

YOU CAN JOIN THE OFF-ROAD FUN IN 2024!



Spring 2024



**MOTOCROSS • ENDURO • FLAT TRACK • HARE SCRAMBLES
HILL CLIMB • TRAIL RIDE • DUAL SPORT • QUADS • ROAD**

EXE



SPRING
24.5
MOTO





VAPOR — AIR —

WWW.FXRRACING.COM

DECALMX.COM

CUSTOM GRAPHICS

**DECAL
WORKS**



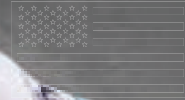
DECALWORKS

CALL/TEXT (815) 784-4000 2021 Johnson Court
EMAIL sales@decalmx.com Kingston, IL 60145



THINK IT. **CREATE IT.**

SEMI CUSTOM &
READY MADE GRAPHICS



QUALITY
SERVICE
KNOWLEDGE



DECAL **WORKS**

THE ORIGINAL
since 1989



FROM THE CHAIR...

BY: REX GREENWALD

A Bike Named Goldie



It has been over 50 years since a ragtag bunch of enthusiasts made the trek to the AMA office in Ohio to initiate a motorcycle District (D23 ARMCA). What would drive those crazy people to do this?

Simply put, these were people who loved motorcycling, loved the camaraderie of holding events, and, for some reason, had a passion for the motorcycle community.

This journey to AMA to begin this district D23 ARMCA was around 1969, after which Dale Greenwald became the first chairperson of D23 ARMCA. Another one of the founders was a man by the name of Dick Bielke, who has the original signature on the State of Minnesota filing of the D23 ARMCA. They were very good friends and were joined together by this other character, a bike named "Goldie" (see pictures).

Goldie is a 1954 BSA 500 cc Goldstar, affectionately called "Goldie". This English bike ended up in Robbinsdale, Minnesota owned by my dad, Dale. He rode every Flat track and Hillclimb event across Minnesota in the 60's on this bike.



BSA with Dick.

Dick also rode a BSA, and loved this bike, agreeing that if Dale ever wanted to get rid of it that he would take it off his hands.

Dad kept racing, but by the 70's the machines had gotten so much better, and Dale moved on to become an advocate and a leader within the D23 ARMCA, in addition, he continued to ride the Hillclimbs, Flat track races, Enduros, and a few Motocross events. He, along with an excellent group of folks worked with the Norseman MC club and put on many events, including the Motocross races at the track in Cambridge, the first such motocross track in the State. I still get comments on my dad singing across the speakers to this day.

Well, either way, Goldie could not keep up with the changes. After multiple frames, busted pipes, and more brake drums than I could count, Goldie ended up like all old bikes do, she was parked in the corner of the garage with a box of miscellaneous parts sitting on the seat. Goldie had died.

But Dick and Dale had made a bargain and Dad was one to agree to his word so Dick ended up with Goldie, along with the box of parts and junk that came along with her.

Fast forward forty-plus years later and my dad had ended up like Goldie had been, broken down and parked way back in the garage. During the last of my dad's life, Dick reached out to let me know that he had rebuilt Goldie back to all her original 1954 glory. He wanted to get it back to Dale, like a fitting return to the owner who rode it for every ounce that 500cc motor had back in the day.

Unfortunately, as happens, Dad

passed before his friend could get the bike to him. Instead, Dick called me up to pass the bike along, like a family heirloom being returned. I was honored and leapt at it, now I could get a piece of that Goldie magic from the early heydays of the D23 ARMCA.



Frame and parts...Dick worked on this project for over 40 years.

I do start it occasionally and ride it down the road thinking about how insane it would be to Flat track it or Hillclimb it. But mostly it reminds me that what we do at D23 ARMCA is more than races or sanction events, we are there for the people, and the stories these motorcycles still hold today.

Cannot wait to hear your stories the next time we meet!

.....FROM THE CHAIR

- Rex Greenwald



FEINETUNE

MOTORSPORTS



507-732-3365 | EMAIL: FEINETUNE@GMAIL.COM | WWW.FEINETUNE.COM

- * Full Suspension Set Ups & Maintenance Service
- * Complete Bike Maintenance & Service
- * Parts & Accessories
- * Full Service Shop & Trackside Support

YOUR LEADER IN TRACKSIDE SUPPORT



HOW CAN I START RACING?



online at ARMCA.org/join. Receipts will be given for each membership. Use these to enter future races until your cards arrive in the mail. There it is in a nutshell for you new prospective racers out there. What you will experience can only be described by going out and doing it, but it can be one of the most enjoyable things a person can do in their lifetime. The only thing I left out was of course the desire to do it...*That* you have to seek yourself!

Ask every racer how they got started in racing and each person will have a slightly different story. The common bond is that they love to ride motorcycles and they love the intense thrill from competition. If someone new to the sport went walking through the pits they would also see that it is largely a family sport, especially with the younger competitors. This person would also get a feel for the camaraderie; an atmosphere of brotherhood that goes hand in hand with this sport.

As far as equipment needs the following are considered the bare essentials:

1. Any model off road bike
2. Gear including: helmet, goggles, gloves, jersey, racing pants, and boots.

Most any motorcycle dealer/retailer can get you set up with #1 and #2. As one can see there is a lot of room for personal identity and choice if one wants to compete and that is shown in the racers themselves. Also, one needs to know a place where to go to compete, and that's where District 23 ARMCA can help.

Throughout Minnesota one can compete on Sundays from April through October at tracks that are sanctioned by the AMA (American Motorcyclist Association). Points are given for year end awards through District 23 ARMCA. The racer needs to join the AMA and District 23 ARMCA. You can join at the track or



Serving D-23 Since 1973



Your Local Engine Machine Shop

Motorcycle | ATV | Dirtbike | PWC | Snowmobile

Boring | Sleeving | Honing
Crankshaft Work | Valve Jobs

Bill Bune Enterprises

2016 7th Ave • Anoka, MN 55303

(763) 427-6738 | www.billbune.com

Follow us!   @BillBuneEnterprises



AMATEUR RIDERS MOTORCYCLE ASSOCIATION

www.ARMCA.org

THANK YOU

to all of our advertisers and contributors
for making this magazine possible.
Also, thanks to the photographers
for their photos in this issue.

We want to share our members' photos and stories.
Send them in for a chance to be published!

Email your photos and info to:

deotis111@gmail.com

or text to 612-799-1498.

We need high quality photo resolution so send your images
at original size. We have a limited amount of space in each
magazine, so we will include as much as we can.

Our next issue will be June 2024.
DEADLINE for submission is April 22, 2024.

**We sell Kawasaki, Suzuki, CF Moto, BMW, Can-Am, Spyder, SSR,
Aprilia, Moto-Guzzi and Vespa motorcycles, ATVs and scooters.**



Same family
owned
since 1977.

16375 Kenrick Avenue
Lakeville, MN 55044

952-435-5371

parts@leossouth.com

AROUND THE PITS AND MORE ...



Paul Otto #20 enduring through the dusty and rocky conditions at the Brookston Hare Scramble.



D-23 reunion at Arizona Supercross. Andy Schweitzer, Norm Busse, Tim Schweitzer, Jay Holst and Randy Nagel.



First bike, first race.



The Sailor family celebrating at Mora.



Bill Bune accepting his award.



The new 2024 Hare Scramble Rep Brandon Vannelli at the Staples Hare Scramble.



Twin Cities Trail Riders 2023 Vintage Ride at the Rum River State Forest.



Johnny DeOtis back in the day, 1974.



Twin Cities Trail Riders Ladies Ride in Huntersville 2023



Racers watch the opening heats of the Mississippi Thunder Rampage by the River Flat Track races in Fountain City, WI.

AROUND THE PITS AND MORE ...



SUGAR, hang on!



Getting last minute direction at the starting gate.



Linda Theisen, Sherry Marsh, and Karen Umphress at the end of the TCTR 3 day Adventure Ride on a portion of the Border to Border route across Minnesota.



Paul Otto #20 enduring through the dusty and rocky conditions at the Brookston Hare Scramble.



Jack Rehberger and some of his race crew hanging out in the pits for the Jacks of Spade To the MaXX Part 3 Flat Track races at the Scott County fairgrounds in Jordan, MN on June 24, 2023.



AA rider Jack Maki #100 leading the 1st lap at Millville Hare Scramble 10/1/23.

Dustin Carpenter #727, Staples MN. 2023 was my first quad motocross season and I made it to every D23 event and some of the Friday Night Light events at Motocity in Little Falls, MN.



Rider number 398 Ethan Zink racing through the woods at Millville Hare Scramble on 10/1/23.

GOVERNMENT IN MOTION

LOOKING BACK AT 2023 LEGISLATIVE SESSION

BY: RAY BOHN AND KAREN UMPHRESS

As part of the process of getting ready for the 2024 legislative session, we are looking at what took place last year. Last year was the first year of the biennial session. This means that any bill submitted last year that did not get resolved is still alive and can be debated and voted on this year. The resolution is either voted to move forward or to be killed. Many non-resolved bills will be forgotten, but it is critical to watch for these latent bills that could harm our sport.

The positive outcomes for 2023 included changing the statutes for transferring DNR registrations for private party bike sales. The fix was to remove the word, “registered” and add the word “current”. The issue that was fixed was to make it easier for a person who bought a used bike to register the used bike with the MN DNR.

Previously, if the person who sold the bike on the bill of sale was not the same name listed on the MN DNR registration, the bike was treated in the system as ‘potentially stolen’ and the new owner was not allowed to register the bike unless they could somehow track down the person on the registration (whose information

the state considered private). Now, as long as a bill of sale is shown to the Deputy Registrar, the MN DNR registration can be changed. As a reminder, the statute says the person buying the bike must change the registration within 10 days of the sale. You won’t be penalized at the DMV if you do the registration transfer later, but there is a penalty if the registration is checked and not transferred elsewhere.

The second big win was the non-movement of an anti-OHV bill (SF1324). The positive is that the bill did not move forward last year. The negative was that the bill did not get voted down, so it is still alive. The bill would put more restrictions on how and where off-highway vehicles, including dirt bikes, could be used. It includes restrictions on trails near and crossing rivers or streams in any manner with an OHV including using bridges to cross the water. While most of the impact is on

public lands, the MN DNR has the authority to regulate private lands for environmental impacts as well. This bill could impact any streamcrossing that is used by the public. This will also impact single-track trails and adventure bike and dual sport riding on forest roads.

The 2024 Legislative Session will convene on Monday, February 12, 2024.

We will be watching for an anti-OHV bill (such as SF1324) to oppose their passage. We start the opposition process by working with the Committee Chairs and Members. But there may be a time when we ask for your help by contacting the committee members and your own legislators to help kill these bills.

We are working on increasing the registration fee from \$10 to \$15 per year to help pay for more trails and opportunities for dirt bikes in Minnesota. The registration fee has not changed since it was implemented in the early 1990s.

We are also working to turn on an ambassador program for dirt bike riders. This is a peer-to-peer program that helps us educate riders without increasing enforcement.





TAKE A KID RIDING

BY: KAREN UMPHRESS

The future of the sport of riding dirt bikes lies with the kids of today. This is pretty much a no-brainer statement. It is putting these ideas into practice that can be more difficult. To help nudge people to take action on this idea, the American Motorcyclist Association (AMA) created a program they call Take a Kid Dirt

Biking Month (TKDBM). The month is May. Their campaign goal is to “cultivate the next generation of passionate riders by giving them a chance to learn skills, boost confidence and grow appreciation for the sport.”

The AMA offers support to clubs and organizations to hold TKDBM events throughout May 2024. Much of the support will be to promote and publicize the events through their channels such as the AMA magazine, newsletter articles, and social media. They will also provide some promotional packages to be given away at the event and throughout the month there will be product giveaways for the kids participating.

The Twin Cities Trail Riders (TCTR) will be holding a TKDBM event at the Appleton OHV Park in Appleton, MN on Saturday, May 4th. This is the Saturday prior to a Hare Scramble

race at this location. The TCTR event will include 90-minute introduction sessions for kids to experience dirt bike riding. For more information about this and their other events, go to their website at tctrailriders.org.

Your club or organization can also hold an event. Or, your business can partner with the AMA as part of the promotional effort.

If you are interested in holding an event, contact:
Joy Burgess,
AMA Director of Marketing and Communications at 951.212.0957 or jburgess@ama-cycle.org.

If you are interested as a business partner, contact:
Michael Kula,
AMA Business Development Manager at 949.466.7833 or mkula@ama-cycle.org



Photos by Doug Marsh and Karen Umphress.





DIRT and STREET
Sales - Parts - Service

952.405.8269

Convenient Location in the Twin Cities

9521 Garfield Ave S
Bloomington, MN 55420

info@crosstowncycle.com



KTM and
Husqvarna
Dealer



Husqvarna
MOTORCYCLES



Minnesota's Certified Race Tech and WP Suspension Service Center!



Rebuilds / Revalves
WP Pro Components
**Complete Engine Rebuilds
and Modifications**
D23 Trackside Support



Find us on
Facebook

PDR
PERFORMANCE

763-413-3507

North Location: East Bethel, MN
South Location: Dexter, MN
Email: pdrperformance@gmail.com



W
L
U
D
W
H
U
S
S
C
R
U
C
T
C
M
T
N
C
N

DATE	DAY	NORTH	CENTRAL	SOUTH	QUAD	COMMENTS
3/24	Sun		Mora*			*Non-Points Event
4/7	Sun	Staples	Grantsburg			
4/14	Sun	Staples	Grantsburg			
4/21	Sun		Mora			
4/28	Sun	Little Falls	Cambridge			
5/4	Sat				Cambridge	
5/5	Sun	Echo Valley		Millville	Cambridge	
5/11	Sat	Little Falls*				*Area Qualifier
5/12	Sun	Little Falls*	Cambridge			*AQ/D23 Points
5/18	Sat				Little Falls	
5/19	Sun		Mora	Mankato	Little Falls	
5/25	Sat				Diamond Park	
5/26	Sun	Echo Valley		Millville	Diamond Park	
5/27	Mon	Echo Valley		Millville		
6/2	Sun	Staples	Mora			
6/9	Sun		Cambridge	Millville		
6/16	Sun		Mora	Diamond Park		
6/23	Sun	Staples		Millville		
6/29	Sat				Diamond Park	
6/30	Sun	Echo Valley	Cambridge		Diamond Park	
7/7	Sun		Mora	Diamond Park		
7/12	Fri			Millville		
7/13	Sat			Millville*		*Pro National MX
7/14	Sun			Millville		
7/21	Sun		Mora	Diamond Park		
7/27	Sat				Mankato	
7/28	Sun	Little Falls	Cambridge	Diamond Park	Mankato	
8/4	Sun	Staples		Diamond Park		
8/11	Sun		Cambridge	Millville		
8/17	Sat				Diamond Park	
8/18	Sun	ECHO VALLEY*			Diamond Park	*FEATURED EVENT
8/25	Sun		Mora	Diamond Park		
9/1	Sun	Little Falls		Millville		
9/2	Mon	Little Falls		Millville		
9/8	Sun		CAMBRIDGE*			*FEATURED EVENT
9/15	Sun	Echo Valley	Cambridge			
9/22	Sun		Mora	Mankato		
9/28	Sat				Staples	
9/29	Sun			MILLVILLE*	Staples	*FEATURED EVENT
10/6	Sun	Echo Valley*	Mora*			*Non-Points Event
10/13	Sun			Millville*		*Non-Points Event

***FEATURED EVENTS: 2 OR 3 MOTOS, POINTS AWARDED FOR EACH.**

VISIT [ARMCA.ORG](http://armca.org) FOR SCHEDULE UPDATES AND EVENT INFORMATION





2024 ARMC A SCHEDULE

ENDURO

- 6/1 River Valley ER Huntersville—Youth
- 6/2 River Valley ER Huntersville
- 7/20 Norsemen Mora—Youth
- 7/21 Norsemen Mora
- 8/3 Central Iowa ER Dayton, IA—Youth
- 8/4 Central Iowa ER Dayton, IA
- 8/10 Paul Bunyan ER Akeley—Youth
- 8/11 Paul Bunyan ER Akeley
- 8/17 Straight Arrows ER Duquette—Youth
- 8/18 Straight Arrows ER Duquette

FLAT TRACK

- 4/20 Cedar Lake Arena New Richmond, WI
- 4/21 Cedar Lake Arena New Richmond, WI
- 5/11 Mississippi Thunder Fountain City, WI
- 5/18 Flying Dutchman MC New Ulm—*bikes only*
- 5/19 Flying Dutchman MC New Ulm—*bikes only*
- 6/22 Mississippi Thunder Fountain City, WI
- 7/20 Flying Dutchman MC New Ulm—*bikes only**
- 7/21 Flying Dutchman MC New Ulm—*bikes only**
- *5/18-19 Rain Date(s) or Practice*
- 8/3 Faribault HD Cannon Falls—*bikes only*
- 8/4 Faribault HD Cannon Falls—*bikes only*
- 9/14 Flying Dutchman MC New Ulm—*bikes only*
- 9/15 Flying Dutchman MC New Ulm—*bikes only*
- 10/5 Cedar Lake Arena New Richmond, WI
- 10/6 Cedar Lake Arena New Richmond, WI

DUAL SPORT

- 9/14 Twin Cities TR Finland
- 9/15 Twin Cities TR Finland
- 9/28 Twin Cities TR Huntersville
- 9/29 Twin Cities TR Huntersville
- 10/6 Norsemen Sandstone

ROAD

- 4/20 Flood Run Lake St. Croix Beach
- 6/30 Kato Cycle Club Mankato
- 8/17 MS River Road Lakeville
- 9/21 Flood Run Lake St. Croix Beach

HARE SCRAMBLE

- 5/4 Border Battle XC Appleton, MN—Youth & C
- 5/5 Border Battle XC Appleton, MN—B, A, AA
- 5/12 Hi Winders Millville
- 6/16 Border Battle XC Nevis
- 6/22 BCMX Cambridge—Youth & C
- 6/23 BCMX Cambridge—B, A, AA
- 6/30 Norsemen Trollhaugen
- 7/28 Border Battle XC Mahnomon
- 8/24 Border Battle XC Crosby—Youth & C
- 8/25 Border Battle XC Crosby—B, A, AA
- 9/22 MotoCity Staples
- 9/29 Range Riders Brookston
- 10/6 Golden Eagles Millville

HILL CLIMB

- 5/11 Indianhead MC Red Wing
- 5/12 Indianhead MC Red Wing
- 6/15 Kato Cycle Club Mankato
- 6/16 Kato Cycle Club Mankato
- 6/22 CMJ Raceway Hixton, WI
- 6/23 CMJ Raceway Hixton, WI
- 7/14 Valley Springs MC Bay City, WI
- 8/2 Indianhead MC Red Wing*
- 8/3 Indianhead MC Red Wing*
- 8/4 Indianhead MC Red Wing*
- *AMA Nationals*
- 8/24 Kato Cycle Club Mankato
- 8/25 Flying Dutchman MC New Ulm

TRAIL RIDE

- 5/18 Golden Eagles Theilman
- 5/19 Golden Eagles Theilman
- 6/15 Twin Cities TR TBD—Beginner Ride
- 6/29 Kato Cycle Club Mankato
- 6/30 Kato Cycle Club Mankato
- 7/20 Twin Cities TR Rum River—Vintage Ride
- 8/3 Twin Cities TR Huntersville—Ladies' Ride
- 8/4 Twin Cities TR Huntersville—Ladies' Ride
- 9/7 Golden Eagles Theilman
- 9/8 Golden Eagles Theilman
- 9/28 Twin Cities TR Huntersville
- 9/29 Twin Cities TR Huntersville

VISIT ARMCA.ORG FOR SCHEDULE UPDATES AND EVENT INFORMATION



MotorSportsMN.com



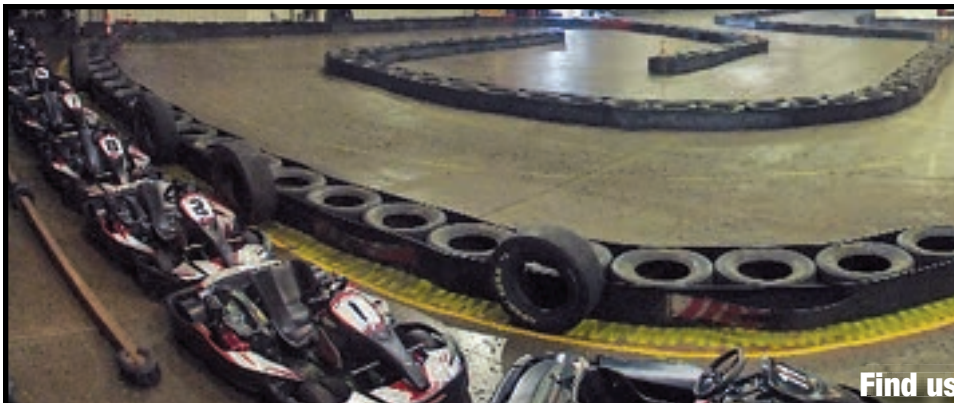
St. Boni  Minneapolis

SEA-DOO can-am ski-doo YAMAHA Kawasaki




ST. BONI MOTOR SPORTS
4120 STEINER STREET
ST. BONIFACIUS, MN 55375
952 446-1554

MINNEAPOLIS MOTOR SPORTS
801 LOUISIANA AVE SOUTH
MINNEAPOLIS, MN 55426
763 634-0244

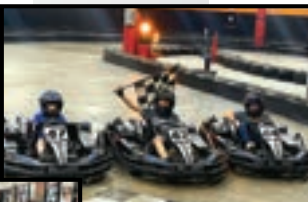


ProKART INDOOR
Maple Grove | www.prokartMG.com



Find us on  facebook@ProKART Indoors

- Indoor/Outdoor go-kart racing year-round
- Kart-2-Kart racing at 40 mph!
- State of the art timing system
- Bachelor/Bachelorette parties
- Great for date night
- Corporate outings
- Birthday parties
- Private parties



2 RACES FOR \$30

Races are non transferable.
Drivers must have current ProKART License

ProKART INDOOR
Maple Grove | www.prokartMG.com
763-428-1333

Expires September 30, 2024.

ProKART INDOOR
Burnsville | www.prokartMG.com
952-808-7223

FREE ANNUAL LICENSE UPGRADE (\$15 value)

ProKART INDOOR
Maple Grove | www.prokartMG.com
763-428-1333

Expires September 30, 2024.

ProKART INDOOR
Burnsville | www.prokartMG.com
952-808-7223

11700 Troy Ln N ■ 763-428-1333 ■ Maple Grove
14350 Rosemount Dr ■ 952-808-7223 ■ Burnsville



imc.clubexpress.com



75TH ANNIVERSARY

UPCOMING EVENTS

RED WING, MN

March
23rd & 24th

We will have a booth at the Donnie Smith Bike Show at the Saint Paul RiverCentre



May
11th & 12th

District 23 Hillclimb
Red Wing, MN



August
2nd, 3rd & 4th

AMA Amateur National Championship Hillclimb
Red Wing, MN



August
17th

AMA American Hillclimb East Pro Hillclimb
Red Wing, MN
Noon Start

They will be racing motorcycles on 100% nitro methane.

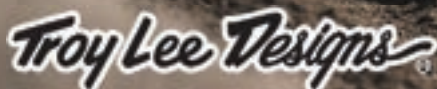


September
28th

IMC 6th Annual Motorcycle Grassdrags
Ellsworth, WI



AUTHORIZED DEALER



TWO-STROKE HEART, ENDURO SOUL



YZ®250X



21 1st St NW, Osseo MN

763-425-2178

HeinenMotorSports.com



Professional rider depicted on a closed course. Dress properly for your ride with a helmet, eye protection, riding jacket or long-sleeve shirt, long pants, gloves and boots. Do not drink and ride. It is illegal and dangerous. Yamaha and the Motorcycle Safety Foundation encourage you to ride safely and respect the environment. For further information regarding the MSF course, call 1-800-446-9227. ©2022 Yamaha Motor Corporation, U.S.A. All rights reserved. • YamahaMotorsports.com

January 27th was the date chosen to recognize the achievements of the ARMCA D23 motocross racers. The recognition banquet and awards ceremony was held at Treasure Island Resort and Casino outside of Redwing MN. Some three hundred and fifty plus racers and family were in attendance to honor the accomplishments of our motocross racers for both bikes and quads. Anyone that has spent a season chasing a class win knows how much time, effort,

training, and expense go into this quest. A big thank you from the ARMCA Board of Directors, and all of the MX promoters, and to those that have given so much to achieve these coveted titles.

I would remiss not to give credit to Lisa Boaz and family, Missy and Mike Janovksi, this is the 12th year they have put together a well run, great awards ceremony complete with a good meal. Treasure Island is a great venue as there are so many activities for both adults and the children

before and after the awards. They are already making plans for the end of the 2024 season festivities, but 2024 will be their last year. We as a board need some people to step up and take over for Lisa and Missy. This would be a good time to work with them and learn the ropes.

Award winners were on hand to receive Champion Jackets and class winner hoodies and their acrylic awards. With over 350 awards going out it was quite an evening for all in attendance. Our sponsors





really stepped up this year to make the event even bigger. All racers in attendance left with some goodies. Our series sponsor FXR Racing stepped up with \$15,000.00 in gear and apparel for all of our members. The district kicked in a some great prizes as well with pressure washers, generators, air compressors among some of the big ticket items. We really had great support from our numerous sponsors this season. Jacks of Spade, Spring Creek MX Park, Feine Tune, Leaky Mushroom Moto Ranch, Vaith Cycle.com, Motocity, BCMX

Adventure Park, Echo Valley, Berm Benders Raceway, Bob's Cycle Supply, Larson Cycle, Basic Moto, Brothers Motorsports, Moon Motorsports, Namura, Plainview Powersports, Motokazie and The Shed Shop. When you need parts or gear remember these people as they are putting money back into our district and sport. 2024 was a banner for our district. Membership passed the 4000 mark for the first time in our history. We had record participation in our events so we want to thank all of our members and sponsors and racers for making

this past season a truly great one. Those of you that received awards need to take time and reflect on your accomplishments, but at the same time be training and preparing for the upcoming season, it will be here before we know it. Once again on behalf of the Board of D 23 ARMCA thanks to all of you that put in the time and effort to race our Motocross Series. Lets make 2024 even bigger and better.



THE MIDWEST'S BEST SEL

LCR

LARSONS CYCLE

RIDE - RACE - REPEAT



205 Garfield St So
Cambridge, MN

763.689.2760

www.larsonscycle.com

SALES • SERVICE • PARTS • ACCESSORIES



SECTION OF MOTORCYCLES & POWERSPORTS



FXR Spring Creek MX PARK SUPER SERIES 2024

2024 RACING SCHEDULE

8 OUT OF 12 RACES COUNT TOWARDS AWARDS & PRIZES

- May 5 Super Series Rd 2 sponsored by Hot Kate
- May 12 D23/Larson's Cycle/KTM Hare Scramble
- May 26 Super Series Rd 3/Donny Schmit Memorial sponsored by ProKart Indoors & Meehan's Juice Plus
- May 27 Super Series Rd 4 sponsored by Hot Kate
- Jun 9 Super Series Rd 5 sponsored by Feine Tune & Althoff Hardware
- Jun 15 Beginner Trail Ride Class hosted by Twin Cities Trail Riders
- Jun 23 Super Series Rd 6 / Old Man Madness
- Jul 12 Super Series Rd 7 sponsored by Dunlop
- Jul 13 FXR SPRING CREEK PRO NATIONAL presented by Frescoda's
- Jul 14 Super Series Rd 8 / Pro Track Challenge sponsored by 100%
- Aug 11 Super Series Rd 9 sponsored by Clark Concrete
- Sep 1 Super Series Rd 10/Viking Clash sponsored by VRM
- Sep 2 Super Series Rd 11 sponsored by St. Croix Sewer
- Sep 29 D23 Featured Event sponsored by Vaith Cycle
- Oct 6 Golden Eagles Motorcycle Club D23 Hare Scramble
- Oct 13 Super Series Rd 1 of 2025 / Halloween Bash sponsored by EZ Camper Rental
- Oct 26 Banquet at Treasure Island



We Offer The Best In New And Pre-Owned Motorcycle And Other Powersports Vehicles

Motoprimo

POLARIS

Indian
MOTORCYCLE

HONDA

YAMAHA

TRIUMPH



SLINGSHOT

KAYO

ROYAL ENFIELD



Motoprimo

16640 Kenrick Avenue | Lakeville
(952) 465-0500 | www.motoprimo.com

Mon-Thurs 10 AM-7 PM | Fri 10 AM-6 PM | Sat 10 AM-4 PM | Sun Closed



RULE CHANGES FOR 2024 SEASON:

FLAT TRACK

1. Section D, Points System and Year-End Awards

Addition of option for the Overall Points Champion to run the number 1 number plate the following year.

“Overall Points Champion Award: A traveling trophy will be awarded to the racer that accumulates the greatest number of single season points total in all the classes raced combined. The winner will be responsible for assuring for the care of the trophy and making it available to subsequent season Grand Point total winner Overall Points Champion. The Overall Points Champion has the option to run the number 1 the following year.”

Submitted By: Jason Fox
Passed unanimously

2. Section B, Classes

Change from “Open Twin; Ages 25+, \$30” to “Open Twin; Ages 25+. Twin cylinder bikes only, no displacement limit. \$30”

Submitted By: Victor Wanchena
Passed unanimously

3. Section B, Classes

Change current Pro/Expert class to read: Pro/Expert, Age 16 and up, \$40 entry fee, Non Trophy Money class, Advanced/Expert level Ability Riders, Machines 450cc-Open.

Who may enter: Past AMA Pro flat track licensed riders, past and current AFT licensed riders, and Riders who currently compete at the top or highest level of competition (Open A) are eligible. Riders are not eligible to compete in other amateur or age restricted classes at this same meet.

Submitted By: Adam Schmidt
Passed unanimously



4. Section B, Classes

Add Beginner "C" class to current class list: Cost \$25, Machine 125cc-Open.

Who may enter: any Beginner/Novice rider meeting the age/machine requirements may compete. Class will be offered with 3 or more entries. Riders may compete for a full season. Promoters' discretion for daily awards. This is a non-points class.

Submitted By: Adam Schmidt
Passed unanimously



HARE SCRAMBLE/ENDURO

1. Section A, General

Replace: No drink system shall be discarded on the course with the exception of being discarded in the designated pit area.

With: No drink system shall be discarded on the course with the exception of being discarded in the designated pit area, with the exception of a location that the rider's pit crew must retrieve that drink system.

Submitted By: Kyle Nelson
Passed unanimously

2. Section B, Amateur Rider Classification

Add “Women's Championship” class that would run 2 hours or with A/B time. This is a Championship class. You can only run in the Women's or Women's Championship class in a given meet (ie: you cannot race in both the Women's & Women's Championship class in the same meet).

Submitted By: Savannah Lofstrom
Passed 17-1

3. Section C, Youth Rider Classification

Split the 85cc class into two classes. The class currently reads as:

85cc 7-15 0-85cc 2-stroke, big wheel 85-112, up to 150cc 4-stroke. Rider must be at least 12 years old to ride a motorcycle 86cc or larger 2-stroke and 150cc 4-stroke

I propose to change this to the following:

85cc Jr 7-11 - 0-85cc 2 stroke, small wheel only
85cc Sr 12-15 - 0-85cc 2 stroke, small or big wheel
85-112cc, up to 150 4-stroke

Submitted By: Brent Swygman
Passed unanimously

HILL CLIMB

1. Section D, District Point System

Replace: “A rider must enter and compete as a rider in that contest to earn points and have a current District membership. Non-District 23 card holders will not have District 23 points awarded/recorded for them when competing in District 23 events.”

With: “Points are awarded in accordance with the District 23 Point Schedule. One meet will be eliminated from the tally of accumulated points for the season when there are 9 or more meets on the schedule. Total points, minus the points from the meet with the riders worst score, will be used to determine overall and class standings for the season. To earn points, a contestant must be a paid-up member in good standing of Minnesota, District 23. A District 23 competitor will receive the points that correspond to their finish position in the event. “

Submitted By: Timothy Cain
Passed unanimously

MX QUAD

1. Section K, MX Quad Rules

Add Girls Production 6-13 Class: Open 50/70/90 CVT only drr/apex/cobra, no big bore kits, stock frame, can change shocks, A-arms and swing arm, biological female

Submitted By: Cody Breitbach
Passed unanimously

2. Section K, MX Quad Rules

Add 125cc 4-Stroke Production 8-15 Class: 4-Stroke Only, no big bore kits, must maintain stock frame

Submitted By: Cody Breitbach
Passed unanimously

3. Section K, MX Quad Rules

Add 450cc Production Class:

What is allowed to be modified:

- Intake
- Exhaust
- Ergonomic changes - limited to: handlebar, steering stem, and foot peg location. Shock Re-spring/re-valve ok.
- Controller ok, but no modifications to fuel system and / or throttle body.
- Wheel/tire changes ok.
- All engine internals must remain stock specifications to the year, make, model.

Submitted By: Cody Breitbach
Passed unanimously



Twin Cities Trail Riders (TCTR) slow ride competition at the 2023 annual trail ride.



American Motorcyclist Association District 23

BY MIKE QUINN

What is **ARMCA**, what does this organization do and how is its business conducted? The many misconceptions surrounding the mission and the control that D23 may have over events are a mystery to many members. I will try to explain the whats, whens, and wherefores of our organization.

ARMCA was organized in 1969 by a handful of men who had the foresight to know an organization was needed to establish champions in a few disciplines of racing. This was before Motocross coming onto the scene. At the time there was Flat Track racing, Hillclimb, and Enduro events in Minnesota. Although the following list may not be complete, our founding members include: Dale Greenwald the driving force, Dick Bielke, Barney Larson, Al Mathwig, and a few others that laid the foundation and wrote the constitution and bylaws in the Greenwald kitchen. I would be remiss not to mention the time, effort and support of the wives of these men who contributed so much to our then-fledgling organization. They became irreplaceable to the district over the years.



We have a large board in our district. While it is sometimes bulky it is critical to maintain a large board to avoid control by any one small group of members. Every discipline is represented on our board of directors, those being Hillclimb, Hare Scrambles, Enduro, Flat Track, Motocross, Quad

Motocross, Road, and recreational riding. Each discipline has one or more elected representatives on the board. In addition to those representatives, there are elected officers and a few board-appointed positions.



ARMCA D23 is one of only a dozen **AMA Recognized District Organizations** in the country. Our membership for 2023 surpassed the 4000 mark for the first time in our history. We represent seven riding and racing disciplines. We keep points and recognize the top racers riders/racers in each discipline. The district decides on which events pay points on the event calendar. The board maintains the Constitution and Bylaws. All supplemental rules are updated and approved by the AMA before the start of each season. The board Chairperson is required to supply a written report to the AMA at the end of every season. The district pays for a lobbyist at the state level to maintain our rights to ride and race (this has helped us kill many proposed laws that would have ended certain types of racing and riding). Our income relies on the membership fees. We do get some help from our sponsors but memberships are almost our sole source of income.

It is important to note that **ARMCA** does not promote any events, and D23 does NOT have any tracks or other courses used in our points events. This is one of the most common misconceptions I hear. The district pays points at certain

Moon
motorsports

Located
in Monticello

Largest Inventory Selection in the Region

BMW, DUCATI, YAMAHA, KTM, BRP, HONDA, ARCTIC CAT, HUSQVARNA, GASGAS

track's events but they are not district tracks. In 2015 the promoters formed a group to work out scheduling of events in motocross. This group has put in place a system for scheduling that is highly effective and eliminates the knock-down drag-out fights of our past sanctioning meetings. The other disciplines all work together to schedule events so there are no conflicts on the calendar. It takes several weeks to get the calendar together. Control of the event calendar is one of the requirements for districts by the AMA, as is the keeping of points and recognition of rider achievements.

We have a process for making changes or additions to our supplemental rules; we cannot vote on any rules proposals that directly contradict the AMA rules. We follow the AMA rule book with a few variations. Most of the differences are the classes we run, and additional rules such as sound testing at certain events, etc. There is a deadline for rule proposals in September of each year. This allows the board to review them at their October meeting to decide which items can be voted on. The voteable proposals will be included in our fall newsletter so that all members are notified prior to voting at the annual meeting held every December. This meeting is our members' chance to vote on Officers, Class Representatives, and rule proposals.

ARMCA does not interfere in the promoter's business. Awards, pricing, start times, and issues of this nature are

strictly promoter/club driven. The only control the district has when it comes to the events is whether or not it pays D23 points. It is extremely rare that we do not pay points but if the events are very poorly organized or do not follow rules set by the AMA and D23, events can be refused the awarding of points.



In short, the district organization is here to: manage the calendar of points events; track points earned by our riders; present awards to recognize the achievements of our competitors; ensure rules are followed; make the playing field is as even as possible; and to promote motorcycling in Minnesota. It is our aim to achieve the above while bringing

value to our membership. There are many dedicated people among our members that spend hundreds of hours to bring quality events to our members. We hope to see all of you on the tracks, trails and roads of Minnesota.



CHASING THE DREAM

BY ANDY SCHWEIZER, 1977 125A STATE CHAMPION

Growing up on bicycles while watching my older brother race motocross was my world. Mom's garden gave way to the BMX track as we hosted backyard races. Everyday started and ended on the bicycle. I never considered it a workout, skill building or even transportation. It was simply fun.



Andy in his first race at age 11.

At age 11, I entered my first motocross race riding a Yamaha Mini Enduro. Racing came easy to me as my years of bicycle riding converted directly to the motorcycle. As hand me down bikes became available, I found myself racing motorcycles even though my feet couldn't touch the ground. Milk crate starts were the norm.

Goals and mentors were clear. Within a few years, I started winning races and found myself sitting on



the starting line next to the kid with the number 1 plate. I looked up to those fast kids as mentors and watched them closely, learning from them. I started working out, reading magazines, practicing and studying the winners closely. I wanted to be #1 and was willing to work hard for it.

By the end of the season, I earned 7th in the points standings. With number 7 on my bike the next year, I was set to make my mark. It rang hollow, somehow feeling empty as I won the season opener and the next few races. You see, that year, riders 1 thru 6 retired or moved up a class. I wasn't going faster or beating anyone that I hadn't already beat, 1 thru 6 were gone. So in my mind I finished 7th, but was winning races. Either way, I won the state championship that year and earned that number 1 plate. Now kids were looking at me as if I had some special sauce. At age 18, I had accomplished my goal and was ready to set a new lofty goal and apply for my Pro license. I was going to be a professional motocross racer.

Meanwhile, my older brother had moved on from motocross and



started a garbage company. I found it interesting as it stirred my competitive juices. Turning wrenches on the trucks was just like dirt bikes, only bigger wrenches. In lieu of a wage, my Brother asked me to be a partner in his business. The next day I found myself on the back of a garbage truck flinging trash cans. My dreams of being a rich and famous motocrosser were dashed. Ugg.

Business came easy to me as my



skills from racing motorcycles converted directly into the business world as I was looking for mentors and setting new goals. We worked 100 hour weeks with no wage to get the company started. Momentum was building as that one truck garbage company grew to 60 trucks. 35 years



Andy's business success.

later, we sold that company which grew into an organization with four locations, 200 trucks and one landfill.

Overcoming mistakes, staying focused and how to handle success were not easy lessons to learn. Looking back, I was gifted with a competitive spirit, learned to love business and best of all learned to love people. My experience while racing motocross converted directly to the business world and

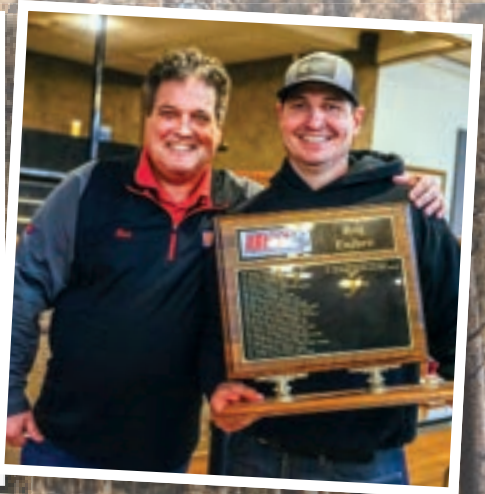


Andy is currently the Advisory Board Chair for the Twin Cities Salvation Army and, with the help of his wife, serves hot meals to those in need.

beyond. Since retiring from racing motorcycles, I now have more time to ride my bicycle. ■



ENDURO / HARE SCRAMBLE



WHY ENDURO?

BY: NICHOLAS GREENWALD

THE BEST DISCIPLINE TO TRY OUT...

Spoiler alert: I am a hack on a dirt bike. Sure, I grew up riding an 80 as hard as Ricky Carmichael winning a championship. But now I am over 40, a little overweight, and just plain too tired to train like I am hoping to make the main.

Despite this, I love riding my motorcycle. Swinging my leg over the bike and riding until the sweat beads on my chin is throttle therapy, a source of great joy away from the toils of bills and jobs and the craziness of young kids.

At this point, I do not always want the 15-minute intensity of a moto or the “hope I don’t crash and get run over” of a Hare scramble cold-start. But I do love to ride, and I do want to feel that excitement of a race. And this is

why I race Enduros.

Simply put, an enduro is a full day of riding split into 5 or 6 twenty to thirty-minute sections. You get a brief break between each section to talk about that great save you had in the last section, where you nearly crashed your brains out. And then, when it is your minute, you get into the next section and test yourself against another 6-10 miles of trail. Mostly, it is just a great day.

Look, I get it if you are one of those riders who longs for the adrenaline dump of a Hare scramble cold-start or the hold-your-breath moments of a Motocross race. But I do not like the waiting game of a moto day and about 90 minutes into a hare scramble is when I start hitting the edge of my enjoyment meter.

For me, as a full-on adult with kids and a mortgage, I cannot think of anything better than an Enduro for a full day of riding. It is a full day of riding split up into reasonable sections. And at the end of it all you can still grab a beer and bs with your buddies about the ride and how, if only for a moment, you felt like you knew what you were doing when you saved that one big crash. Or you can show off the bruises from the one you could not save. Either way, sign me up!

So, if you are someone who just wants to trail ride as fast as you can and likes to race too, then an Enduro might be the right discipline for you. At least give it a try. I can promise you will meet some cool people who are as crazy as you to love this activity.

“I cannot think of anything better than an Enduro for a full day of riding.”



MN's 1ST AMATEUR NATIONAL MOTOCROSS CHAMPION

BY: BOB CHASE



D23
LEGENDS

Jim Benolkin shows off his 1N at Mora.

For many Motocross racers, Spring marks the start of the quest for Loretta Lynn's Ranch and the AMA Amateur Motocross Championship Final. They don't hand out invitations to the Final, you have to earn them. Since the beginning of the championship, riders from District 23 have been taking up the challenge, often with great results. That legacy continues to this day with Avery Long being the latest of many great riders who have had success against national competition.

The first year of District 23 Motocross was 1971. When the Amateur championships began in 1975, D23 already had a reputation of producing tough competitors. If some of the names you're about to read sound familiar, that may be because he is the race dad (or granddad or crazy uncle) of someone you know, or he may still be out on the track in the

upper end of the Vet classes. Many of them didn't venture too far from home.

By 1975, Spring Creek Park was considered one of the best tracks in the country by those in the know and was selected to host one of the first

AMA regional qualifiers. The race itself had a moment of future lore. A large crowd of spectators witnessed one of District 23's first stars, Tommy Severson, pass a 15-year-old from Illinois named Mark Barnett. Severson began to pull away from the future Hall of Famer but the frame snapped on his CR125 and he was out for the day.

Another D23 rider, Gary Gengel, qualified for the big race. His first moto of the Final ended, as it did for many riders that day, when he was caught up in a pile-up on the first lap. No one outside the top five could see where they were going because of the dust. Be thankful that track prep has evolved in leaps and bounds since then.

There were only three national classes at the beginning; 125, 250, and Open. District 23 had at least one rider qualify in each class in 1976, six in total. Their reward (challenge?) was to race at the fabled Carlsbad Raceway in California. Doug Karnow on a Montesa was the top Minnesotan, carding a 19th in the Open class.

Jeff Jacobson at Cambridge



Despite some good finishes in the early qualifiers, no one from District 23 made it to the Final in 1977. Things began to turn in 78. The first rider from D23 to break into the top five at the Nationals was not from Minnesota, but Wisconsin. Jeff Jacobson and J&J Motorsports were just over the border in New Richmond, but he was a District 23 guy through and through. Jacobson finished 5th overall in the 250cc class that year. All of the riders representing the district finished in the top twenty. Jeff Sorenson and Brady Jass were 10th and 17th respectively in the 250s, Chuck Partridge was 13th in the Open, and Jack Lane III was 15th in the 125 class.

In 1979, Jake continued his ascent. He finished third in the 250cc National Final and won both 125 and 250 Expert titles back home, the first time that had been done. Only two other riders qualified for the Final, both in the 250 class. Jim Benolkin was 13th and Jeff Hahnen finished 17th. Benolkin did not have the early success or dominant years that his brother, Tom, or Jacobson had. An intermediate just two earlier, he logged countless hours honing his skills, riding every day possible, to steadily advance through the ranks.

Prior to Loretta Lynn's becoming the permanent home of the national finals in 1982, the Youth and Amateur Finals were separate events, and the races were held at different tracks each year. Spring Creek Park was chosen to be the site of the 1980 Final. Seeing how well Michigan riders did at Red Bud the previous year, Jacobson was among the favorites to win the 250 championship. But he was not the only one familiar with the Spring Creek track.

To the delight of the homers, and to the surprise of nearly everyone else, Jim Benolkin ran away with the first two motos. Jacobson was solid with a fourth and a second, but he needed a big turnaround on Sunday. Showing that the first two wins were no fluke, Benolkin won both motos again, seemingly never setting a wheel wrong, and cheered on all



Gengel Leads Barnett at the 1975 National Amateur MX Final

the way by his District 23 family. His four-moto sweep will likely never be duplicated. They changed the format a few years later.

Jacobson didn't get the starts he needed and would end up an unhappy second. Kyle (Minnesota) Lewis was just outside the top 20, while another pre-race favorite, Brian Carney, was only 33rd overall after suffering catastrophic bike problems. In the Open class, Partridge won the first moto and was just outside the top ten in the next two races, but then DNF the last moto. He still ended up 7th overall.

Ron Heppner, who would go on to win the D23 125 Expert crown later that year, broke into the top 5 with a 4th in the 125 class. He

was followed by Andy Schweizer in 12th and Lane in 16th. Several Minnesota riders were racing in the 100cc class, a sign of things to come. Phil Ryan was the highest finisher with a 6th. Scott Clawiter and Dan Marcotte were in the top 20 with Dan Tilford also representing the district.

1981 would be the start of the changing of the guard, led by a kid from Bloomington named Donny "Peanut" Schmit. He finished 8th in the 85cc Stock (12-14) class at the AMA Youth MX Nationals, the first hint of the talent and determination that would lead him to a career that included National Motocross victories, two World Championships, and a Gran Prix record that will likely never be broken. But that's a story for another day.

Bob Chase is the author of 'Pioneers of Minnesota Motocross: Donny Schmit and Tom Benolkin,' and other books about dirt bikes in Minnesota. Links to their Amazon pages can be easily found on MXBob.com.



Jim Benolkin and Ron Heppner hanging out in the pits.

ALL-NEW
2024

TRUMPH
FOR THE RIDE

TF250X



motoprimo

16640 Kenrick Avenue | Lakeville
952-465-0500 | motoprimo.com

AMA
100 YEARS

RAMPAGE BY THE RIVER II



GNHC Hooligans!

2 Joint D16/D23 Flat Track Meets
May 11 / June 22 - Fountain City WI

MTS **ACES RACING CO.**

acesracingco.com

2024 NORTHSTAR MX SERIES

Presented By,

GOON SQUAD



MOTOCITY
Raceway

ECHO VALLEY
MOTOPARK
BROOKSTON, MN



Staples

- 🏆 Sunday, April 07
- 🏆 Sunday, April 14
- 🏆 Sunday, June 02
- 🏆 Sunday, June 23
- 🏆 Sunday, August 04

Little Falls

- 🏆 Sunday, April 28
- 🏆 Saturday, May 11 (LLAQ)(NP)
- 🏆 Sunday, May 12
- 🏆 Sunday, July 28
- 🏆 Sunday, September 01
- 🏆 Monday, September 02 🏠

Echo Valley

- 🏆 Sunday, May 05
- 🏆 Sunday, May 26
- 🏆 Monday, May 27
- 🏆 Sunday, June 30 🏠
- 🏆 Sunday, August 18 🌟
- 🏆 Sunday, September 15
- 🏆 Sunday, October 06 (NP)

🏠 Double Points | 🌟 Feature Race | (NP) non-points

For more information you can find us on Facebook or at Echovalleymotocross.com and motocityraceway.com

FROM COVID TO NOW

BY: MIKE LARSON



In the beginning with the floor full.

Do you remember where you were? I do. March 25th, 2020. The day Governor Walz locked down the state, closing all non-essential business. Stay-at-home orders were in effect. What to do??

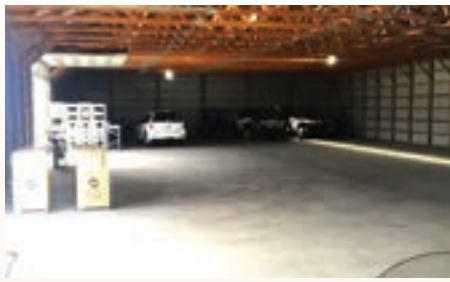
I was beside myself; how was this going to play out? I had staff coming up to me, are we staying open/closing? Do we have to stay? What are you going to do? We were totally prepared for Spring with a bursting warehouse of new Motorcycles/ATV's and SxS's. How do you just shut the door? In reading "between the lines", we aligned ourselves with the auto industry deeming ourselves "essential" and decided to stay open through a locked door/curbside parts pick up/sales by appointment and sealed service department. Two weeks later it became official and we were green-lighted "essential".

Thankfully we had an understanding staff. Most stayed. We tried our best to make the best of a situation that no one had been in before. We all learned. So did the rest of our customer base with many not traveling to work—working from home, and not going to school. We soon found out (as did many industries) that people wanted to get out – the great outdoors.

Curbside parts pickup was working,

and we constantly had all sales desks full of buyers by appointment. It was all coming together. Maintaining a locked door policy did not last, as someone stole the door key. From that day on we kept the doors open, sealed the service department, and the sales team handled the all transactions entirely, including loading duties.

We maintained an "open mask" policy regarding the customer's wishes and had a neutral stance on the "Poke" as that became a topic of debate. I know a few stores locally that shut their doors for up to a month!



Our empty warehouse.

It soon became apparent that inventory was going to be a problem (I forecasted it). I called JP (KTM), "I need bikes....ANY!!"

It so happened that the Michigan lockdown was severe and they could not even open their doors, and several other states were struggling as well. KTM DEMO-Semi was

sitting idle as no one was doing DEMO events. They offered to sweep through Ohio/Wisconsin/Michigan and brought us 50 set-up units from other dealers delivered FREE. Amazing!! They also lined me up with a closing dealer in Nebraska where we were able to get 30 mixed bikes between KTM/Suzuki. I was also aggressively buying whatever I could from Honda/Yamaha.



The KTM SEMI delivering.

I remember driving home and getting a call from my friend Matt (Checkpoint Offroad) early on, and I told him, "I just got the last 10 250RX in Honda captivity"....he said, "You're going for it?!?!"

I told him about the phenomenon I was witnessing daily and said, "No choice—we are all in!"

The Offroad Market (all-Moto-ATV-SxS) was going full blast. At its peak, we had sold the store down to 38 units! It was such a strange time with many other dealers and industries experiencing the same thing.

This growth we were witnessing was sustained for the next two years, curving down slightly in 2023 BUT still healthy. Why do you think Triumph and Ducati have thrown their hat in the ring? It's amazing to see the District 23 participation and membership as large as it has ever been.

It's a real *Feel-Good*, attending any event or banquet and seeing the incredible turn-out and participation in this wonderful sport. Again, so Proud to be D23. Party On! 🍻

FASTEST FLAT TRACK FRIENDS

Q&A with Rob Pretts and Jason Fox, D23 ARMCA Flat Track racers

BY: HAYLEY SELINSKI

Flat Track motorcycle racing is a small but mighty discipline within District 23 ARMCA, making up just under 5% of the district's members. But don't let that fool you! Flat Track has the second most youth participants and the sport has been consistently growing over the last 5 years. And you don't have to be a kid to get into Flat Track! Just ask Rob Pretts and Jason Fox, who both didn't start Flat Track racing until later in their careers and are now two of the fastest guys on the track.

Rob and Jason aren't total strangers to racing; Jason grew up racing Motocross, switching to go-kart racing and eventually trying Flat Track when his father started racing but gave up motorcycles all together once he became a family man. Rob started off racing Karts, then street riding, which led to Road racing. Similar to Jason, once starting a family, Rob transitioned away from motorcycles for a while. Yet both have found their way into D23 ARMCA Flat Track racing and have continued to be good friends and even fiercer competitors. Rob Pretts was the 2023 overall points champion for District 23 Flat Track and Jason Fox took first place in all 3 of his classes with 19 D23 wins.

Rob, you and Jason seem to be good friends on and off the track, how did this friendship start?

R: Jason and I met through mutual friends. I grew up in Superior, WI and met a lot of people from the cities while racing Karts. Jason was friends with some of the kids I grew up racing Karts with so our paths crossed a few times over the years. One winter while riding pit bikes at ProKart I noticed Jason was there and we started talking more and more. Jason is a great guy and I can't thank him enough for pitting with me and going to races.

Jason, what's it like being the two time Jacks of Spade overall points champion? Those belts must get pretty heavy...

J: Talk about an ego builder! Winning that first championship belt really created a monster. Since then, I have won more than my share of races and interesting awards but that first belt will always be my favorite. I wore that thing everywhere for the next few months taking pictures and videos to prove it. ... Leading up to that championship there was a bunch of chatter about who was going to be the "new champion." My name wasn't mentioned by anyone besides my buddy Rob Pretts. That gave me just the motivation I needed and I shut them all out, winning all four races.

Rob, even though Jason has all these trophies, you're the 2023 overall points champion for D23 Flat Track. Thoughts? Feelings?

R: Jason races 3 classes and I run 4 so I have the opportunity to get more points than he does. I'll tell you there were a few races this summer that I felt I may have had a little something for him but it never came to be. He beat me in almost every single race all season long. He may have fell down a race or 2 but he has been so fast the last 2 years. As for how do I feel about it: I feel great about it. If I can't win, there's no one else I'd rather see doing so well. I like to share in his excitement.

What's the best thing about Flat Track racing?

R: I think the best thing about racing is the people.

J: The people! They are just the best group of people I have ever been around. I'm getting a little up there in age now, so I have been trying to do my part to give back but along my story of racing I have had so many people help me at the track. ... Flat trackers are just the best. If you don't believe me, come on out and see for yourself!

Read their entire interview online at armca.org/news/FFTF.



Jason Fox [83] and Rob Pretts [85] lead the Senior 40+ race at the Jacks of Spade To the MaXX part 3 Flat Track races at the Scott County fairgrounds in Jordan, MN on June 24, 2023. Photo by Hayley Selinski.

FLAT TRACK



TROLL TRAINING

SAFE. INTELLIGENT. EFFECTIVE.



BY: ALEX MARTIN

If you're reading this, congratulations are in order. You successfully survived another Minnesota winter! In all honesty, this past winter wasn't too bad. With it being 55 degrees on Christmas Day in southeast MN, I'm pretty sure we could have held an open practice at Spring Creek!

If you are one of the lucky few who went down south or one of the hardy folk who stayed up here and rode at the Cedar Lake Arena this winter, that extra seat time will certainly pay off. Winter is a great time for refining technique, building strength and endurance, creating positive lifestyle habits, and cultivating the mental fortitude to tackle the demanding racetracks that lie ahead. If you chose to rest and get away from the sport, that also has its positives, especially if you're in it for the long haul, as you will be fresh and excited about a busy summer of riding and racing.

Whether you're a seasoned veteran or a newcomer to the sport, there are several factors to consider in order to ensure a successful and fulfilling season. In this article, we'll explore five key things that you should consider as you gear up for a new season.

1) Physical Fitness and Training: As we all know, motocross requires a high level of physical fitness. The physical strains of maneuvering a 230+lb machine through the various challenging obstacles like rutted corners, whoops, jumps, uphill, and downhill are not for the faint of heart. You will have a massive advantage if you spent the winter engaging in physical training that focused on strength, endurance, flexibility, and balance. A well-rounded fitness regimen will not only enhance performance on the bike but also reduce the risk of injuries during the season. Not to mention, if you want to avoid debilitating arm pumps, a little exercise goes a long way!

2) Prioritize Technique: You're going to feel a little rusty to start the year, but it's important to understand that this is normal and actually very common, even for seasoned pros. This makes it all the more imperative to remember the fundamentals. Head position, elbows up, foot placement, unlock those hips, and grip with the knees, to name a few. If you want to progress throughout the summer and meet your goals, half the battle is staying healthy. Sound technique will go a long way in ensuring you stay safe and healthy.

3) Bike Maintenance and Preparation: Before the season begins, thorough bike maintenance should be done. This includes checking over the engine, brakes, suspension,

tires, sprockets, chain, and pretty much every bolt you can find. If you are not comfortable or skilled in this department, take your bike to a local shop. Regular maintenance not only helps you on the track but also minimizes the chances of mechanical failures. There's nothing worse than waiting to ride all winter, and then your bike breaks on the first race or practice of the year!

4) Mental Preparation and Focus: Motocross is not only physically demanding but mentally challenging as well. You must maintain focus and composure amidst intense competition, unpredictable track conditions, and ever-changing lines. Mental preparation can include visualization, mindfulness, and developing a strong mindset. Set realistic goals, stay positive, and manage stress effectively. Building mental resilience is key to overcoming obstacles and performing consistently throughout the season.

5) Strategic Race Planning: Successful racing goes beyond simply going fast. It requires strategic planning and a deep understanding of race dynamics. Study the track, analyze your competitors' strengths and weaknesses, and develop race-specific strategies. This includes mastering the start by getting out front early, identifying optimal lines, adapting to changing track conditions, and understanding when or how to make passes. A well-thought-out race plan can distinguish between a podium finish and a mid-pack result.

As you gear up for this summer, utilize these 5 tips for a successful and fulfilling summer of practicing and racing! Have fun out there, and I hope to see you at the races or a Troll Training Riding school!





GEAR UP & RIDE | BOBSCYCLE.COM

GEAR UP AND RIDE

KICK OFF THE SEASON!

\$25.00 OFF ANY PURCHASE OVER \$150

• VALID IN STORE ONLY
• ONE DISCOUNT PER RIDER • EXPIRES 4/15/24

* Some Brands Excluded | Bring in Your AMA or District Card | Not Valid W/ Other Promos



WHY SHOP AT BOB'S

- Gearing You Up Since 1971
- Bob's Low Price Guarantee
- Shop Our Huge Retail Store
- Top Rated Customer Service
- Employee Owned Not Corporate
- Free Shipping On Orders Over \$99

**65 W. VIKING DR.
ST. PAUL, MN 55117
(651) 482-8181**

ALL THE TOP BRANDS



BOBSCYCLE.COM

Follow Us On



© 2024 Bob's Cycle Supply Inc.

★ NORTHSTAR MX SERIES

ECHO VALLEY MOTOPARK & MOTOCITY RACEWAY

BY: AMBER KADLEC AND SPENCER KADLEC



Avery long at Motocity-Staples

First off we, at Echo Valley Motocross Park and Motocity, would like to thank everyone who participated in our 2023 North Star series! What a wonderful year and turnout we had for the series with great support from the Goon Squad, along with all our other sponsors! With all the support throughout the year, we were able to give away trophies taller than our 50cc riders and a lot of great prizes, including a 125cc, multiple pit bikes, a camping set, a full paid race year, a generator, Segways & more!

Looking forward to the 2024 season, we always strive to make the

racetracks better and focus on a fun, family environment. We were able to put together a great schedule, which includes 16 total races between the 3 facilities. To qualify for year-end awards and prizes, a rider is required to race at 9 races, however we will count the best 11 races for year end standings again this year. It is required that a minimum of 4 races be raced at Staples/Little Falls and 4 races at Echo Valley plus one of your choice. Keep an eye on those double points paying weekends.

During our weekend events, the Goon Squad puts on fun activities for all ages to participate in! Last year

they put on a lip sync contest, meet & greet with the young riders, dodgeball tournaments, bean bag tournaments, Segway obstacle course, and even Moto mom pit bike races, just to name a few. They are always adding more fun to our race weekends, in addition to their rider sponsorship program, and lots of awesome prizes to the year-end series to giveaway!

We are looking forward to another wonderful year of racing! See you at the racetrack!

*The NorthStar Series banquet will be held at the Little Falls Ballroom on Saturday, October 26th, 2024. Check out Facebook or websites for more info and updates.

**DON'T MISS OUT ON THE
D23 FEATURE EVENT
AT ECHO VALLEY
MOTOPARK
AUGUST 16TH-18TH, 2024!**

Echovalleymotocross.com
Motocityraceway.com

Spencer and Amber Kadlec
Dale and Sharon Kadlec



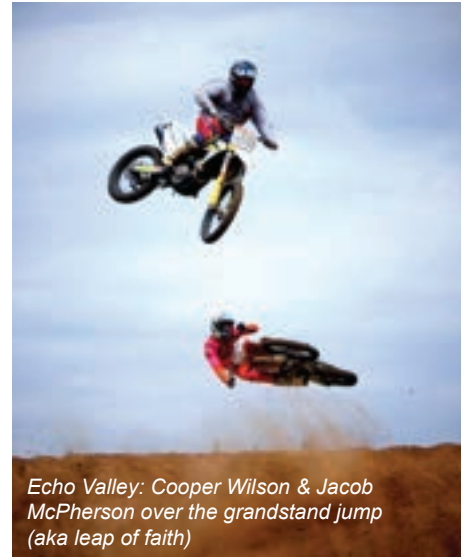
Left: Lots of moto girls! We started a 50cc girls 4-8 class last year that was a huge hit! We will include this class in our NorthStar Series this year.
Center: Little Falls rider. (photo credit Cindy Smith) Right: Meet & Greet with the future of motocross



Echo Valley Holeshot



Echo Valley



Echo Valley: Cooper Wilson & Jacob McPherson over the grandstand jump (aka leap of faith)





Faster for the Master

BY: JAKE VANADA



and the response of His closest followers. Incredible.

What if we lined up our life on the video screen in the factory race hauler next to Jesus' life? Would we be far off His lap speed? What if the way I treat people and what I put most of the efforts of my work and life into, lined up better with the way Jesus models how to do life? The Master Jesus has a "Way" of doing laps in life that is revolutionary. It's power under, not power over. It's more about forgiveness and honesty than it is about perfection and image. Its more about dependence on God than independence from God. Jesus even tells us how heaven will view the world's race results, "The last will be 1st and the 1st will be last." Sounds a bit like double talk, but it really makes sense when you think about how God's Way puts 1st place priority on parts of life that the World's Way says is of least importance. Jesus says, "But seek first the kingdom of God and his righteousness, and all these things will be added to you."

In order to be Faster for the Master, we need to Mimic the Master. Study Him. Check out how He blitzes the whoops, His corner speed...this analogy helps me better understand what following Jesus is really all about.

Let's Go! GiddyUP
Faster For the Master
Jake Vanada
National Chaplain for SX and MX
Visit us at sxmxoutreach.org

Jake Vanada lives in Albertville Minnesota with his wife Christy. They both serve as the full-time chaplains for Supercross and Motocross and travel to each round of both series. They have 2 adult children, Jackson and Abigail.

See you at the races!

Going fast is what racing is all about. Lap after lap after lap. So much effort, energy, and money is spent on making man and machine go faster. Phrases like corner speed, blitzing whoops, and "getting a good drive off the face" are all too common and I hear them every weekend at the races. The crazy part is how tight the racing is as we launch the 2024 Supercross season. First place and 10th place are often separated by only 1 second in qualifying.

One of the pieces of this "going faster" technology that absolutely fascinates me is the film work done by the teams using programs like DartFish™ Video. Originally developed for downhill ski racing, this technology allows the team to look at their rider and compare him to a ghost image on the screen of one of the competitors. At the 2024 San Diego round, I popped into the factory Honda rig to check in on the guys and there sat Hunter, Jett, Johnny O, Dazzy and Lars all glued to the TV watching how #96 and #18

were hitting each section of the track. I think they had Webb or Roczen up as the "ghost" image to compare how they were riding the track. It is amazing, all happening in real-time.



When we compare our laps to the laps of greats, we get to see just how far off the mark we are. Makes me think about comparing the "laps of my life" with the way the Master Jesus modeled life. His Story is all written down for us in a compelling and mind-blowing account of Jesus in the Bible. How Jesus handled people, what was important to Him, what He taught, what He seemed to value, the response of the crowds



NORTHWAY

S P O R T S

POLARIS **Kawasaki**

REV UP YOUR ADVENTURE AT NORTHWAY SPORTS: YOUR ULTIMATE KAWASAKI DESTINATION FOR SALES, SERVICE, AND PARTS!



Your Way to the Outdoors

21429 ULYSSES STREET NE, EAST BETHEL, MN

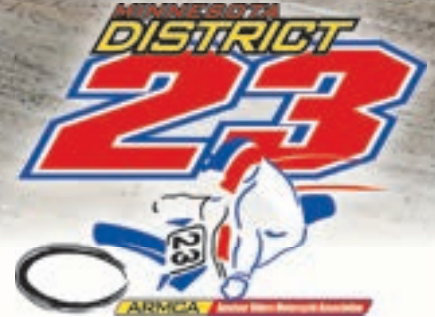
763-413-8988 | NORTHWAYSPTS.COM



PRSRT STD
U.S. POSTAGE
PAID
PERMIT #1
MAPLE GROVE, MN

PO BOX 458 • COTTAGE GROVE, MN 55016

ARMCA.org



WHY JOIN ARMCA?

There are a number of reasons to join. **ARMCA** stands for **Amateur Riders Motorcycle Association**.

It is our local District 23 of the American Motorcyclists Association (AMA).

ARMCA is the most recognized Off-Highway Motorcycle Association in the state. It is recognized by the State Legislature, the Department of Natural Resources, and the other Off-Highway Vehicle Associations.

ARMCA employs the services of a full time lobbyist to make sure that we are aware of what is going on at the capitol and to help make sure our voice is heard.

ARMCA is the body that provides year end awards and recognition to those who enjoy the competition side of our sport.

ARMCA provides a central connection for all of the different clubs and promoters within the state.

ARMCA has a legal defense fund to help with the legal battles that we know lay ahead of us in our pursuit to preserve our sport in the years to come.

ARMCA "Trail Rider" membership is only \$10 a year (\$15 online). More information on joining can be found at armca.org/join

ARMCA "Competition" membership is \$40 mailed, \$45 online, or \$50 at the track. Learn more at armca.org.

ARMCA membership provides you with a subscription to our new ARMCA magazine.