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**SEPTEMBER  
2018**

NEWSLETTER FOR DESERT, ENDURO, GRAND PRIX AND MOTOCROSS  
BREEDING CHAMPIONS SINCE 1950

# KYLE REDMOND



**WINS THE  
2018 LAST DOG STANDING**



## VIEWFINDERS MC LAST DOG STANDING GLEN HELLEN CA JUNE 9<sup>TH</sup>, 2018

Photos by Mark Karyia

Kyle Redmond (cover) on the Husqvarna is famous for his exploits at MotoX and Enduro Cross took home the Last Dog trophy in the Pro Class at this years event. It was even more exciting as he finished 3<sup>rd</sup> after round 2 and picked it up to secure the win in the final round.

Always a crowd pleaser, this years Dog did not disappoint. There is a ton of work involved with finding new ways to wreck a bike and the P-Dogs should be commended on the mammoth effort. Thank you all!

2<sup>nd</sup> place went to **Tristan Hart** (127) also on a Husqvarna. He finished just 1:30 behind Redmond. Triston was 2<sup>nd</sup> after round two and stayed there till the end. Here he is showing some style through the big rocks.



Leader after round two by almost 2 minutes was KTM mounted **Taylor Robert**. Taylor was working the KTM to the end. Both Redmond and Hart would get by, but he was still able to take home 3<sup>rd</sup>. Great ride for Robert!



**Mitch Carvolth** was able to move up from 6<sup>th</sup> to 4<sup>th</sup> in the final round. He was the last pro to hit all 10 checks. Quite an accomplishment.



Rounding out the top 5 was **Noah Kepple** on the Gas Gas. Noah was top 5 all day with a 4<sup>th</sup> after round 2.



So close together – The top three finishers climbing up the tire wall. Some times slower is faster!

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**Zach Spano** of the Checkers MC was the Race 1 winner. He was able to out pace Brandon McCan by just 8 seconds. Jordan Gamboa rounded out the top 3 in round one.



Wallace Palmer doing the "walk your bike over the rings" almost sent it over the side. Palmer finished 6<sup>th</sup> in the Pro class.



The bike wash was a little crowded... Craig Sanders (139) and Kevin Driver (Left) got into the pool to keep themselves cool! This event was hard on the players and the equipment!

## A NOTE FROM THE PRESIDENT – BRIAN NASIF

Hi everyone,  
I hope everyone has been enjoying the summer break and is ready to get back to racing... I know I am!

Since becoming President, I have had the opportunity to talk to a lot of riders and get feedback on what they like and don't like about District 37. All of these conversations truly shape my opinions on the direction I try to push us as a District and I hope you are starting to see some positive changes.

One of the things I hear quite frequently is a curiosity about what happens at the District meetings. This is a topic that is important to me and should be very important to the riders. The District meetings are generally made up of District officers and club representatives (each club is allowed 2 voting representatives) along with whomever chooses to attend to see what's going on.

Officers and club reps discuss what changes they feel would improve District 37. If we can all come close to agreeing on something, a motion is made. We discuss it further and then we vote on it.

The only people allowed to vote are the officers and the club representatives but that doesn't mean those are the only voices that can or should be heard. I / we often delay votes so the club reps can take it back to their clubs for feedback and so the rest of us can talk to the ridership at large to try and get a feel if we're headed in the right direction.

The off road room is largely comprised of people who have the time to attend meetings and take that information to their clubs. That doesn't necessarily mean that they have a lot of time to race and decision that affect racers are made in that room. We try very hard to get as much feedback as we can from everyone a decision will affect but I still hear regularly from riders, "When did this happen??" Or "Who made that decision??"

Which brings me to the reason for my comments. In the August off road meeting 2 separate motions were made for changes to the standing rules. A change to the standing rules requires 3 readings followed by a discussion period before a vote can be called. Included in this article are both rule change motions as they were written. August was the first reading for both of these motions and we had lengthy discussion on both so everyone could understand the intent of the motions so they could take them back to their clubs for club input.

better understanding of some of the things that District 37 and its representatives are working on. While I know that only the above mentioned people can vote, their votes are influenced by the ridership that they represent.

Please read the motions and feel free to reach out to your club or to any District Official with any questions you might have so we can get a feel for what the ridership would like to see moving forward.

### **Motion #1 – Desert Points Only**

I would like to make a motion that as of 1/1/19 only desert events will pay Desert Points. A desert event would be an event run in the desert over natural desert terrain.

I would also like to include that for 2019, 2020 and 2021 the Sprint Enduro series would pay Enduro and Desert Points for these three years only.

Starting in 2022 the Sprint Enduro series will no longer pay Desert Points and only pay Enduro Points for Enduro style events.

Reason: For D-37 divisions right now, we are supposed to have Desert, Grand Prix, California Scrambles and Enduro. What we really have is California Scrambles, Grand Prix, no Enduro and an Overall division as the Desert Division that is paying desert points for all 32 events on the calendar with only the District 37 Awards Banquet and RHR Golf Tournament not paying Desert points. This would make the Desert Division an Overall Division.

D-37 Rule Book

Page: 76

Section 10: A rider may receive points in only one class of a Division in a day's program. Unless the day's program contains multiple events. Would also keep the maximum events scored at top 20 finishes.

Reason: In 2018 there are 20 events that paid desert points by 6/10/18. After the summer break there are another 12 desert points paying events for a total of 32. On the tentative 2019 calendar there are 18 desert events and 6 Sprint Enduro's for a total of 24. This would greatly help any desert clubs putting on desert events after the summer break as most riders would not have their 20 finishes by then.

If you want to race a shorter desert series we have the California Scrambles desert series which is a 10 race series.

## Motion #2 - Proposal for Results Being Final

1. Preliminary results are to be posted at event 1 hour after event is closed.
2. Protest period for non-administrative protests – 1 hour after preliminary results are posted
  - a. Rider protesting another rider
  - b. Mechanical protests of rider
3. Admin protests – close 48 hours after event (Tuesday Midnight)
  - a. Club DQ's – referee to notify rider by Monday night midnight – rider accepts or files protest with district referee before Tuesday Midnight via email.
  - b. Rider protesting results
  - c. Work points must be posted by Tuesday Midnight.
4. All results are final Thursday Midnight
  - a. No changes after results are final to any class that doesn't not have a protest filed with the District referee

What does this mean:

Clubs will need to have someone checking vendor cards for missed checks as they are placed on the stick. Any card with a missed marked to be flagged or set aside and compared against lap sheet.

One loopers will need to be logged by the club as they go through signups and listed provided to scoring team. Stewards will have to look at results Monday to ensure nobody is in wrong class or skill. It's the rider's responsibility to ensure they are enrolled in the correct class/skill. Stewards must have this done prior to Tuesday at Midnight.

What is the plus:

Your referee is completely done with any administrative tasks involved with your event before the week following your event is over. There is no longer this 14 day and 21 day carry over and riders now where they stand every weekend.

I had a meeting in July with all scoring teams as well as several emails have gone back and forth with all Scoring teams include NHHA. They all feel that by having results final prior to the next event that many of the issues we have seen the last two years will go away. Because you are no longer changing data after other events results and points are posted.

This will bring us in line with District 36, MRAN and closer to the expectation AMA has set for all Districts.

Thanks for your time and as always we'll see you at the races!!!  
Brian Nasif



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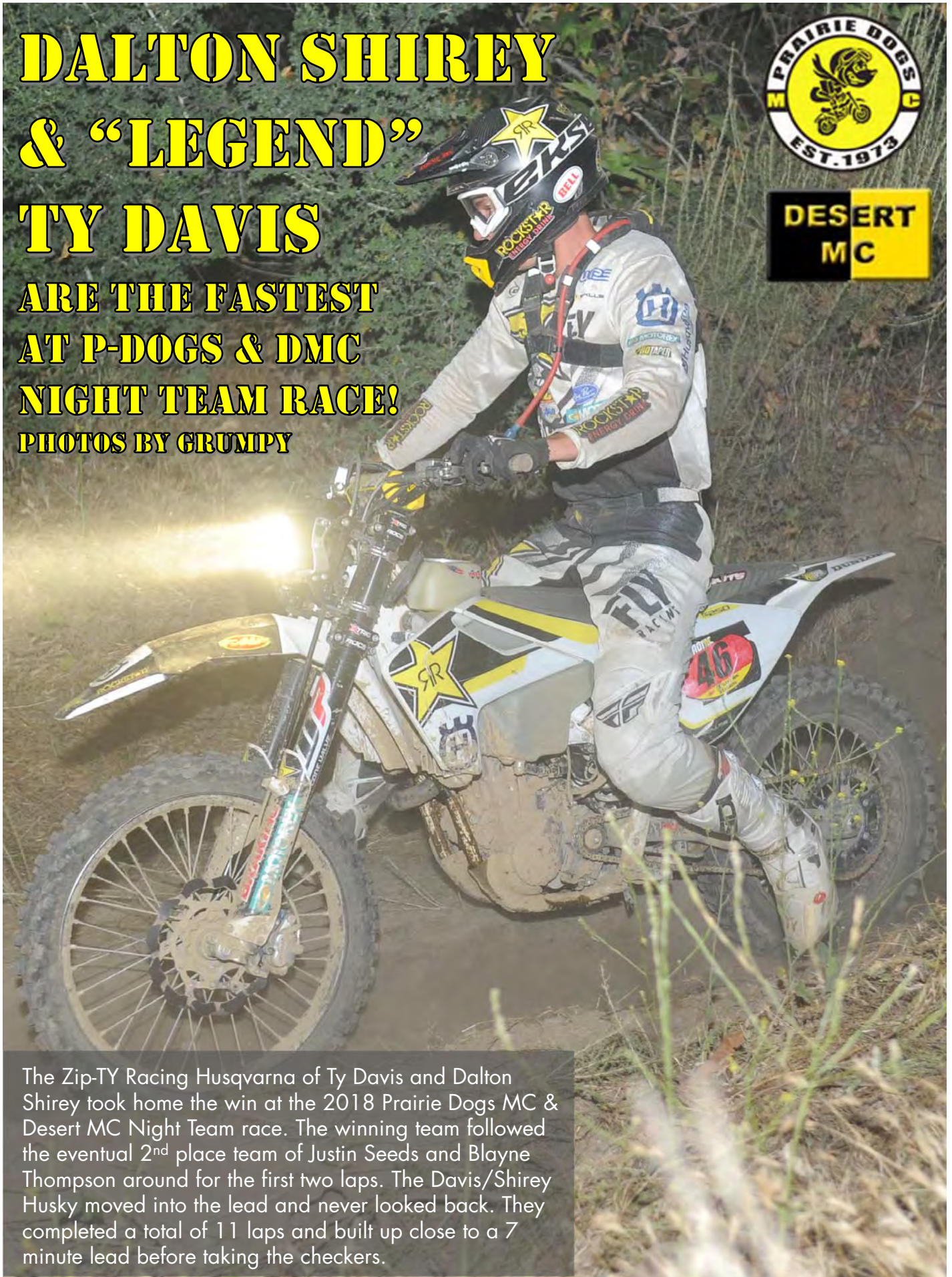
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# DALTON SHIREY & "LEGEND"

# TY DAVIS

## ARE THE FASTEST AT P-DOGS & DMC NIGHT TEAM RACE! PHOTOS BY GRUMPY



The Zip-TY Racing Husqvarna of Ty Davis and Dalton Shirey took home the win at the 2018 Prairie Dogs MC & Desert MC Night Team race. The winning team followed the eventual 2<sup>nd</sup> place team of Justin Seeds and Blayne Thompson around for the first two laps. The Davis/Shirey Husky moved into the lead and never looked back. They completed a total of 11 laps and built up close to a 7 minute lead before taking the checkers.



Justin Seeds and Blayne Thompson took an early lead and was able to bring the Precision Concepts Kawasaki in a very hard fought and well deserved 2<sup>nd</sup>.



Jacob Argubright team was the fastest in the Hwt Expert class. They were also the last team to get the 11 (lead) laps in before the they finished. 3<sup>rd</sup> Overall.



Mason Klein's team took home the victory in the LWT – II Expert class.



Nick Garvin's team was up and down. Started 2<sup>nd</sup> in class and moved up front... fell back to 4<sup>th</sup> and brought it home right where they started. 2<sup>nd</sup> in class, 4<sup>th</sup> overall.



Steve Roberts of Desert MC and team were the fastest in the Senior Expert Class.



Brandon Krause's team was 1<sup>st</sup> LWT-1 Experts



Robert Baehr's team was the top Magnum group.



Mackenzie Smith was fastest Female. 1<sup>st</sup> Wom Novice.

## ATTENTION DESERT RACERS AND DISTRICT 37 MEMBERS

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## *From the Secretary's Desk — Sheri Kibbe*

Hey Race Fans!! Here are some things you should know.....

I hope everyone has had a great time off from racing. This is the moment during the race season where everyone tears down and rebuilds their machine so it's as good as new when the season starts up again.

This is also the moment during the race season where there really isn't a whole lot going on so I'm digging back to a 2005 District 37 newsletter article that I thought was appropriate for everyone today. I hope you enjoy the stories. See you back on the starting line soon!!!

These are true stories from our fellow desert racers who I am leaving anonymous for obvious reasons. How many times have you worked on your bike and then said "DOH"!

---

*You know, I've heard a person spends an average year of their life looking for things that are misplaced (lost). I wonder how much time we spend working on broken things that we cause?*

*I spent the summer re-greasing the entire bike and having the suspension rebuilt, so the bike was torn almost completely down. In the process I removed the entire sub frame with the air box intact and put a plastic bag over the carburetor to keep the critters and dust out.*

*After a few weeks in this state I decided to put the bike back together to get ready for our 8/20 club ride at I-5MX in Gorman. I got it all back together in a couple of evenings in the garage, fired it up and it started and ran great as usual.*

*I load up the bike, drive 90 minutes to Gorman, unload the bike, it won't start. Seems really flooded. I have a friend pull me all over the parking lot trying to bump it, just will not run.*

*Spend two hours tinkering, remove the gas tank, check the plug, try to buy a plug with no luck, play with the fuel screw on the carburetor, etc., it goes on and on. Someone asks about a rag in the air box, nope, I remember removing the plastic.*

*2 hours and a \$20 entry fee later I load up and go home. At home it fires but runs poorly, spewing unburned fuel out of the exhaust. It runs for about 30 seconds then quits.*

*Thumpertalk.com says possibly that the float is stuck because fuel is constantly pouring out of the overflow tube. Give the bowl a tap and it stops leaking. I figure it's fixed.*

*Nope, won't start.*

*So I just leave it for a few days and today I decide to pull the carburetor off which I had avoided doing because it's a pain to get back on. And there, in the engine intake port, is my lost blue shop paper towel. AAARRGGG.*

*I have no recollection of putting this paper towel in the carburetor, but this baby lived in there for like 3 weeks. It was 85% still intact after being sucked right through the FCR carburetor.*

---

*After the Jackrabbits race I took the air filter out to dry (that year it rained. A LOT). I placed a shop paper towel in the air box to keep the moisture out.*



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I have spent almost 20 years providing alternative solutions to reduce cost and provide better long term outcomes. I also enjoy working with the off road community who share the intense passion I have for riding and racing. Race over to my website then send me any questions you have. I look forward to helping you achieve your goals.

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The next day, I cleaned the bike and took it for a ride down the street. All of the sudden it stopped running...WHAT THE...the bike just wouldn't start...I totally forgot about taking the air filter out and placing the shop towel in the air box....1/2 hour drive down to Bert's and a large pizza later they found the problem....stupid me....

---

Worked on 2-strokes all my life doing top ends, carburetor rebuilds, general maintenance, etc. First four stroke, 04 CRF250R I'm changing the engine oil and even used the manual just to make sure. Well, two rides later the whole top end grenades on me. I replaced the head, cam, all valves, guides, etc. About \$1300 later I had a brand new top end. So, never, and I'll repeat NEVER install the oil filter backwards on a CRF250R.

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Watched a guy loose \$50 on a shop rag. His bike wouldn't start. Another one of his group bet him \$50 that he had a shop rag in the intake. "No way. I know how to work on bikes"....5 minutes later...hey a shop rag...fired on the 2nd kick after that. Now I check...then recheck, then recheck. My friend has 3 bright orange rages...numbered. They are only used to block off intakes. He checks to make sure all 3 are accounted for after every build.

---

Bottom end rebuild the night before heading to an Enduro in AZ. Got the cases back together, forgot the vent tube. Split case and put in vent. Put cases back together, find extra thrust washer from tranny. Re-split cases and find no home for said washer. Put cases back together. Find home for washer while putting right side components together. Bike fires around midnight.

---

Fuel pump in truck goes out coming home from work the next day. Dropped the tank while on the side of the 15. Forgot fuel lines are under pressure. Fill eyes and mouth with gas. Pour coke into my eyes as I have no water. Replace pump. Get in a hurry and bust the fuel outlet connector while jacking tank into place. Had cocktails at Black Angus. Give up for the night and widdle on the \$400 pump at home.

---

Go back to the truck 60 miles away and rig the new pump to work. Load up bike to head to AZ. Stopped at a friends B-Day. Woke up on his couch the next morning about an hour after the race started.

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Years ago when I was about 18 years old: Had a 250 Husky. Got a cast on my arm, but I'm goin' ridin' anyway.

Just did some major reassembly on the bike, but the side cover is still off. Got a new gasket too. Since, as usual, I put it off until the last minute, I'm working on this and other maintenance until midnight Friday, and right now I gotta get some sleep. I'll finish out in the dez tomorrow morning. Side cover and gasket go in the milk crate.

Up at 4am, bleary eyed, loaded up and get on the road. Arrive 7:30am, unload and get to work on cable adjustments, etc. OK, now it's ready. Put fresh gearbox oil in and I'm thinking about how I'm going to get my gear on with a cast. Then, as the oil runs out of the other side of the cases and all over the milk crate, somebody says, "Don't you want to put that side cover on BEFORE you put oil in"?

Hopefully no one will have stories like this come September 15th and 16th at the 4 Aces Dual Euro in the Spangler area of Red Mountain. Stay safe my friends!!



*In memory of Dave Okleaf.*

*Keep the Rubber Side Down*

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### UPCOMING EVENTS

- Sept. 15-16 Four Aces MC - Dual Euro Scrambles  
Spangler Hills OHV
- Sept. 23 United MC - Sprint Enduro  
Johnson Valley
- Sept. 29 Shamrocks MC - Dual Euro Scrambles  
Spangler Hills OHV
- October 6-7 Viewfinders MC - Grand Prix  
Ridgecrest

### D-37 RACE INFO HOTLINE 714 539-2357

The D-37 message contains updated race information. Race dates and locations frequently change. For up to date information, please call before going out to a race.

### MONTHLY DISTRICT MEETINGS

- 1<sup>ST</sup> Thursday: Off-Road Committee Meeting at Brea H.S. at 8pm
- 2<sup>nd</sup> Thursday: Competition Meeting at Brea H.S. at 7pm
- 3<sup>rd</sup> Tuesday: Big 6 GP Meeting at Hilltoppers MC Club House in Long Beach

### PLEASE REMEMBER TO DONATE TO RESCUE 3

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Rescue 3 is a volunteer, non-profit, search and rescue organization. Your donations help them with supplies and maintenance which benefit all of D-37's injured riders.

**THANK YOU FOR YOUR SUPPORT!**

Contributions for the news letter must arrive by the 5<sup>th</sup> of each month! Everyone is welcome to send in something.

E-mail to [Scott\\_Hamby@ahm.acura.com](mailto:Scott_Hamby@ahm.acura.com) or mail to Scott Hamby at 3716 Petaluma Ave. Long Beach CA 90808

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