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November 2023

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## 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](http://armca.org/join)

**ARMCA** "Competition" membership is \$40 mailed, \$45 online, or \$50 at the track. Learn more at [armca.org](http://armca.org).

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






# FROM THE CHAIR...

BY: REX GREENWALD

## ONE SEASON IS NOT ENOUGH!



**O**ur 2023 - D23 ARMCA season is at an end. What a great and highly successful season! This is that time of the year we spend evaluating and (re) evaluating the season. Did I do enough? Did I train enough? Am I on the right bike? What went well? Where do I need to improve? And the one we all say – Man, it went so fast, and I just cannot believe it is over already?! What a great D23 ARMCA season!

### ...One Season is just Not Enough!

I was fortunate to be able to go to at least an event in all our disciplines; Flat Track, Hillclimb, Enduro, Hare Scrambles, Motocross, Dual sport/adventure riding, road, trail riding... and just plain play riding with so many of you.

Over fifty plus years ago, D23 ARMCA became District 23 of the American Motorcycle Association (AMA). Today D23 ARMCA is thriving and is recognized as one of the top districts in the AMA. Congratulations and thank you to our members, clubs, promoters, and sponsors – you are the most the most important part of D23 ARMCA.

Our ARMCA Magazine is a huge

success! We plan on several issues in 2024 and will use this platform for communicating our new rules, meeting information, and D23 ARMCA sign up in 2024, and most importantly sharing our love of the sport together like a family.

While you might ask, “**what the heck does the district leadership do?**”

For starters, we serve all riders, competitive and recreational alike, in all disciplines of motorcycling for D23 ARMCA in the State of Minnesota. We give our time and assets to continue our great tradition of riding in Minnesota. Additionally, each month we invest in our lobbyist at the State Capital, so that we can continue to have riding areas, we have a voice at the state level and it is so important to know that our voices together protect our right to ride!

As the event reports came in each week, it was such an unbelievable and satisfying feeling when many of them reported as many youth entries as adult amateurs. What a testament to all the families and the long-term goals of maintaining our sport participation for many years ahead.

Thank you to all the sponsors, writers of content, participants, pictures and everything and everyone of you that are part of this effort.

Please consider attending the D23 ARMCA annual meeting in December, where we vote on new

leaders, new rules, and summarize our efforts of the past year. On behalf of all of us at the district and throughout the sport in our state, we thank you for your willingness to join in and be a voice for motorcycling enthusiasts across Minnesota.

**And after all,  
One Season is Not Enough!**

.....*FROM THE CHAIR*

- *Rex Greenwald*



Rex Greenwald and his dad.





# THEILMAN TRAIL RIDE

BY: MICHAEL QUINN



**T**heilman is a tiny town located on Wabasha County Road 4. The town consists of about a half dozen homes and a church. This small berg is also the entrance to the Zumbro Bottoms Management Area. The area is closed to motorized vehicles except for twice a year. This trail ride has been going for 3 decades now. It is hosted by the Golden Eagles and through their close work with the DNR they have been able to promote this event continuously over the decades.

On September 9th, over 900 adults and youth turned out to enjoy this premier area. Having ridden in many different states over the years, this is still my favorite ride. It is laid out to accommodate the new rider (with 50cc loops) and some very challenging trails if you elect to ride them.

The Golden Eagles use different colored arrows to mark the easy routes versus the advanced routes. The area offers several different types of terrain from the famous bottoms trails to the rocky ridge trail and the miles-long sand coulee. The area is scenic and can provide the perfect

trails for all riding abilities.

My personal favorite loops are the bottoms trails. I can ride them numerous times and each time I find it is like the first. These sections run between an old rail bed and the Zumbro River. They wind along the river with as many turns as a plate of spaghetti noodles. Your body will certainly let you know you have been exerting yourself by the time you get home at night. If you have not tried this ride you owe it to yourself to spend at least one day enjoying this incredible event. You will be hooked, if you ride a dirt bike this event offers as much fun and challenge as any specific type of competition. The next one will be held just after Memorial Day in 2024, so put it on your calendar now.

Thanks to the Golden Eagles for all the time and work that goes into this event. We hope to see you there in the spring.

- Mike Quinn



*Left: By this overlook the background is the West assembly area; as you can see, tons of vehicles. Top R: Time to relax. Middle R: Smiles that can only come from a great day riding a dirt bike – this is the overlook at Theilman. Bottom R: Taking a break at the overlook...great scenery.*





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# THE OFF-ROAD PHENOMENON

BY: MIKE LARSON

Have you noticed? You must have. The amazing transformation and growth with all things Off Road. Its everywhere really, from the 110 craze, the influx of many new riders, and the increase in Motocross and Off-road Race attendance, plus all the tracks that offer Weekday riding, such as Meadow Valley, evening riding with Berm Benders, BCMX, BP Moto Ranch, Kato Cycle Club, Diamond MX Park and Echo Valley as the seasons allow, PLUS we also have Cedar Lake Arena for our off season.

The competition scene is one of the best in the US. Consistency throughout all the different venues and tracks is most notable. One can race a variety of locations and have the same class available almost everywhere. One big thing that has really taken hold is riders of all ages trying their best to qualify for Loretta's...and I have never seen better representation than from D23. In Motocross we have 9 tracks over 3 regions with several different series. Hare Scrambles is alive and well with 9 races this year. Enduro is experiencing good growth with 5 races this past year.

But what really makes me happy and excited to see is the non-competitive side of the sport. You see it everywhere now; Attending Saturday track events, but not racing Sunday. The evening track riding, the clubs putting



on multi-day trail rides, and all the various riding areas always having riders. This is a sport for all ages, it is not uncommon to see three generations deep riding together.

Street Riding is giving way to Adventure and Dual Sport riding. This is the only growth segment in Street and is about to explode in popularity. The Norsemen Motorcycle Club and the Twin City Trail Riders seem to be driving towards hosting more events and rides like this increasing its visibility.

The District has grown to over 4000 members. The Most Ever. 15% up from two years ago, and up 5% this year. The biggest growth segment is the non-competitive side. Fun fact: Minnesota is 22nd nationally in population but 3rd per capita in motorcycle ownership.

We are blessed to have so many unique venues, tracks and opportunities in District 23 including a World Class Motocross facility in Spring Creek Motocross Park. We have an amazing group of clubs and promoters offering us a full calendar every year. If you look at the amount of Hare Scrambles and Enduros that we have, the tremendous amount of volunteer hours, and the clubs involved in the Off-Road scene It is the culmination of all this that puts District 23 on the map as best in the United States.



**Proud to be D23!**





# KATO CYCLE CLUB

BY: JIM JENSEN



**K**ato Cycle Club is Minnesota's oldest AMA Chartered Club. The Member owned Club has over 200 acres of land including three motocross tracks, a full competition hill climb, trial course and wooded trails. Established in 1936 with just 34 acres has grown tremendously with ambitious members donating time and equipment to make it the place they call home. Some current members still have active four generations of riders enjoying all the club has to offer. At Kato Cycle Club we believe in creating an atmosphere for families to get together and have fun!

Recently, after years of Motokazie running our Mototrack, KCC has taken it back over and is making many new and exciting improvements to both the track, spectating area and overnight parking grounds. To pull this off, KCC closed the track down for the 2021 Season, and Motokazie reopened the track for the year of their contract for the 2022 Season.

KCC opened track up for the 2023 Season and it was a HUGE success, breaking both our race participation and spectator records! KCC also partnered with RaceReady, a GPS Live Scoring and tracking system to help with accurately reporting standings and help riders with their times with every lap!

Improvements to the track include: a high-tech score shack (tv monitors, laptops, Starlink satellite WiFi), wider race lanes, a new front Entrance Gate



*Birds Eye View of the Main Motocross track. Photo Credit: Aerial Imagery Media.*

with a 2-way lane for an easy descent to the event, a tunnel for easy access to some of the best views of the race, and vendors to help races get what they need during the race. We put a huge emphasis on safety made a wide drive-path for EMTs around the entire track, new fencing in the spectator area and added more flagger positions. Over a year in the making, most of our members put in timeless hours and donated their heavy equipment and time to pull off the best track we have ever had. The Club also purchased its own dozer and track equipment to continue with the constant track maintenance needed to run a successful moto.

KCC puts on 8 Events on average a year and all are worked by its ever growing Membership. If riders or moto enthusiasts are interested in learning how they can join we invite them to come to our weekly meetings held at the Club House on Thursdays at 8pm. For more information, please visit our

FB page: <https://www.facebook.com/katocycleclub> or our website: <https://katocycleclub.com/>



*New Overnight Parking expanded area. Photo Credit: Aerial Imagery Media.*



*RaceReady GPS Finish Line.*



*Upper track Maintenance.*



*Original Kato Cycle Club members.*





Overview of KCC



Early installment of tunnel jump.



Adding wide pit bike, emt, walking path throughout track



Members working on upper track.



Tunnel jump and walk path through for spectators going to the peak of the track.



New Fencing for spectators.



Members working day/night to perfect track.



Clearing out top track/spectator area and installing water tanks.



Early construction of Score Shack.



Dylan Greiner & Tony Marble Lead Track Manager Team Prepping for Race.



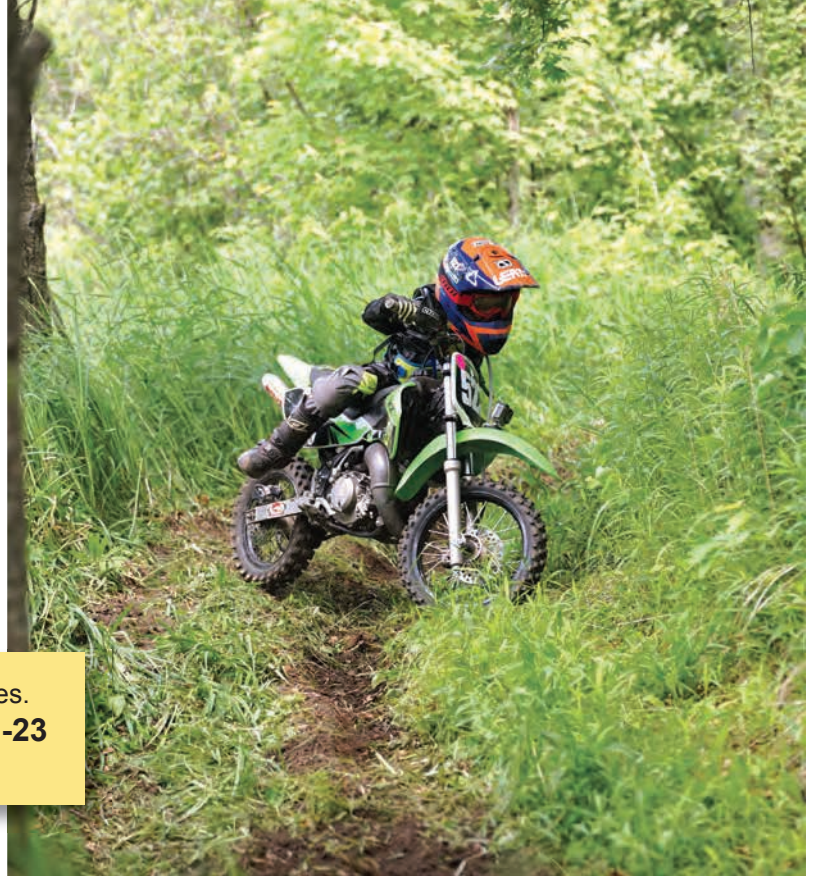
# HARE SCRAMBLES

Photos courtesy of JMak26Photo.



Reigning D23 Enduro champion getting ready for the race.

**Millville Hare Scramble 5-14-23**  
(Jack Maki)



Young ARMCA rider figuring out the ropes.

**Cambridge Hare Scramble 6-10-23**  
(Austin Anderson)

D23 legend, Craig Holasek, Holeshoot Super SR. A

**Cambridge Hare scramble 6-10-23**





AA First turn action from round 1 of the Hare Scramble series.  
**Millville Hare Scramble 5-14-23**  
(Logan Cipala, Danny Robin, Austin McCoy, Clint Huff)



Sweep rider, Bob Maki, helping keep the riders safe.  
**Cambridge Hare Scramble 6-11-23**





# FROM THE PUBLISHER

BY: JOHNNY DEOTIS



How it all started in 1977!

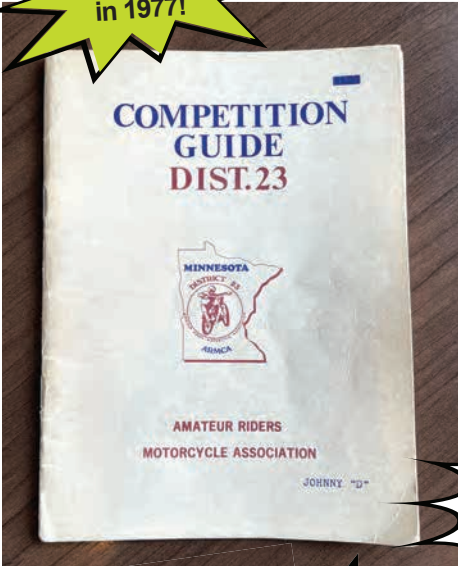
I started racing back in 1974 and that's when my parents and I got involved with District 23. I helped with the newsletter that was mailed out to all of the members. In 1977 I produced the "Competition Guide Dist. 23". It contained all our pertinent information such as board members, rules, schedules and more.

I am grateful to D-23 for getting me started in a publishing career that's

spanned the past 40 years. Now, I am excited to bring the D23 ARMCA Magazine to you. And I am calling out for **YOUR help** to make it happen!

Today's technology has made it possible for every member to send content in to the D-23 magazine. We want to share our members' photos and stories. Send them in for a chance to be published! We will make room for as many as possible.

## BE A PART OF THE MAGAZINE ..



Send in photos of your garage for our upcoming **GARAGE ENVY** section!

My 4th stall goes back 55 ft., enough room for all things moto. I can also load up and back in with my enclosed trailer, ready to roll, first thing in the morning.



Share your trophies for our upcoming **TROPHY TALK** section!

Here is a trophy that stood the test of time. My first year racing – 49 years ago. It is for first place 250 B Class, 1974 at Hi-Winders, Millville, MN.



3 generations of the DeOtis family enjoying a weekend at Spring Creek.

Let's see some **FAMILY FUN**





# HEY ARMCA MEMBERS!!

## YOUR INPUT WANTED!

... SEND IN YOUR PHOTOS TO BE PUBLISHED!



Send a photo with a sentence or two for -  
**AROUND THE PITS AND MORE ...**

We moved 5 years ago and I had to bring my old garage service door with me.



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Randy Nagel and Johnny DeOtis both on Suzuki 125's in 1975.

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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 March 2024.  
**DEADLINE for submission is February 1st, 2024.**



# TROLL TRAINING

SAFE. INTELLIGENT. EFFECTIVE.

BY: ALEX MARTIN

I hope everyone had a nice summer at the track with friends and family and perhaps have some trophies to show off for all the hard work! As we head into the winter season, most of you are probably hanging up the boots and not thinking about riding until next spring. I can relate! It's been a serious change of pace for me, as my job of being a professional dirt bike racer has been traded for Troll Training, Spring Creek, and family duties! I am looking forward to the winter myself, as things slow down.

The grind is real for all of us, and it's essential to embrace a little time off to regain that life balance and recharge the batteries. For those of you looking to gain a leg up on the competition, make some lifestyle changes, increase your enjoyment on the bike, or prolong the dreaded arm pump for a couple of laps, winter is also a great time to make some positive changes!

The winter season is a great time to improve your health and fitness. Now, you don't have to start training 1-3 hours a day to see improvements. As little as 15-20 minutes a day is a great place to start. Here are a couple of things you can focus on:

- Developing aerobic capacity
- Increasing strength
- Improving nutrition and diet

The aerobic system is one of the most important systems you can train to be a better racer/rider. First and foremost, having a strong heart and lungs that can help effectively pump blood to the rest of your body is key. Integrating some cardio in the form of running, cycling, rowing, or the Ski-Erg will improve your fitness levels







and also your ability to recover. As far as intensity goes, harder is not always better. As much as 85-90% of the cardio you decide to do this winter should be low intensity and low heart rate. This is key to adding in workout sessions that you can be motivated to do daily as you build that aerobic base.

Strength training is an important component of being able to race/ride efficiently as well. Your strength is directly related to your ability to hold onto the machine. And if/when you crash, having a solid foundation of strength will help you take the hit and keep going. Strength training is also a great way to rebalance hormones like testosterone, which are crucial for performance.

Lastly, use these next five months to make some lifestyle changes to your diet. There are books on books dedicated to this topic, but here are a few simple tips:

- Incorporate REAL fruits and vegetables into your meals
- Avoid processed foods.
- Avoid foods with added sugars.
- Add more protein to your diet. Protein is important for muscle recovery and satiety.

- Don't skip meals and calories at the expense of your workout sessions—fuel to train.

Adopting these lifestyle changes will help get you through those long, dark months and avoid the winter blues. Come spring, you'll be sure to hit the ground running, ready to tackle any races or goals you may have! Thanks for reading!





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# SECTION OF MOTORCYCLES & POWERSPORTS







# HOW CAN I START RACING?

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 online at [ARMCA.org/join](http://ARMCA.org/join). Receipts will be given for each membership. Use these to enter future races until your cards arrive in the mail.



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.



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!



# 2024 OFFICERS & BOARD MEMBER NOMINATIONS:

If you are interested in becoming a nominee for a position,  
email the District Office: [info@armca.org](mailto:info@armca.org)

*Chairperson:	Rex Greenwald
Vice Chair:	Jessica Noaeill
*Treasurer - Board appointed	Kristine Rumpca
*Budget Chairman- Board appointed:	Kyle Nelson
MX Vice Chairman:	Kurt Caswell
*Government Relations A:	Karen Umphress
Government Relations B:	Tom Umphress
Trail Rider Vice Chair:	Tom Umphress
*District Referee- Board Appointed	Mike Quinn Sr.
Recognition Chair:	Open
*Webmaster - Board appointed:	Jessica Noaeill
*Membership Chair - Board appointed	TBD
*Sponsor Coordinator - Board appointed	TBD
*Volunteer Coordinator - Board appointed	Brandon Vannelli
2 - MX 50cc:	Dale Kadlec & Open
2 - MX 65/85cc:	Kevin Sheetz & Open
2 - MX 250:	Scott Cripps & Mike Janovsky
2 - MX Open:	Mikey Quinn & Open
1 - MX 125cc 2-Stk/Schoolboy1/2:	Missy Janovsky
1 - MX 14-24:	Mike Little
1 - MX 25+/30+/35+:	Britanee Becker
1 - MX 40+/45+/50+/55+/60+/65+/70+:	Chase Becker
1 - MX Women/Girls:	Jenny Ludowese
1 - MX Quad & Mini Quad:	Cody Anderson
3 - Flat Track:	Adam Schmidt, Justin Nikkola, & Victor Wanchena
1 - Flat Track Women:	Trisha Dahl
3 - Hill Climb:	Tim Cain, Shane Sandmeyer & Brent Engel
2 - Enduro:	Jim Artmann & Mark/Becky Gregor
2 - Hare Scrambles:	Paul Otto & Steven Mehr
1 - Youth Cross Country:	Brent Swygman
1 - Road:	Mike Quinn Sr.

\*These positions are either board appointed or are elected on odd years

## RULE CHANGE PROPOSALS FOR 2024 - SUBMITTER MUST BE PRESENT AT ANNUAL MEETING



# FLAT TRACK 2024 RULE CHANGE PROPOSALS:

=====  
**Page, Article, and Section from Current Rulebook:** Page 12 - SECTION D, POINTS SYSTEM AND YEAR-END AWARDS. - Overall Points Champion Award:

**Exact Wording of Proposal:** 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

=====  
**Page, Article, and Section from Current Rulebook:** Flat Track, Page 11, Section B

**Exact Wording of Proposal:** Open Twin Ages 25+. Twin cylinder bikes only, no displacement limit.\$30

**Submitted By:** Victor Wanchena

=====  
**Page, Article, and Section from Current Rulebook:** Flat Track, Page 11, Article VI, Section B Displacement Classes

**Exact Wording of Proposal:** 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. Machine- 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

=====  
**Page, Article, and Section from Current Rulebook:** Flat Track, Page 12, Article VI, Section B Displacement Classes

**Exact Wording of Proposal:** 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 discession for daily awards.

**Submitted By:** Adam Schmidt

=====  
**Page, Article, and Section from Current Rulebook:** Flat Track, Page 11, Article VI, Section B Displacement Classes

**Exact Wording of Proposal:** Join both Mad Dog Classes and Call it wild cat class. Add a true mad dog class.

**Submitted By:** Duane Ferguson

=====  
**Page, Article, and Section from Current Rulebook:** Flat Track, Page 11, Article VI, Section B Displacement Classes

**Exact Wording of Proposal:** Allow aftermarket swing arms in Hoolagin Class

**Submitted By:** Duane Ferguson



## OFF ROAD 2024 RULE CHANGE PROPOSALS:

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**Page, Article, and Section from Current Rulebook:** Page 5, Article III, Section A, & Page 8, Article IV, Section A

**Exact Wording of Proposal:**

**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 can retrieve that drink system.

**Submitted By:** Kyle Nelson

---

**Page, Article, and Section from Current Rulebook:** Page 5, Article III, Section C, & Page 9, Article IV, Section C

**Exact Wording of Proposal:** 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, big wheel 85-112cc, up to 150 4-stroke

**Submitted By:** Brent Swygman

---

**Page, Article, and Section from Current Rulebook:** Page 8, Article IV, Section B

**Exact Wording of Proposal:** Add Women's Expert class. Run 2 hours or with A/B time (Championship class)

**Submitted By:** Savannah Lofstrom

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## HILLCLIMB 2024 RULE CHANGE PROPOSALS:

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**Page, Article, and Section from Current Rulebook:** Page 16, Article VII, Section D

**Exact Wording of Proposal:** 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

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# MOTOCROSS QUAD 2024 RULE CHANGE PROPOSALS:

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**Page, Article, and Section from Current Rulebook:** Page 11, Article VI, Section B

**Exact Wording of Proposal:** Add GIRLS CLASS AGE 6-13 70/90CC

Restricted to CVT or automatic transmission and automatic clutch. Machines must be able to idle in gear, with the machine at a full stop, without manually disengaging the clutch. No manual clutch; Single speed gearboxes only. Limited to the following for 90/70 Automatic classes: DRR CVT, Apex CVT and Cobra single speed production models only.

OEM motor and matching frame combination model required. Frame geometry must remain as designed by the OEM, including all suspension pivot points. Material may be added for strength but not removed from the OEM frame. Engine modifications, frame reinforcements, and aftermarket A-arms, swing-arms and suspension are permitted. No engine displacement reduction permitted.

FOLLOW ATV NATIONAL MOTOCROSS RULES

**Submitted By:** Cody Breitbach

---

**Page, Article, and Section from Current Rulebook:** Page 11, Article VI, Section B

**Exact Wording of Proposal:** ADD 450cc QUAD STOCK

STOCK PRODUCTION CLASS MAX 450

NO AFTERMARKET A-ARM

NO ENGINE PORTING

NO ENGINE CASE WORK

CARB TUNING (NO PORTING OR MODIFICATION OTHER THAN JETTING

AFTERMARKET CDI REV BOX

AFTERMARKET SUSPENSION

NO EXTENDED SWING ARMS

CAN UPGRADE RIM AND TIRE

MODIFY FRAME FOR STRENGTH WITH GUSSETS

CAN RUN AFTERMARKET EXHAUST

NO BIG BORE KITS

CAN ADD STEERING DAMPENER

**Submitted By:** Cody Breitbach

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**Page, Article, and Section from Current Rulebook:** Add QUAD 4-STROKE 125 SHIFTER

**Exact Wording of Proposal:** ADD QUAD 4-STROKE 125 SHIFTER

BEGINNER 4STROKE SHIFTER CLASS

8-15 YEAR OLDS

125 RAPTOR

MODS ALLOWED BELOW

HIGH REV BOX

SHOCKS (MUST NOT CHANGE STOCK TRAVEL)

NO LONG TRAVEL

NO ENGINE PORTING OR CASE WORK

AFTERMARKET EXHAUST ALLOWED

AFTERMARKET RIMS AND TIRES ALLOWED

STOCK CARB (JETTING ALLOWED)

NO CARB WORK/PORTING ALLOWED

4 STROKE ONLY CLASS UP TO A 125cc

**Submitted By:** Cody Breitbach

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# BANQUETS >>>



## HILL CLIMB BANQUET

**Date:** February 24th

**Place:** Bluffs Bar & Grill

N 1833 785th Street, Hager City, WI 54014

Doors open at 4:00 p.m. with dinner starting at 6:00 p.m. the awards ceremony will immediately follow dinner.

More information and updates will be posted to the [www.armca.org](http://www.armca.org) website

## FLAT TRACK BANQUET

**Date:** TBD

**Place:** TBD

All updates will be posted to the [www.armca.org](http://www.armca.org) website.

## MOTOCROSS & QUAD MOTOCROSS BANQUET - NOTE AM TIME

**Date:** January 27, 2024

**Place:** Treasure Island Resort and Casino

5734 Sturgeon Lake Road, Welch, MN 55089

Doors open at 4:00 p.m. with dinner starting at 5:00 p.m. the awards ceremony will immediately follow dinner.

The Supercross race will be streaming after the awards presentation.

More information and updates will be posted to the [www.armca.org](http://www.armca.org) website

## ENDURO-HARESCRAMBLES BANQUET

**Date:** January 27, 2024

**Place:** Falls Ballroom

15870 MN-27, Little Falls, MN 56345

Doors open at 4:00 p.m. with dinner starting at 6:00 p.m. the awards ceremony will immediately follow dinner.

More information and updates will be posted to the [www.armca.org](http://www.armca.org) website



# AROUND THE PITS AND MORE ...

Photos courtesy of 1HundredPhoto.



Austin Holasek in the 85cc class at Huntersville Enduro.



Thaden Zengler on his way to a win in the 85cc 7-15 class at the muddy Millville spring Hare Scramble.



Jacob Peterson of 250 B class at BCMX Hare Scramble.



50cc Senior class start at the muddy Millville spring Hare Scramble.





Rhett Reed fist-bumps his fellow competitors before the start of the 85cc 7-15 class at Nevis Hare Scramble.



Eli Plzak, son of AA rider Curt Plzak, racing the 50cc Junior class at Moto City Hare Scramble.



Bodee O'Neil leading the Open B class at BCMX Hare Scramble.



Stanley Bjork on his way to a win in the 50cc Senior class at the Huntersville Enduro.



65cc 7-11 racer Benjamin Hanson riding smooth late in the race at the Moto City Hare Scramble.



An excited Weston Schwartz before the start of the Moto City Hare Scramble, where he would get his first win of the season in the 30+ Vet C class at Moto City Hare Scramble.



Vet C class at BCMX Hare Scramble.





# FASTER FOR THE MASTER

BY: JAKE VANADA



The last round of Pro Motocross was at Ironman Raceway in Crawfordsville, Indiana. A track that is special to me with the covered bridge, incredible track, and massive mid-west crowd that never disappoints. I was born just 40 miles north in Lafayette, Indiana, so cool...



In our world of Supercross and Motocross, it's all about performance. How you do at the races, how you finish and your results are a big deal. "I just need to get a start, and then I'll be okay" is something I hear every single weekend at the races. Racing rewards results, but there is more to the story of our athletes for sure. Someone once said that sports teach young men character. I have also heard it said, that sports don't teach character, they reveal character. If the inside doesn't match the outside, well, that always seems to have a way of bubbling to the surface of our lives.

On this blue-sky day at Ironman, I was cruising through the privateer area of the paddock and checking in on some of our guys. I got to see first-hand what happens when the inside of an athlete (or his character) is so strong that it quite possibly outshines his performance on the track. As I was walking back towards some of the factory team's haulers, I stopped by and checked on one of our tire guys to encourage him and



see how his day was going. I name-dropped this privateer I was talking to just 3 minutes before, and this tire guy's face lit up. "I love that kid," he said. "He is a solid dude". And with that, he made a note to make sure their company started taking good care of him.

I was blown away. What was it about this rider that stuck out to this tire guy? Yes, he is a great athlete and "makes it in" as one of the top 40 at most of the rounds, but that wasn't what stuck out. It was his character, his integrity. His insides were shining...they were standing out!



The Master Jesus (who I think would be crazy fast on a 450 btw) teaches

this principle when He drops this truth bomb "A good person produces good things from the treasury of a good heart, and an evil person produces evil things from the treasury of an evil heart. What you say flows from what is in your heart." *Luke 6:45*

This off-season, pay attention to building the inside of your life so that it matches the level of speed and talent you display each weekend at the races. You can't give away what you don't possess. Great character is a natural by-product of great faith. And who knows, maybe the Pirelli or Dunlop guys will see it in you as well.

Let's Go! GiddyUP  
Faster For the Master  
Jake Vanada  
National Chaplain for SX and MX  
Visit us at [sxmxoutreach.org](http://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!**



# GOVERNMENT IN MOTION

BY: TOM UMPHRESS

## Legislative Update



**O**f the few items we had attempted to get through the legislature this year, we were only successful on one. This one item was related to easing the registration process on used motorcycles. This is a topic that we have heard from many riders on. Prior to this change, if you bought a used motorcycle and tried to register it or transfer the registration you had to have a bill of sale from the previous Registered owner. The challenge was that often, the person you bought the bike from had never transferred the registration to their name. You were then not able to get your bike registered without a bunch of effort.

The change in the law text was from “registered owner” to “current owner”. This simple change allows your bill of sale to work to transfer or register your new machine.



On a related note, all dirt bikes (off-highway motorcycles) are required to be registered. Registration does not have to be displayed for closed-course racing but does need to be displayed on the bike for use

on public lands and waters (ice riding). Also, the responsibility for transferring registration is on the buyer, and you have 10 days to get this done. Registration can be done at any deputy registrar’s location.

As we look ahead to the 2024 Legislative session, we are hearing some rumors that an anti-off-highway vehicle bill may be introduced. We saw a version of this in the 2023 session that would have taken us back around 15-20 years on the progress that has been made on riding opportunities in the state.

You can help us all by getting to know your elected representatives at the state capital ahead of time; letting them know you ride. Let’s define ourselves instead of letting the opposition define us. You can find your representative by visiting: <https://www.gis.lcc.mn.gov/iMaps/districts/>





# 2023 SUMMER FUN





# AT SPRING CREEK





# RULES, RULES, & MORE RULES

BY MIKE QUINN, DISTRICT 23 REFEREE

Every competitor needs to familiarize themselves with the rules governing their particular discipline. District 23 abides by the AMA rulebook in its entirety. Any variations of the rules between the AMA and D 23 supplemental rules have been approved by the AMA. Most of the differences occur in our class lineup versus the classes listed in the AMA rulebook.



I would like to review a few of the rules that are frequently misunderstood. In my experience, the most frequently misunderstood rule is that about the protest procedure. There are 3 types of protests listed in the AMA rulebook. Talking to the Referee or event staff is not a protest. A protest has to be written and signed by a racer in the class. The protest has to be about a specific item such as competing in the wrong class, wrong displacement for the class, etc. The written protest must be accompanied by the appropriate funds. The amounts are listed in the AMA rulebook.

Only one item is allowed per protest such as a B racer competing in the C class. In protests involving the race bike, each item protested must be a separate written protest accompanied by the appropriate funds. The importance of the protest is that it opens an avenue

for appeal. Non-protested issues cannot be appealed.

In a visual protest such as a referee call on an illegal part, no written paperwork is required. The meet referee has the authority to demand a teardown at any time on any machine. Failure to teardown a machine under protest results in forfeiture of the racer's AMA card.

The referee is given a wide measure in discretion of determining penalties for infractions such as jumping on flags etc., we do have a baseline but the severity of the infraction will weigh into the penalty decision of the referee. The referee can only ACT on issues that are brought to him by TRACK OFFICIALS. Referees will always investigate any issues brought to them and seek verification from a track official. We cannot act solely on the word of a single racer or parents alone.



Another very important point is the rule governing racer and family conduct. The AMA rule states that the entrant is responsible for their crew. While most referees hate to penalize the racer for parental misbehavior it does happen. Parents and pit crew need to be aware that any foul language or physical contact directed toward any track personnel may result in the disqualification of their racer. We have AMA class B

referees at almost all of our events.

Another common misunderstanding relates to competitor skill classification. The AMA has a National Advancement system (A, B, C) that is calculated at the end of each season in Offroad and Motocross. Riding at a skill level that is lower than your AMA-designated level will result in disqualification from the meet and may even result in the suspension of the racer's AMA card.

Many racers feel that they can move themselves down a level. This can only be done by the AMA after the competitor files an appeal. (the appeal forms are on the AMA website). Even after several years of no competition, you have to return at the level you left unless you have an approved appeal.

The AMA rule states that once a racer moves up a level whether it is an AMA event or not the racer is at that level from that event on. Any racer that takes money as a prize for their results is an A-class racer from that event on. This is common at our local fair racers or in out-of-state events that are non-AMA.



Both the AMA and D23 rulebooks may be found at [armca.org](http://armca.org) The AMA rulebook may be found, downloaded and printed on the AMA website.

These are the most common issues we see, but as always there are more...stay tuned for more in the next issue.



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# ANNUAL DISTRICT 23 MEMBERSHIP MEETING

## SATURDAY, DECEMBER 9, 2023 • 1:00 PM

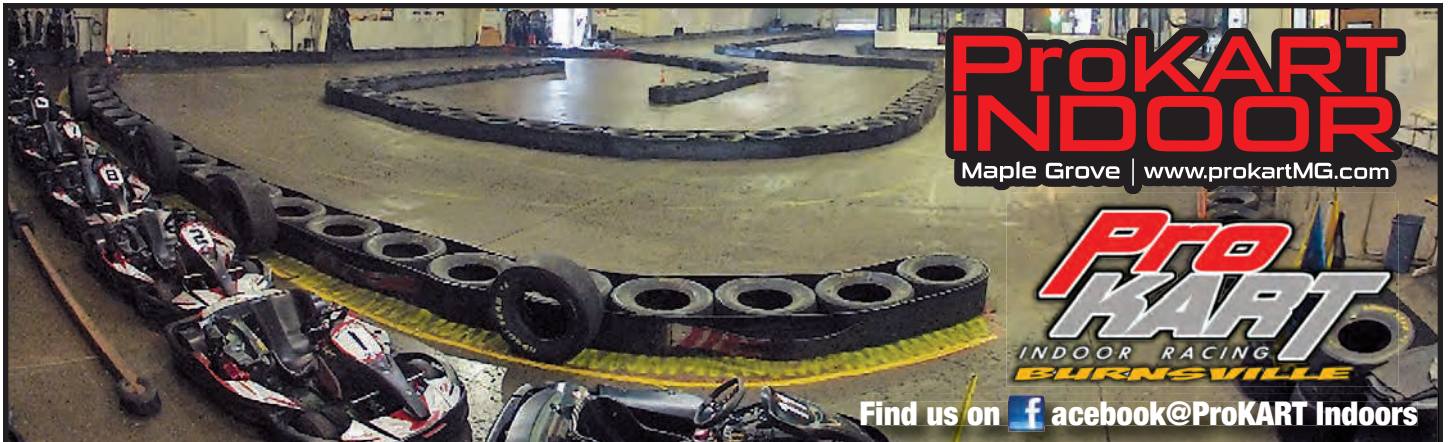
### Bloomington Event Center/Knights of Columbus

1114 American Blvd. W Bloomington, MN



### Annual Meeting Agenda

- Membership Report
- Treasure Report
- Government Relations Report
- AMA Congress Report
- Election of Officers
- Vote on 2023 Rule Change Proposals



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