideration as well as running select heat shields.

In conclusion, Chris said that in some regions we have winter blended fuel and summer blends of fuel. The specifications of fuel change and this has an impact on how our engines run, and also have safety considerations to be aware of. He also said that additives in gasoline won’t raise the boiling point enough to keep the fuel from boiling in the tank.

I started to ask about racing gasoline, but decided to offer Chris some popcorn if he would be quiet and show me what he does to his trail bikes and his race bike fuel tanks. We were in luck as Chris was in the process of refreshing the old Endurocross test bike.
Did you know?

- D36 memberships expire on the last day of the month/year that is noted on the card, not the first day of that month. (Noted in the small print on the card or renewal notice.)
- Membership expiration dates don’t get set by the exact day of the month you bought the membership. (See D36 rule 2.3)
- If you renew your membership timely, the expiration date extends one full year.
- If you wait longer than one month after the expiration date to renew, the expiration date will adjust according to rule 2.3.
- When a membership remains “expired” longer than one full year, there is no guarantee that the same membership number can be reassigned when it does get renewed. (See D36 rule 2.3)
- Membership numbers that have been in “expired” status longer than one year are subject to ‘release’ and they become available for new members, or for any member who has submitted a membership number change request.
- D36 Cross Country racing rule 7.6.10 specifies that all unrated A and AA class riders will use their D36 membership number as their bike (racing) number. It also specifies that all three number plates on the bike will display the rank number or the D36 membership number. (Please do not badger the scoring team to get them to program your transponder to any different number and please don’t run other numbers on your plates.)
- D36 membership applications that are not signed with the valid/legal signature cannot be processed until the correct signature has been acquired. (Everyone 18+ years old must sign their own application. 18+ year olds are no longer eligible to be included on a family membership, even if they still live at home.)
- Receipts for memberships are only valid for 40 days. (D36 rule 2.8) If you do not receive your card within 30 days from the date you purchased the membership, please contact d36memberships@att.net.
- There is a lot of helpful membership related information on the D36 website – www.ama-d36.org. Go to the ‘Resources’ selection under the “Members” heading at the bottom of the home page. Also go to the ‘Join’ or ‘Renew’ selection and scroll down below the online application for additional information.
Look for our products at your local motorcycle shop!
District 36 Enduro Sponsor Prizes Winners

Cliff Streib                   Tim Gillespie
Hayward MC  President

Tim Gillespie / C Super Senior Class, Receives an ICO Checkmate Enduro Computer he won at the Cowbell Enduro. Computer Donated by ICO Racing

Hangtown Classic Ticket Winners!
Donated by Dirt Diggers North MC

Eric Ducray / A-Vet / Jackhammer
Joel Burkett / A-Open / Cowbell Enduro
Jonathan Spilker / A-Master / Steam Donkey Enduro
Tony Fumagalli / Peewee / Bearfoot Enduro

Steve Porschet / B-250 Class Receives a free one-year District 36 Membership, he won at the Jackhammer Enduro Memberships Donated by Cary Wealth Management

District 36 1-year membership Winners
Donated by Carey Wealth Management

Logan McChesney / C-200 / Jackhammer Enduro
Lupe Marin / B-Vet / Cowbell Enduro
Cody Rogers / C-Open / Cowbell Enduro
Anthony Romano / B-Open / Steam Donkey Enduro
Kyle Fistolera / C-250 / Steam Donkey Enduro
Haley Knott / Girls 13-15 / Bearfoot Enduro
Italo Ruggiero / Boys 10-12 / Bearfoot Enduro

Set of Custom of KTM Foot Pegs Winners
Donated by MojoMotosports

Allen Borch / C-Senior / Cowbell Enduro
Ross Ross / B-Master / Steam Donkey Enduro
Hud Clark / A-Senior / Bearfoot Enduro

Nicole Lulis / B-Woman class Receives a custom set of MojoMotosports KTM Foot Pegs she won at the Jackhammer Enduro Foot Pegs donated by MojoMotosports
IRC Tires and Tubes Winner’s 2016

IRC Tire joined with District 36 in 2015 as a Gold Tier Sponsor. Part of their sponsorship is giving away sets of IRC VE-33 Series Tires and HD Tubes to winners in selected classes in both the Cross Country and Enduros Series’ for the year. This is a sponsorship that directly benefits our members that excel in their respective classes and to that we say Congratulations to all the winners and a Huge Thank You to IRC Tire!

Winning classes were selected by the discipline Stewards before the series started.

**Enduro Series Tire and Tube winners (fall meets):**

| Round 3 | Jackhammer | Marty Johnson | B-Senior Class winner / Tires |
| Round 4 | Cowbell | John Thornton | B-S Senior Class winner / Tires |
| Round 5 | Cowbell | Peter Kockelman | C-S Senior Class Winner / Tubes |
| Round 6 | Steam Donkey | Charles Meyers | C-Master Class winner / Tires |
| Round 7 | Steam Donkey | Alex Ellis | B-250 Class Winner / Tubes |
| Round 8 | Steam Donkey | John Andres | C-Senior Class winner / Tires |
| Round 9 | Steam Donkey | Kyle Rooney | B-Open Class Winner / Tubes |

**Cross Country Spring Series Tire and Tube winners (fall meets):**

| Round 10 | MMX HS | Dean Mosser | C SSR Class winner / Tires |
| Round 10 | MMX HS | Doug McLean | B Master Class Winner / Tubes |
| Round 11 | Primetime HS | Kaitlyn Jacobs | B Women Class winner / Tires |
| Round 11 | Primetime HS | Dave Haserot | C SSR Class Winner / Tubes |
| Round 12 | Donner HS | Rachael Scott | C Women Class Winner / Tires |
| Round 12 | Donner HS | Chase Jeffers | B Vet Class winner / Tubes |
| Round 13 | Lilliputian HS | Korey Svardal | C 250 2 stroke Class Winner / Tires |
| Round 13 | Lilliputian HS | David McNett | C Senior Class winner / Tubes |
| Round 14 | Blue Mtn. HS | Ray Spore | Vintage Blue Plate Class winner / Tires |
| Round 14 | Wilseyville HS Seven Diaz | C 200 Class winner / Tubes |
| Round 15 | Wilseyville HS | Tucker Morninglight | B Senior Class Winner / Tires |
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Carnegie expansion faces lawsuits

Bob Brownne | Posted: Friday, December 2, 2016 12:01 am

Carnegie plan under attack

Recent state approval to triple the size of the Carnegie State Vehicular Recreation Area may be the key to a plan 16 years in the making to open new trails in the hills southwest of Tracy.

In reality, the state’s plans face still more regulatory hurdles and, as of last week, at least two lawsuits attempting to halt the expansion.

On Oct. 21, the California Off-Highway Motor Vehicle Recreation Commission unanimously approved both the general plan and the environmental impact report for the 1,540-acre existing Carnegie SVRA, which straddles the San Joaquin-Alameda County line on the south side of Corral Hollow/Tesla Road, and the 3,478-acre Tesla expansion area in Alameda County.

Randy Caldera, acting superintendent of Carnegie, said that before any new trails can open, the state must go through additional reviews required under the California Environmental Quality Act.

Completion of those reviews is still at least three years away and would involve only portions of the expansion area at any one time. The state parks department would have to consult with environmental agencies, such as the U.S. Fish and Wildlife Service, the California Department of Fish and Wildlife and the State Water Resources Control Board just to get started.

“We’ve already started that process,” Caldera said, adding that so many agencies, user groups and environmental groups were involved that a detailed review of the full expansion area wasn’t likely to happen all at once.

“Realistically, I see it more in being smaller bites,” he said.

The review for each new section of trails will be similar to one that led to approval of the general plan.

“That will be the next step of the process, the project-level CEQA,” he said.

Caldera said he had to remind groups that support off-highway recreation that the general plan was one step in a long process.

“When this thing gets approved, we don’t just open the gates and start riding. We’ll be reaching out to the naysayers and the stakeholders and user groups. It will be just like you’re doing an EIR. You’re going to reach out to the public to get input.”

Meanwhile, the controversies that have surrounded the project ever since the state acquired the Tesla expansion area in 1998 continue to keep those plans on hold.

The Alameda County Board of Supervisors, in a closed session on Nov. 22, agreed to initiate a lawsuit over the project, following up on the county’s stated opposition to the plan during the environmental review in 2015.

Also last week, the Center for Biological Diversity filed a lawsuit on Nov. 23. The Center, representing other environmental groups, including Friends of Tesla Park and Alameda Creek Alliance, claims that the environmental impact report fails to explain how the state will protect wildlife in the hills and water quality in Corral Hollow Creek or prevent further damage to hillsides in the area.

In a statement released last week, Aruna Prabhala, staff attorney for the Center for Biological Diversity, said the expansion area could end up like the existing SVRA, with its network of trails and eroded hillsides.

“The expansion will destroy habitat for rare wildlife and degrade air quality for neighboring communities,” Prabhala said.

“At a time when climate change, drought and urban sprawl are shrinking habitat for wildlife throughout California, the state should be protecting open space, not allowing it to be ripped apart by off-road vehicles.”

The environmental groups are at odds with user groups, who want to protect their favored recreational activity.

Dave Pickett, legislative action officer for American Motorcyclist Association District 36, emphasized the distinction between a state park, where a variety of uses are envisioned, and a state vehicular recreation area like Carnegie, where off-highway vehicle use is the intended purpose of the land.

Pickett said that the 16-year process, including two previous environmental reviews, has repeatedly emphasized the state’s obligation to protect wildlife and the environment.

“This was a complete legal process supported by the state Legislature,” Pickett said. “There is going to be four-wheel-drive access and picnic areas, but avoiding the sensitive areas that have been identified by all parties.”

He added that riders accept that the expansion area won’t be like the existing SVRA.

……continued next page
The plan I’ve seen, all regulations set by the state should be met,” he said, emphasizing that activities known to cause damage would be restricted. Caldera said that the expansion area would be different from the existing park, where much of the erosion caused by motorcycles happens when cyclists drive straight up the sides of steep hills.

The general plan outlines the intensity of use that would be allowed in both the existing area and the expansion area. More than half of the expanded SVRA — about 2,667 acres of the 4,675 total acreage, including the vast majority of the existing SVRA — would be devoted to riding. About 428 of those acres, all within the existing SVRA, include hillsides where off-trail riding is permitted.

Caldera said the expansion area differed from the existing SVRA as it was designed to be a “route destination trails plan.” No off-trail riding would be allowed. The expansion area would also include most of Carnegie’s 1,458 acres of “limited use” designation, meaning there would be no trails except to provide access to and from riding routes, and riders would be steered away from sensitive areas, such as stream beds.

The general plan also calls for protection of the Tesla Mining Complex, an additional 240 acres that includes the remnants of a coal mining town that was active from 1897 to 1907.

Caldera emphasized that even the existing SVRA is changing. Carnegie has been a destination for off-highway riding since the 1950s when the land was in private ownership.

The state acquired the land in 1981 and has repaired damage to hillsides when it could, closing off trails and hillsides when necessary. Still, the state couldn’t keep up with the damage from erosion and overuse in some areas.

“We were constantly moving backwards, where we had re-established routes in areas and three or four years later, we’ve got the same issue or it’s denuded again,” Caldera said.

In 2009, the state did a budget study to see if it could address environmental issues and sustainability of trails. In 2010, Carnegie added two environmental scientists, a park interpreter to interact with the public, three maintenance workers and an additional park ranger.

Since then, the state has recommitted itself to restoration of the hillsides, starting with damaged hillsides at the east end of the park, a process that includes closing off large areas for restoration. So far, that process has covered about 40 percent of the existing park.

“We’ve taken this area, closed it off, seeded this ... and we’ve rerouted trails through that,” said Caldera, describing before-and-after photos of hillsides damaged by erosion, now covered with new grass. “This picture here has 30 to 38 percent impacted area. The new model, 3 to 5 percent impacted acreage.”

He added that the expansion area would follow the new model so workers could stay on top of any erosion issues.

“Within those boundaries, we know we can make sustainable trails. We have no erosion. We have no drainage issues, and that’s the model that we’re looking at for the new expansion area,” he said.

“Now, you spend less time going back and doing annual maintenance to those areas, because you’ve established sustainable trails.”

Prabhala said that the state’s efforts to restore hillsides damaged by off-road recreation did little to assure her group that the state could protect wildlife and habitat in the Tesla expansion area.

“I’ve seen some of the previous work to deal with erosion, and we remain concerned about it,” she said. “We think Tesla is better used as a passive recreation area. It could be used by all members of the community for hiking and camping.”

Pickett said that riders have learned to adapt to the ongoing restoration efforts at Carnegie. He added that today’s riders, especially the youth, expect that the state will shut down areas for restoration on a rotating basis.

“A lot of them have grown up with these new standards, and they understand it,” he said. “We have a lot to lose here, so we have to be good stewards of the land.”
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### District 36 Schedule of Meets and Events 2017

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

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<thead>
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<th>Date</th>
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_by Dave Pickett – D36 LAO Director_

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Round 1

January 14/15 2017

West Kenda SRT

Hare Scramble

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Rd 1 - D36 SRT Championship Cross Country Series Presented by Works Connection / Rd 1 - D36 Motion Pro Championship Youth Cross Country Series Presented by Racer Decal
Prairie City SVRA - 13300 White Rock Rd, Rancho Cordova, CA 95742
GPS: W. 38.599855, N. -121.150891

Sat 1am-11:30am
AMA - PeeWee 50CC
D36 - A/A/B 50CC
D36 - Clutchless

Race 2 9:30am-10:30am
AMA - (7-11) 85cc Jr, (7-11) Jr. Girls
AMA - (7-11) 65cc
D36 - B (7-11) Youth / D36 C (7-15) Youth

Race 3 11am-11:30am
AMA - PeeWee 50CC
D36 - A/A/B 50CC
D36 - Clutchless

Race 4 11:45am-12:15pm
D36 - C 50CC

Race 5 12:30pm-2pm
AMA/D36 - (1-12) Super Mini
AMA/D36 - (1-12) 85cc
AMA/D36 - (1-12) Girls
D36 - A/A/B - 85cc
D36 - B 4-Stroke (12-15)
D36 - A/B Girls

Race 6 3pm-3:45pm
Youth ATV · Exhibition (No Points)
(4-8) 50CC / (6-11) 70cc / (8-12) 90cc

Entry:
Pro/Pro 250/AA - $100
Junior $50 Pre / $50 Post
(100% Pro Payback)
(100% Pro Payback)
Peewee - FREE!

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Contact: Rich Solis @ prairiecitygrandprix@gmail.com
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All races dead engine start

Except Pee Wee

D36 cards are required for all riders that want to be scored in the 2017 Championship Cross Country and Youth Cross Country series

AMA Membership - $49/year, $20/day · D36 Membership - $35/year

Requirements
- AMA Membership ONLY Required and available at Sign Up
- 96db Sound Test for all Participants
- Spark Arrestor, Green/Red or Out of State Sticker Req.
- Mandatory Riders meeting before each race.
- Running Rain, shine or snow.
**ROUND 2**

**WEST KENDA SRT HARE SCRAMBLE**

**FEBRUARY 18/19 2017**

**SRMC RANCH - 22201 COALINGA RD. PAICINES, CA 95043**

**GPRS: W. 36.325809 - N. 120.722669**

**Gate:** 5:30pm-11pm Fri/Sat/Sun - $10 per car per day; maximum $20

**Gate fee:** $3 per person entire event; kids 12 and under FREE

**Sign Up:** Fri 5pm-8pm / Sat 7-8am & 5pm-8pm / Sun 7am-12pm

Saturday Night poker ride not a race ride required $20 donation $5/50 split pay. High hand 60% second High hand 40%

**SUNDAY - FEB. 19**

**Race 1** 8:30-10am
- **AMA/D36** - A/A/B Women
- **AMA/D36** - C - 200, 250, 251 & Up
- **AMA/D36** - C - 30+, 40+, 50+, Women
- **AMA/D36** - A/B Masters 60+
- **D36** - B/C Vet Women, Jr. Sportsmen
- **D36** - C Vet 35+, Senior 45+
- **D36** - Pioneers 70+, Vintage Blue Plate

**Race 2** 12:00-3:00pm
- **AMA/D36** - A/B 200, 250, 251 & Up
- **AMA/D36** - A/B 30+, 40+, 50+

**Entry:**
- Pro/Pro 250/AA - $100
- Youth/Beg Women/Vintage - $50

**Contact:** Jordan Brandt (831) 359-1720 / Eric Hinz (831) 261-6085

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-- Jay Leno

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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.
District 36 Rule Changes / Additions for 2017

1.4.5 A. Committee members shall be admitted free to meet grounds. There will not be a charge for Committee Members or Stewards to camp overnight at a D36 meet. Committee members shall pay a maximum of Twenty dollars ($20.00) to participate in one competition event at any D36 meet. Committeemen riding more than one competition event in the same meet will pay full cost of the posted post entry fee for each subsequent competition event. Meet Discipline Stewards (Cross Country, Youth Cross Country, Dirt Track, Enduro, and Youth Enduro) will not pay to participate in one competition event at any D36 meet. Meet Discipline Stewards riding more than one competition event in the same meet will pay full cost of the posted post entry fee for each subsequent competition event. Clubs and Promoters do not pay LAO Fees for Committeemen and/or Stewards in any event entered.

3.2.1 (section changed)
Big Wheel 79cc-112cc 2 STROKES
A, B & C 75cc-150cc 4 STROKES
(12-15) Max Rear Wheel 16” / Max Frt Wheel 19”

4 STROKE B&C AIR COOLED 4-STROKES 70-125cc
(7-11) (7-11 YEARS)

4 STROKE A, B AIR COOLED 4-STROKES 70-150cc
&C (12-15) (12-15 YEARS)

SECTION 3.0 YOUTH PROGRAM
No Sportman “A” ranked rider shall race in any youth classes and/or races

WOMEN
4.4 Women shall race as per the Sportsman Rules and Regulations.

7.1.5.1 Advancement Point structure for Dirt Track B and C classes shall be awarded as follows:

1 Rider: 1 Point
2 Riders: 1st Place 6 points
2nd Place 5 Points
3 Riders-Up: 1st Place 6 Points
2nd Place 5 Points
3rd Place 4 Points
4th Place 3 Points

7.5.3 Any District 36 "A" (including "AA"), B or C rider who works one District 36 championship point paying Enduro will receive District 36 championship points for the worked meet. The amount of points awarded shall be determined by the rider receiving the equivalent of 4th overall points or the average of his/her best 5 rides if there are 8 or more series events. If there are less than 8 series events, the amount of points awarded shall be determined by the average of his/her best 4 rides. District 36 membership MUST be current at the time of the meet worked.

7.5.5 “Worked” is defined as helping with any of the 2 following activities (one must be #2 Day of the meet):
1. Pre-meet (course layout, mailings, pre-entry, marking etc.),
2. Day of meet (sign-ups, checks, sweep etc.) or
3. Post meet (course/site cleanup, results, event paper work, etc.) to the satisfaction of the hosting club. It is the rider’s responsibility to verify that their name and District 36 Membership number is on the race report and that the standings posted on District 36’s website reflect a “W” for work points.

11.1.16 thru 11.1.16.9 Cross Country Woman’s Class section removed (replaced by rule 4.4—see above)

11.2.3 The announcement of the meet must be sent to the District Enduro Steward, at least two (2) weeks prior to the acceptance of entries. No Enduro shall allow more than 750 riders to compete; a smaller limit may be used if necessary. Entry fees must be returned to those riders not permitted to compete because of rider limits.

11.2.7.2 At least one mileage check must be provided before the first secret check at a distance of 2.9. Course mileage will be indicated by signs at each 5-mile increment. Mileage markers are not required at turns as required in the AMA rulebook.

11.2.10.2 Announcements for Enduros must show the opening date (if any) for the acceptance of entries, the closing date for the drawing, and the closing date for mail entries. Additional engine sizes or rider teams must be shown. A phone number and/or email address where additional information can be obtained must also be included.

Know of a rule that you believe should be changed or added?
Current members of District 36 may submit rule proposals using the form found here (link also found on “Members Resources” page of D36 website)
October 15th each year is the deadline for proposals that will be heard and voted on for approval to take affect the following year. Hint: Don’t wait until the deadline……Get your proposals in early in the year!
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- Includes brake shoe and spring
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**Forged Rear Brake Pedals**
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- Precision CNC machining
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**KTM / Husqvarna Clutch Slave Cylinder Protectors**
- CNC machined from 6061 T6 aircraft grade aluminum
- Precision CNC machining
- $99.00

**Rocket Launcher Holeshot Device**
- CNC machined from 6061 T6 aircraft grade aluminum
- Precision CNC machining
- $169.00

**Raptor Titanium Xtreme Footpegs**
- Titanium footpegs
- $169.00

**Kick-Starter**
- Forged from 6091 Aircraft Grade Aluminum
- Includes shift fork
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**Side-Stands**
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RIGHT TO RIDE
ADVENTURE BIKE 101
by Harvey Mushman

Ok, I guess I got caught up in the adventure bike craze a while back—bought a KTM 950 Super Enduro. Super tall, super hard to lift up after a tip-over, super heavy, and super bad handling in the dirt. It's super all right.

I willingly volunteered to a ride with my buddy, the mad scientist Chris Real. He, too, had been bitten by the Adventure Bike bug, KTM and all. So we loaded up our panniers, saddlebags and headed off to a ride with Scott Harden. Yes, that Scott Harden—five time Baja winner overall, three time ISDE medalist, and Dakar finisher. I know, what was I thinking?? Well, at least the ride had other riders with less medals and industry icons, like former Honda Race Team manager Ray Conway, R&D expert Lori Conway, ex-Kawasaki boss Bryan Farnsworth, MIC guru Larry Little and Tom White (that's right, THE Tom White!). All excellent riders in their own right, and me and Chris. I knew who the "new meat" was!

So, once you manage to throw a leg over an adventure bike, the next challenge might be to find a nice two track that eventually turned into the "dreaded sand wash". Riding this beast in a sand wash is akin to riding a very angry Grizzly bear and trying to steer it by its ears — just doesn't happen — until there's a literal yard sale of panniers, parts, and pissed pants. Adventure bikes hit the ground so hard it sounds like a refrigerator being dropped from three stories up. Once Chris and I established ourselves as the "spodes" of the group, Scott felt a (slight) twinge of compassion and got us on a firmer road until the "I think we should try this way, it could be cool" words left his mouth. The "cool" route was an alluvial wash mix of sand, wet sand, rocks and sand and more bottomless sand. See anything common here?

Well, when Chris's 1250 hit a "G-out", the right side pannier flew off, sling-shotting about ten feet into the blue desert sky! Chris swapped so hard that the bike laid out like a wounded animal throwing our intrepid mad scientist to the ground hard enough to wound not only Chris's head, but his new Klim helmet. The silly windshield and Chris's visor were toast as well as his planned excuse of where he was to his wife, unless he wears a sock hat and really long pajamas to bed to hide the red and purple marks associated with flying off one of these beasts at speed!

On to Slab City, a weird combination of under-the-radar/eclectic/outrageous/artsy-fartsy/hippy-types. A giant mound of painted dirt, part church, part ad for Kelley Moore, and countless Asian tourists intrigued by all this. This was followed by a tour of East Jesus, another part of this desert community. Interesting to say the least.....

At dinner, Scott laid out the next day's activities—Anza Borrego State Park, Salt Marsh trail ride, and a "hill climb". Oh joy, a hill climb, this ought to be a lot of fun on this enormous, big block behemoth. Well, the hill climb turned out to be a mile long foot trail, straight up to some ruins Scott had read about. You see, Scott is something of a well read history buff, and not afraid to explore some of these stories for himself, or I should say "all of ourselves", exhausted.

Knees hurting, (Chris's head hurting), thirsty, hot and tired, we soldiered on to Borrego Springs where, unexpectedly, we found a collection of Tyrannosaurus Rex, and other animals (real and imagined) populating the playa......dozens and dozens of weird creatures everywhere. Steel, rusted by the elements, they seemed to own this place, giving the desert a more magical feel than ever before.

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ADVENTURE BIKE 101

Dinner that night brought all the days stories. Brian tipping over into Larry, causing Larry to fall over, saving Brian from falling, allowing Brian to pick up his bike by himself…..really. Chris tagging Lori with his aluminum refrigerator-sized panniers causing her to fall over. Kind of a "keystone cops meet Scott Harden" movie! Anyway, the evening's best stories were something mere mortals, like myself, were never meant to hear. Stories from the memories of the icons of our sport were something I'll never forget or repeat. They are, and will always be, the lore of our sport and cherished forever.

As for adventure bikes, they certainly do unexpected things at unexpected times, take you to unexpected places, take you to see unexpected things, allow you to hear unexpected stories you never in a lifetime expected to hear. I expect I'll do it again without a second thought. Thanks Chris Real for weaseling me in to this great experience, again and again.

Harvey Mushman

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I think men who have a pierced ear are better prepared for marriage. They’ve experienced pain and bought jewelry.

-- Rita Rudner

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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.
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
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.

Non-motorcycle Friends spending time with Friends

Motorcycle Friends spending time with Friends

Pop Quiz Answer:
Fred and Wilma Flintstone
DISTRICT 36 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”

Our Mission Statement was adopted by the D36 Board of Directors in August 2012.