

DECEMBER 2019

SOUTHERN OHIO MOTOCROSS



MXACTION!

MAGAZINE

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His trip to Las Vegas and riding at Sam Boyd Stadium

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EAST FORK
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RACE OHIO MX

Race Ohio MX began with a small group of us (Scott Plessinger, John Walters and Rick Landis) seeing the increasing number of riders wanting to ride and or race in southern Ohio.

There was a need to bring the southern part of Ohio tracks back to the greatness again which so many people talk about. We gathered a group of promoters that fit our vision for the first year of racing.

This vision includes helping to promote the sport and consistency among the all of the tracks and promoters. This also includes new track designs with the ability to challenge all riding skill levels while maintaining safety, proper training of flaggers, proper watering, and track prep.

The most important aspect of our racing vision is to get riders in and out in a timely manner on race days. We decided to bring back the Buckeye Series in 2017. We have lofty goals involving a Spring Series for 2018 as well.

Thank you for your support. We hope to do you proud.

2019 Sponsors





November 4, 2019

New Vienna, Ohio—Sunday marked the last Race Ohio MX Buckeye Series race for 2019. The weather turned out to be rather nice after a very chilly morning with temperatures hovering around freezing.

During the week, some had doubts that this final race was even going to take place. With 3 inches of rain Wednesday and Thursday, practice for Saturday was temporarily canceled.

High winds helped dry things out and Scott was able to get the crew on the track to get it ready. It was so ready, Scott was able to put the Saturday practice back on.

Friday night the campers and tents started arriving. One tent, we won't mention any names Matt Joslin, had a great time playing games and drinking sarsaparillas' all night. Some brought Coors and one even brought a light so they could have Coors Light.



Scott and his crew did a fantastic job getting the track ready for the Saturday practice and races on Sunday.

Being unable to attend the Saturday practice, I kept watching Facebook on how things were going. Judging by the comments, the track and facilities were in great shape and the riders really enjoyed it.

On Sunday, Race day, there were over 200 riders on hand to finish out the Series.

The individual moto's were once again nothing short of spectacular for the

day.

There were some ups and downs for the riders during the day and we hope some of the downs are nothing to serious.

This was a day of first for some of the riders. Jordyn Mitchell received her first 1st place trophy of the year. I'm sure she will receive many more judging by the way she was riding today.

Some of the injuries today seemed to be minor, but any injury is something none of us want to see.

Mark Ziepfel, one of the older and more experienced riders took a hard fall on the first lap of the day. He was able to walk away with some scrapes on his head and ear but his hand received the most punishment.

Mark was able, with the help of some family members, to get back on the bike for his second moto in order to get his points for the day. He only made one lap but that was enough. Heal up little buddy!

Sean Barber, another experienced rider who regained his courage earlier in the day, suffered a hard tumble as well. His also injured his hand.

I have started the Bad Hands Club for 2019. Members are Lonnie Stinson, Jason Henninger, Mark Ziepfel and Sean Barber. LOL just kidding guys! Heal up fast cause 2020 is coming fast!!

Race Ohio Buckeye Series end of the year banquet is on Saturday, December 14. Be sure to be checking for the updates on this.



Jordyn Mitchell holding her very first 1st place trophy. Congrats girl!



Race Results: (11-02-2019)

65 Sr. (10-11)

1. Caden Weinszicher (1-1), 2. Brennan Puckett (2-2), 3. Wyatt Worthington(3-3), 4. Brandon Radford (5-4), 5. Ethan Cerqua(4-5).

125 B/C

1. Brett Heidorn(1-1), 2. Dominick McFarland(2-2), 3. Grant Burkhart(3-3), 4. Bryan Jenkins(4-4), 5. Jared Lowe(5-5), 6. Edward Sullivan(6-6), 7. Troy Thacker (7-7)

30+

1. Richie Robinson(1-1), 2. Collin Beverly(2-2)
3. James Hill(3-5), 4. Brandon Fiessinger(6-3),
5. William Young (5-4, 6. Devin New(4-6), 7. Austin Jones(8-7), 8. Bill Schoen(7-9), 9. Sean Barber(10-8)
10. Nick Holmes(9-10), 11. Michael Jones(11-DNF).

50+

1. Mike Morgan(2-1), 2. Robert Sparks(1-2), 3. Mike Blair(3-3), 4. Lonnie Stinson(4-DNF), 5. Kevin McCann(5-DNF) 6. Mark Ziepfel(6-DNF).

50 Oil Inj. (4-8)

1. Kanaan Stone(1-1), 2. Blake Aboudd(3-2), 3. Axel Nohrer(2-3), 4. Zander Brock(4-5), 5. Brantley Wilson (6-6), 6. Reed Beverly(5-7), 7. Arlo White(7-8),
8. Hunter Gorman(DNF-4).

65 Open

1. Caden Weinszicher (1-1), 2. Benjamin Brashear (2-2) 3. Landon Holland (3-3), 4. Wyatt Worthington(4-4), 5. Cruz Willard (5-5), 6. Tyson Wassler (6-7), 7. Ethan Cerqua (7-8), 8. Braxton Gorman (8-9), 9. Xander McCorkle (DNF-6).

Girls (7-12)

1. Jordyn Mitchell (1-1)

1. Dalton Whitaker (1-1), 2. Mason Steed (2-2), 3. Anthony Garcia (3-3), 4. Zack Hudson (5-4), 5. Donovan Davis (4-5), 6. Logan Perry (6-6).

45+

1. Mike Morgan (2-1), 2. Robert Sparks (1-2), 3. Kevin Perkins (3-4), 4. Dave Hill (5-3), 5. Mike Blair (4-5), 6.

Matt Joslin (7-6), 7. Timothy Stump (8-7), 8. Michael Jones (6-9), 9. Rick Mapes (9-8), 10. Shawn Davis (10-10), 11. Lonnie Stinson (11-11), 12. Mark Ziepfel (12-DNF).

Super Mini (12-16)

1. Owen Ferrell (2-1), 2. Aaron Waters (1-2), 3. Carson Mayer (3-3), 4. Kloey Wesco (4-4), 5. Brandon Blair (5-5).

Womens 12+

1. Samantha Laderer (2-1), 2. Justus Blair (1-2).

50 Shaft PW

1. Reagan Mayer (1-1), 2. Easton Gray (4-2), 3. Kanaan Stone (2-5), 4. Keegan Schoen (6-3), 5. Axel Nohrer (3-6), 6. Hunter Gorman (7-4), 7. Brantley Wilson (8-7), 8. Blake Abboud (5-10), 9. Arlo White (9-8), 10. Wyatt Fiessinger (10-9).

School Boy 2 (14-17)

1. Brenden Kelly (1-1), 2. Matthew Caupp (3-2), 3. Dominick McFarland (2-3), 4. Trent Lowe (4-4). 5. Bryce Stanley (5-5).

25+

1. Richie Robinson (2-1), 2. Rocky Parsons (3-2), 3. Nathan Bethel (1-5), 4. Brandon Fiessinger (4-3), 5. John Miller (5-4).

85 Open

1. Austin Weinszichr (2-1), 2. Evan Schruder (3-2), 3. Caden Weinszichr (1-4), 4. Owen Ferrell (4-3), 5. Matthew Wolfe (5-5), 6. Aiden Honeyman (6-6), 7. Aaron Waters (7-7)

Open C

1. Collin Sage (2-1), 2. Brenden Kelly (1-2), 3. Noah Dewitt (3-3), 4. Anthony Garcia (5-5), 5. Michael Blair (4-6), 6. Cameron Ferrell (10-4), 7. Michael Preston (7-7), 8. Donovan Davis (6-8), 9. Edward Sullivan (8-9), 10. Josh Corwin (9-10), 11. Nick Holmes (12-11), 12. Sean Barber (11-13), 13. Colten Dunhoft (13-12).

Open A

1. Michael Willard (1-1), 2. Gavin Chinn (2-2), 3. Austin Rankin (3-3).

Open B

1. Tristen Binz (1-1), Zachary Goddard (2-3), 3. Dalton Whitaker (4-2), 4. Nathan Bethel (3-4), 5. Haydn Southerland (5-5), 6. Caleb Davis (6-6).



Race Results: (11-02-2019)

85 Jr. (9-11)

1. Caden Weinszichr (1-1), 2. Evan Schrdeder (2-2),
3. Matthew Wolfe (3-3), 4. Brennan Puckett (4-4).

85 Sr. (12-15)

1. Austin Weinszichr (1-1), 2. Aiden Honeyman (2-2),
3. Landen Hill (4-3), 4. Carson Mayer (3-4).

250 C

1. Brenden Kelly (2-1), 2. Collin Sage (1-2), 3. Cam-
eron Ferrell (3-3), 4. Donovan Davis (4-4), 5. Noah
Dewitt (6-5), 6. Michael Blair (5-6), 7. Xavier King (7-
7), 8. Zack Hudson (8-8), 9. Jared Lowe (9-9), 10.
Ethan Fox (10-10), 11. Austin Moore (11-11) 12. Zayd
Beckington (12-12).

50 Jr. (4-6)

1. Colt Whitaker (3-1), 2. Ezekiel Utz (2-2), 3. Chance
Litchfield (1-3), 4. Ryder Terry (5-4), 5. Kanaan Stone
(4-6), 6. Camden Branham (7-5), 7. Easton Gray (6-
8), 8. Reagan Mayer (9-7). 9. Gunner Reynolds (8-9),
10. Colten Branham (10-10), 11. Logan Holland (11-
11), 12. Brantley Wilson (12-12), 13. Arlo White (13-
13).

50 Sr. (7-8)

1. Sam O'Leary (1-1), 2. Gavin Abboud (2-2), 3. Jona-
than Sporing (3-3), 4. Logan Sparks (4-4), 5. Levi Birt
(5-5), 6. Carson Willard (7-6), 7. Jimmy Jarrett (6-8),
8. Levi Weeks (8-7), 9. Nick Roberts (10-9),
10. Jordyn Mitchell (9-10).

50 Open

1. Sam O'Leary (1-1), 2. Gavin Abboud (2-2), 3. Jona-
than Sporing (4-3), 4. Logan Sparks (3-4), 5. Levi Birt
(5-5), 6. Colt Whitaker (8-6), 7. Chance Litchfield (6-
8), 8. Carson Willard (9-7), 9. Levi Weeks (11-9), 10.
Camden Branham (10-10), 11. Jimmy Jarrett (12-11),
12. Jordyn Mitchell (13-13), 13. Gunner Reynolds (15-
12), 14. Ryder Terry (7-DNF), 15. Keegan Schoen (14-
14), 16. Brantley Wilson (16-15), 17. Colten Branham
(17-DNF).

School Boy (1) 12-16

1. Brett Heidorn(1-1), 2. Grant Burkhart (3-2), 3.
Bryan Jenkins (2-3), 4. Troy Thacker (4-4).

40 +

1. Mike Morgan (2-1), 2. Robert Sparks (1-2), 3. Dave
Hill (4-3), 4. Kevin Perkins (3-4), 5. Matt Joslin (7-5),
6. James Hill (6-6), 7. Michael Jones (5-7), 8. Timothy
Stump (8-8), 9. Rick Mapes (9-9), 10. Brett McKeever
(10-10), 11. Randy Conner (11-11), 12. Jarry Blair (12-
12).

250 A

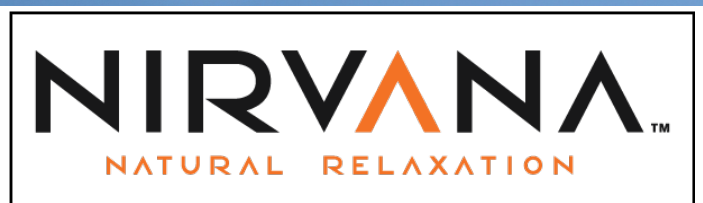
1. Gavin Chinn (1-1), 2. Mason Steed (2-DNF).

250 B

1. Tristen Binz (1-1), 2. Zachery Goddard (2-2), 3.
Matthew Caupp (4-3), 4. Haydn Southerland (3-4), 5.
Austin Bond (5-5), 6. Caleb Davis (6-6).

65 Jr. (7-9)

1. Benjamin Brashear (1-1), 2. Landon Holland (2-2),
3. Sam O'Leary (3-3), 4. Cruz Willard (4-4), 5. Gavin
Abboud (5-6), 6. Xander McCorkle (7-5), 7. Tyson
Wassler (6-7), 8. Braxton Gorman (9-8), 9. Levi Birt (8-
9).





Award Recipients

2019

Place	Class	Name			
			1	50 Sr	Jonathan Spring
			2	50 Sr	Levi Birt
			3	50 Sr	Logan Sparks
			1	50 Open	Logan Sparks
			2	50 Open	Jonathan Spring
			3	50 Open	Levi Birt
			1	65 Jr	Landon Hollard
			2	65 Jr	Benjamin Brashear
			3	65 Jr	Bailey Walker
			1	65 Sr	Brennan Puckett
			2	65 Sr	Conner Bussey
			1	85 Open	Evan Schroeder
			2	85 Open	Owen Ferrell
			3	85 Open	Aaron Waters
			1	85 Jr	Evan Schroeder
			2	85 Jr	Brennan Puckett
			1	85 Sr	Landen R Hill
			2	85 Sr	Carson Mayer
			3	85 Sr	Aidan P Honeyman
			1	250 B	Haydn Sutherland
			2	250 B	Matthew Caupp
			3	250 B	Brian Windt
			1	250 C	Collin Sage
			2	250 C	Brenden Kelly
			3	250 C	Cameron Ferrell
			1	Super Mini	Owen Ferrell
			2	Super Mini	Aaron Waters
			3	Super Mini	Carson Mayer
			1	Schoolboy 12-16	Bryan Jenkins
			1	Open C	Collin Sage
			2	Open C	Brenden Kelly
			3	Open C	Cameron Ferrell
			1	Open B	Zack Zizzo
			2	Open B	Haydn Sutherland
			1	25+	Jason A Henninger
			2	25+	Richie Robinson
			3	25+	John Miller
			1	50 Oil Inj	Kanaan Stone
			2	50 Oil Inj	Axel Nohrer
			3	50 Oil Inj	Zander Brock





The Train Stop with Lonnie Stinson



Q&A

**L-Train sits down with
Aaron Plessinger**



Local rider and Monster Energy/
Yamaha Factory Rider, Aaron
Plessinger.

Thank you for taking a few minutes out of your day to be a part of this new magazine. Congrats on being the first guest on the TRAIN STOP!

We really appreciate you taking this time for us! How is testing and training going for the upcoming Supercross Season?

It's going good right now. We are in the midst of finding everything that I like to go on the bike. We are doing a lot of suspension testing. A lot of running through parts for the motor and the motorcycle. It's going pretty good, I am to the

point right now where I can ride pretty hard. There are quite a few things to run through but as far as the bike goes it going really good. Off the bike training is going awesome. I feel really good day in and day out – it's going really smooth right now and this is the best I have felt going through November. I am pretty pumped!

On a typical testing session, how many set-up changes do you go through?

At the most we can change six major things in a day. Then throughout the whole week, we can go through quite a bit. It just varies, we throw the part on there and if I like it I like it and if I don't, we try something else. They have quite a few parts to run through. Its really pretty cool to see what they have for the bike that changes the way it rides pretty much and until you find the right parts for you it can be a little frustrating.

How different is the set-up between yours and your teammate Justin Barcia's bike?

Justin Barcia and I are almost the opposite in feel, I like my bike to ride lower in the rear, and he likes his with a lot of weight on the front end. And in that sense, we are quite different. We aren't to different in suspension settings, I know we both like the bike stiff, so things are way different than what I like and vice versa. It varies between riders.

What is your favorite X-Box or PlayStation game?

Lately I have been playing Forza and I actually have a steering wheel and gas pedals. It is so

hard, I am just trying to get used to it. I never thought having a steering wheel on a video game would be so hard. It's a bit much to get a hold of!

You have had a lot of success in your career with opportunities to meet famous celebrities, or someone who you admired that you were super excited to meet, who is that and why?

The most star struck I have been was when I met Travis Pastrana. I also got to meet Florida

Georgia Line, but they didn't get me as star struck as Pastrana did. I guess it's from growing up and watching him and seeing his movies that contributes to being the top dog!

Now that you are married with a family, has that changed how you approach racing?

It changes things in a way that I have something to race for, I am not just doing it for myself anymore. I have a family and am married, and I need to provide for them, so I need to do good at what I do! I get bonuses and then I get to treat the family! It changes from wanting to do go to having to do good. It's not a choice anymore.

Growing up locally in Ohio, there are many who have followed you from the 50's all the way to where you are today. The premier 450 class on a factory ride! What would you say to the your fans rocking AP7 gear.

Wow! I really love my fans and I can't get enough of them. It's kind of why I do what I do, and they make it more fun than if I didn't have people cheering for me. It would definitely be a lot less fun. It's an awesome thing when I see people supporting me when I see my gear. I am going to keep trucking and make everybody proud this year. I really feel like this is going to be a turnaround year – much better than last year.

Scott Plessinger has been instrumental in keeping and growing the racing for Southern Ohio, do you have aspirations on becoming a



track owner yourself one day.

Definitely! If it gets to going good in Ohio, then sure, my dad and I could both run tracks! Run a whole series or something. Just to be able to bring more tracks to southern Ohio and getting the talent out on the track!

When you get that craving and are looking for a cheap meal ... what is your choice?

Wow! It's a toss up ... I really love pizza and you just can't beat a good ole juicy cheese ham-

burger and fries! We eat like birds in California, so a burger is a real cheap treat!

What is your most memorable ride, knowing that all wins aren't necessarily your best ride?

Wow. Loretta's in 2013 sticks out to me the most. It was a great week, 2018 Houston Supercross stands out. I wasn't really feeling good going into the race and I got a bad start in the main. I wasn't feeling the bike and everything. I ended up coming back to win and it was really tough but I kept pushing and pushing and I saw the pit board and laps kept ticking off and positions and then pit board had me in 5th place and they told me to go for the win and I passed Joey Savatgy and ended up winning. That one coming back from 22nd to win the race was really a special one and takes the cake for my best ride.

For the riders out there ... young and old who can see no light at the end of the tunnel and is losing their fight. What would you say to them to help them get back in the game?

The main thing is to have fun ... remember why you started riding dirt bikes in the first place and never take it to seriously. You can get really burned out – and it's really not fun when it happens. It happened to me before and it's tough when you get burnt out on something you love, and you must find that passion again. Always have fun and never stop having fun! Always keep a smile.

When you were a youth coming up, what was

your favorite national track?

I did not go to too many national tracks when I was coming up. I think Unadilla was my favorite. I had quite a few GNCC's up there and still to this day it is one of my favorite tracks on the circuit.

Looking back on your career ... is there anything you wish you could have done differently?

No, I don't think so. Every step I have taken has gotten me to where I am, and I wouldn't want to be anywhere different in my life right now. I think I have made all the right choices

Are there any shout outs you'd like to extend to the folks here in Ohio?

Everybody Mom, dad, sister, brother ... certainly my grandparents and everybody who is out there watching me. I really appreciate it and let's get ready for a great year cause it's going to be one!

Who is your favorite racer?

Travis Pastrana

Do you have any pre-race superstitions?

No. I really don't have any superstitions, I just go to the gate with a smile on my face – that's about it!

What is your favorite local track here in Ohio.

Well, I have to say East Fork! I also would add Ironman if we say Indiana too.

What is the farthest you have traveled to get to a race when you were coming up?

My dad and I along with two buddies, we went from North Carolina to Las Vegas and then back within a week. That was the farthest I had traveled.

Have you ever left any gear at home?

Well, speaking of that... Just the other day I left my riding boots at home and had to borrow my buddy's boots. I have left helmets, boots, knee

braces – even whole gear bags and let's say I have had to make my fair share of U-turns.

On closing, we really appreciate your time and contributing back to the folks here in Ohio. We are rooting for you!

You guys mean a lot to me – and I hope to see you in Indy!

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Aaron at Ironman 2019

RACE MX 2020

Buckeye Series

9 of 13 count towards year end, awards bonus for riders who run all 13 races

- * May 2/3 Pusheta creek
- * May 16/17 Cocr
- * June 13/14 East Fork
- * June 27/28 Pusheta cr.
- * July 11/12 Chillitown mx
OMA/Buckeye Series
- * July 25/26 COCR
- * Aug 8/9 East Fork
Midwest Shootout
- * Aug 21 Buckeye Hills (Practice)
- 22/23  Race both days (Sat. & Sun.)
- * Sept 12/13 East Fork
Triple Challenge
- 12 GP Race
- 13 Saturday night SX
Buckeye Series Race)
- * Sept 26/27 COCR
- * Oct 3/4  East Fork
- * Oct 17/18  Chillitown mx

 TRIPLE CROWN RACE



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MOTOPHOTO SIT'S DOWN WITH ZEKE UTZ

I had the opportunity to sit down little big man Zeke Utz. He was able to qualify for the Supercross race at Sam Boyd Stadium in Las Vegas this year.



How old are you? 5

What grade are you in? Kindergarten

What is your all-time favorite food and why?

Chinese, Because they have chicken fried rice

Do you play any other sports besides motocross? . A little bit of hockey.

When you're not racing, what do you like to do? Ride my BMX at Rays and Mikes bike parks.

Do you have any friends in school who race motocross? No

Do the kids in your school think its cool that you race motocross? Yes when they see pictures of my races they do.

What got you interested in motocross? My dad

How many years have you raced? 2 years

Tell us about your bike(s)? I have a 2017, and 2018 KTM 50SX 50 mini

What class(s) do you race in? 50jr, 4-6-50 limited

How often do you get to ride or practice? Do you have a set schedule for practice? Usually ride about 2-3 times a week. No set schedule just ride as time allows.

How do you prepare for a race? (Like the night before) Nothing special, watch some old races.

Do you have a special breakfast you eat prior to a race? O's cereal

How many motos have you won this year? 5 motos this year.

What's your favorite thing about racing? Pinning the bike and jumping. Winning races.

This year at the Buckeye Series races, what would you say was your favorite track and why? Chili town because I felt fast on that track and the bike was dialed in.

What was your least favorite and why? Red Bud because of all that sand.

How would you rate your success this year?

Pretty good but I think I can do better than my overall.

This year, you had a couple of bad crashes. Let's talk about the one at EastFork MX where you had bike trouble at the finish line and crashed. Were you hurt? What happened to cause the crash? How did you end up finishing that race?

I came into lap traffic and was making a move to take the lead on the final stretch when a lapper cut right into my line and took out my front tire which caused the front sprocket to break right at the finish. I finished 3rd overall that race.

This year you had the chance to go to Las Vegas to race at Sam Boyd Stadium. How was you able to get there? (What did you have to do) Tell us about your experience there.

I was able to get to Vegas from my mom and dad



ZEKE UTZ taking a few last minute pointers from his dad, Mike, during the Supercross Futures in Las Vegas.

along with some great sponsors! I had to qualify at a Supercross Futures event to make it to Vegas. It was awesome! The mountains are beautiful! Monster Cup was Awesome! The Hoover Dam was really cool but I didn't like being high up! We spent a couple of days in Colorado and it was my favorite!

If you could change one thing about your riding ability, what would it be? To be faster in the sand.

What are some goals that you want to accomplish next season in motocross? Stand more in the sand and become a better sand rider.

What are some things in the off-season you will be doing to help you achieve these goals? Watch pros in the sand and workout to

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get stronger.

Who is you favorite 250 and 450 riders? 250 is my cousin Alex Holtsberry and 450 current is Marvin Musquin but Ryan Dungey is my overall favorite!



Zeke stands on the podium at East Fork MX after taking 1st place overall in the 50 Jr. Oil injected class.



LUCAS OIL

PRO MOTOCROSS CHAMPIONSHIP

- | | |
|-----------------------------------|--------------------------------|
| May | 16 |
| Hangtown Motocross Classic | |
| Rancho Cordova, CA | |
| May 23 | Fox Raceway National |
| Pala, CA | |
| May 30 | Thunder Valley National |
| Lakewood, CO | |
| June 6 | Florida National |
| Jacksonville, FL | |
| June 20 | High Point National |
| Mt. Morris, PA | |
| June 27 | Southwick National |
| Southwick, MA | |
| July 4 | RedBud National |
| Buchanan, MI | |
| July 18 | Spring Creek National |
| Millville, MN | |
| July 25 | Washougal National |
| Washougal, WA | |
| August 15 | Unadilla National |
| New Berlin, NY | |
| August 22 | Budds Creek National |
| Mechanicsville, MD | |
| August 29 | Ironman National |
| Crawfordsville, IN | |



By Kristen Nunlist

Luck Of The Draw/ Monday Motivation

At some point in every racer's life, they will have a very direct realization of how dangerous this sport really is. Looking at the motocross community, almost everyone at some point has sustained some sort of injury. Some of those injuries are worse than others, but almost all of them leave that little voice that says, "Is this really worth it?"

There's no denying that it seems as if at every race, practice, or event, someone ends up going home with a little less than they brought to the track that day. It's almost as if it's just the *Luck of The Draw*. You can hear stories all across the motocross world from all different levels of riders. Even the Ohio racing community itself has experienced countless injuries, and sadly, even tragic loss.

Unfortunately, almost every racer will receive their fair share of moments where they question the sport of racing and sometimes even riding in general. For me, that moment came just as unexpectedly as it does for most riders...at a local track that I have ridden what feels like one-hundred times, Eastfork MX. This track is home to one of southern Ohio's most preeminent tracks, both safe for the beginner riders and challenging enough to be fun for the dirt bike heroes. It also provides some of the nicest dirt that any Ohio track has to offer. Accidents don't always favor good or bad tracks though. Sometimes it just really is the luck of the draw.

For this story, there isn't anything in particular that anyone did or didn't do. Sometimes bad luck comes in a collective strand of being in the right place at the right time, or in my case, the wrong place at the wrong time. Going into detail would require turning this short article into a book. At the end of the day, a couple of crucial mistakes were made that landed me a one-way ticket to one of the toughest times of my life.

Some would say that three ambulance rides, two hospitals, and four broken vertebrae in your spine would be enough to make anyone quit. I will be the first to admit that initially I was left with that sinking question we talked about earlier, "Is this really worth

it?" The crazy thing about racers, at least in my experience, is how quickly they get over that thought. As if at the flip of a switch, the only thing that weighs on the mind is how soon you might be able to get back on a bike again.



Tim Stump takes a scary spill off the gate at Buckeye Hills. Above Lonnie Stinson was unable to avoid Tim on the ground.

That motivation to ride comes and goes throughout recovery, as you should expect. For me it was definitely just as much a mental rollercoaster as it was a physical one. Between financial instability, appointments, questions and everything under the sun, stress factor is definitely high. After countless, sleepless nights, I was honestly searching just about anywhere for motivation. The most difficult part about being injured is all the ways you break. You break physically, you break mentally, and then you break spiritually... and all of them leave a mark. It's definitely not the thing that you would expect so many people to "sign up" for.

Eventually, I found motivation in wanting to get better and the only way to get better was to get back out there again. I wanted to come back smarter, better, stronger and with a will to grasp any new opportunity. Most importantly, I wanted to know what I could be if I didn't count the cost. With this new found motivation, I've been lucky enough to throw my leg back over the bike. You can say not only do I have a new respect for the sport, but also a new found passion for being on a dirt bike in general. Knowing some have not come away from these kinds of injuries so luckily has made me grateful to be able to be doing what I love so soon.

"Instead of going backwards. Instead of decaying. Get stronger. Get better. Grow and learn and develop and live. Live in defiance of the weakness, and in rebellion against the decay."



Loretta Lynn's

2020 National Classes

1. Open Pro Sport 122-Open cc Sunday
2. 250 Pro Sport 122-250cc Saturday
3. 250 B 122-250cc Sunday
4. 250 B Limited 122-250cc Saturday
5. 250 C 122-250cc Sunday
6. 250 C Limited 122-250cc Saturday
7. 250 C Jr. (12-17) Limited 122-250cc; Must be 14 to ride 250cc Saturday
8. 450 B 122-Open cc Sunday
9. 450 B Limited 122-Open cc Saturday
10. 450 C 122-Open cc Sunday
11. 125 C 122-125cc Saturday
12. College (18-24) (Sportsman)** 122-Open cc Sunday
13. Junior (25+) 122-Open cc Sunday
14. Vet (30+) (Sportsman)** 122-Open cc Sunday
15. Senior (40+) 122-Open cc Sunday
16. Senior 45+ (Sportsman)** 122-Open cc Sunday
17. Masters (50+) 122-Open cc Sunday



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18. Women 122-250cc; Must be 14 to ride 250cc Sunday
19. Min. Wheels: Front 21"; Rear 18" Sunday
20. Schoolboy 2 (12-17) B/C*** 122-250cc; Must be 14 to ride 250cc Sunday

Youth

1. Mini-E (4-6) Jr. 1kWh Battery Energy Saturday
2. * 51cc (4-6) Shaft Drive Limited 0-51cc 2-Stroke Saturday



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3. * 51cc (4-6) Jr. Limited 0-51cc 2-Stroke Saturday
4. * 51cc (7-8) Sr. Limited 0-51cc 2-Stroke Saturday
5. 65cc (7-9) Limited 59-65cc 2-Stroke Saturday
6. 65cc (7-9) 59-65cc 2-Stroke Sunday
7. 65cc (10-11) Limited 59-65cc 2-Stroke Saturday
8. 65cc (10-11) 59-65cc 2-Stroke Sunday
9. 85cc (10-12) Limited 79-85cc 2-Stroke Saturday
10. 85cc (10-12) 79-85cc 2-Stroke Sunday
11. Mini Sr 1 (12-14) 79-85cc 2-Stroke/75-150cc 4-Stroke Saturday
 - Max. Wheels: Front 17"; Rear 16" Saturday
 - Max. Wheelbase: 51" Saturday
12. Mini Sr 2 (13-15) 79-85cc 2-Stroke/75-150cc 4-Stroke Sunday
 - Max. Wheels: Front 17"; Rear 16" Sunday
 - Max. Wheelbase: 51" Sunday
13. Supermini 1 (12-15) 79-112cc 2-Stroke/75-150cc 4-Stroke Saturday
 - Max. Wheels: Front 19"/Rear 16" Saturday
14. Supermini 2 (13-16) 79-112cc 2-Stroke/75-150cc 4-Stroke Sunday
 - Max. Wheels: Front 19"/Rear 16" Sunday
15. 125 (12-17) B/C 122-125cc 2-Stroke Sunday
16. Schoolboy 1 (12-17) B/C 86-125cc 2-Stroke/75-150cc 4-Stroke Saturday
 - Min. Wheels: Front 19"/Rear 16" Saturday
17. Girls (11-16) 79-112cc 2-Stroke/75-150cc 4-Stroke Saturday
 - Max. Wheels: Front 19"/Rear 16" Saturday
 - Must be 12 to ride Supermini Saturday

- ◆ *Riders in either the 51cc (4-6) Shaft Drive or 4-6) Junior class may attempt to qualify at the Area Qualifier and Regional Championship in both classes, but may only enter one 51cc (4-6) class at the National Championship.
- ◆ ** Sportsman: Pro license restrictions apply. Please refer to Supplemental Rule A.7 for details.
- ◆ *** Youth Rules apply to class.

2020 AMA AMATEUR NATIONAL MOTOCROSS CHAMPIONSHIP SUPPLEMENTAL RULES

Revised: 11.8.19

A. RIDER ELIGIBILITY AND CLASSIFICATION

1. The following professional licensed riders are not eligible to participate in the National program:
 - a. Riders qualifying for the Final 40 in Pro Motocross (250 or 450 class) and earning more than 40 Pro Motocross points (250 or 450 class) in the current year, subject to section 2.a. below.
 - b. Riders qualifying for a Supercross main event (250SX or 450SX class) in the current or previous year; or



- c. Riders qualifying for the Final 40 in an FIM MXGP or MX2 Grand Prix event outside of the United States in the current year.
2. The following professional licensed riders are eligible to compete in the Open Pro Sport and 250 Pro Sport classes only:
 - a. Riders qualifying for the Final 40 in Pro Motocross (250 or 450 class) may earn up to 40 Pro Motocross points (250 or 450 class) in the current year, so long as they did not compete in more than 3 professional motocross events prior to the National. The total number of points earned applies at the time of the entry of the professional motocross event, not after.
 - b. Riders qualifying for the Final 40 in Pro Supercross (250SX or 450SX class) in the current or previous year; or
 - c. Riders qualifying for the Final 40 in an FIM MXGP or MX2 Grand Prix event outside of the United States in the previous year.
 - d. The eligibility to compete by any foreign or non-US citizen holding a professional license in any country other than the U.S., is subject to the sole discretion of AMA pursuant to Section A.9 herein.
3. Professional licensed racers that have not competed in the Final 40 in either Pro Motocross or Pro Supercross in the current or previous year, or who have not qualified for the Final 40 in an FIM MXGP or MX2 Grand Prix event in the previous year, are eligible for all classes subject to AMA eligibility requirements.
4. The top 42 overall riders in the Open Pro Sport and 250 Pro Sport classes at the National will be eligible to obtain an AMA Pro Motocross License in the current and next year without further qualification, if age eligible.
5. Women (122-250cc) (Must be 14 to race 250cc). All formally WMX licensed riders are eligible for class.
6. No "A class" riders are permitted to compete in any "Youth" class (classes 19-36). AMA Racing Rule, Section 1.1.G.5.
7. Riders who placed in the top 5 overall in the 250B/250B Limited or 450B/450B Limited class at the 2019 National and who are 17 years or older as of January 1, 2020, are not eligible to compete in a "B" or "B/C" division. Riders who placed in the top 5 overall in the Schoolboy 1 class at the 2019 National and who are 16 years or older as of January 1, 2020, are not eligible to compete in the Schoolboy 1 class. Riders who placed in the top 5 overall in the Schoolboy 2 class at the 2019 National and who are 17 years or older as of January 1, 2020, are not eligible to compete in the Schoolboy 2 class.

8. Riders who have ever been issued an AMA Pro Motocross or AMA Pro Supercross license or an FIM MXGP license, and earned a professional point are not eligible for any "B", "C", or "Sportsman" class, i.e., College (18-24), Vet 30+, or Senior 45+ class. To verify a result, visit The Vault; Riders listed in The Vault who have earned a professional point are not eligible to compete in these classes. vault.racerxonline.com.
9. Riders may not participate in a "C" class if they have ever:
 - a. Participated at the National in any previous year in any class, with the exception of any 51cc (4-6), any Girls or Youth Beginner (2011) class, as well as any Women Amateur class riders finishing outside of the top 10;
 - b. Received any type of OEM factory support in any class (excluding OEM contingency and trackside support);
 - c. Held an AMA professional motorcycle racing license in any discipline
 - d. ;Held a WMX license at any time;
 - e. Earned a Rider Performance Value (RPV) of 15.0 or higher the previous advancement year (Nov. 1, 2018 - Oct. 31, 2019) in any class, including youth divisions; or
 - f. If they have raced in a "C" division in 2018 and 2019 and have an RPV of 13.0 or higher as of Oct. 31, 2019.
 - g. For more information regarding "C" class eligibility and/or reclassification, or to check RPV status, visit <https://americanmotorcyclist.com/>.
10. Once qualified for the National, riders may not voluntarily advance in class prior to competing in the National
11. Foreign or Non-US citizens must obtain eligibility approval from the AMA prior to participating in the National program at any level (Qualifier, Regional or National Final). With the exception of Canada, foreign citizens are not eligible for a "C" designated class. Click [HERE](#) for AMA International License Eligibility Application.
12. Challenges to rider eligibility must be received by the AMA no later than June 30, 2020. Challenges must be in writing and sent by certified mail or email to the following addresses: AMA, Attn: MX Manager, 13515 Yarmouth Dr., Pickerington, OH 43147 or to mrxracing@ama-cycle.org. Rider eligibility challenges received after this date will be accepted at the sole discretion of AMA.

B. MACHINE ELIGIBILITY AND CLASSIFICATION

1. 2021 model machines, crankcases, cylinders, or internal engine components, and Electric Motorcycles are NOT eligible in any class.
2. Riders may ride a limited motorcycle in a non-limited class.
3. Mini-E (4-6) Jr. Class Restrictions: Battery Energy limited to 1kWh. Maximum (adjusted length) wheelbase 41 inches; Maximum wheel size 12 inches; Maximum seat height 25 inches. Retrofitted 12-inch wheels are permitted. OEM parts must be used.
4. Limited Classes:
 - a. AMA Limited Class Rules apply; refer to the AMA 2020 Motocross Limited Clarification Chart for details [HERE](#).
 - b. All parts of the exhaust system as designed by the manufacturer (OEM) for a particular model and year must remain stock. Updating to a more recent year exhaust is prohibited unless the OEM part number is the same. The silencer end cap may be changed for the sole purpose of inserting a spark arrestor, so long as there is no performance enhancement.
 - c. Only production tires readily available to the general public may be used.
 - d. Changes that are cosmetic in nature are allowed, so long as there is no performance advantage.
 - e. Violations of the Limited Class rules as determined by the protest process or by the event referee may result in disqualification from the class, or at the Qualifier level, re-

assignment to the appropriate class if deemed unintentional by the event referee. A second violation within one calendar year may result in a disqualification from the class and a suspension from AMA competition for one year.

5. For minicycle classes (Classes 21-31 and 36), fuel injection is permitted only if it is standard equipment on the production model.

C. REGISTRATION

1. Proof of age must be available upon request by MX Sports at any time.
2. Rider Age:
 - a. For Youth classes and Amateur class 7 (250 C Jr. (12-17) Limited), the age of the rider on January 1, 2020 will determine their age for the remainder of the year.
 - b. For Amateur classes 12-17, the age of the rider is determined by their age as of the first day of National competition (August 4, 2020).
 - c. For all other classes, the age of the rider is determined as of the date of the event.
 - d. For classes 19 (Schoolboy 2 (12-17) B/C) and 18 (Women), rider must be 14 years of age on the day of the Area Qualifier in order to ride a 250cc.
 - e. For Youth class 36 (Girls (11-16)), rider must be 12 years of age on the day of the Area Qualifier in order to ride a Supermini.
3. Riders under the age of 18 years must have a parent present or a duly notarized parental consent form, as required by the AMA Rules and Regulations, in order to participate.
4. Riders may compete in only two (2) classes at the National but may register and/or practice as an Alternate in as many classes in which they are eligible.
5. Riders may attempt to qualify at the Area Qualifier and Regional Championship levels in multiple 51cc classes (if age-eligible); however, at the National only one class may be chosen.
6. International riders registering for the National final should do so by online registration.

D. QUALIFYING PROCEDURES

1. Qualifying for the AMA Amateur National Motocross Championship requires:
 - a. A two-step process of qualification from an Area Qualifier to a Regional Championship, then qualification from a Regional Championship to the National Championship.
 - b. Riders may enter a total of 4 classes per day at the Area Qualifier level and 4 classes at the Regional level.
 - c. Riders may enter as many Area Qualifiers in as many Regions as they choose.
 - d. In some geographic regions there may be more than 40 riders eligible to participate in the Regional Championship. If there are more riders at the Regional than the starting gate can accommodate, then qualifying races will be run.
2. A 2-moto format will apply to all Area Qualifiers; a 3-moto format will apply to Amateur Regional and Youth Regional Championships; a 2-moto format will apply to combined Amateur and Youth Regional Championships.
3. Riders who qualify in more than one Regional Championship will advance to the National from the rider's "home" region. If the rider did not qualify from his home region then the selection will be from the Region in which the rider had the better finish. If there are multiple equal finishes, then the rider will be selected from the Region in which he first qualified. All riders will move up one position in the Region in which a rider was not selected due to qualifying in more than one region.

4. Area Qualifier Advancement: Riders finishing in the top positions listed below are guaranteed to advance from Area Qualifiers to Regional Championships.
5. Regional Qualifier Advancement: Riders finishing in the positions listed below are guaranteed to advance from the Regional Championship to the National:

Regionals	Advance from	Advance from
Area Qualifier Regional		
Northeast	8	6
Southeast	8	6
Mid-East	8	6
N. Central	8	6
S. Central	8	6
Northwest	TBA	4
Mid-West	TBA	4
Southwest	TBA	4

6. National Roster: The final National Roster will consist of 42 riders per class.
7. Alternates: Alternate selection at the National is based on a Power Ranking calculated as follows: Finish position divided by number of riders with a numeric finish or DNF result in the class; Multiply the result by 100 and then subtract from 100. For purposes of the power ranking calculation a DNS is not a class result. The higher Power Ranking value will determine the Alternate selection. In the event of a tie in the Power Ranking value, the rider with the higher overall Regional place finish will be selected; In the event of a further tie, the rider with the higher overall Area Qualifier place finish within that region will be selected. A minimum of 50% of the guaranteed qualifying positions from each Regional will advance to the National, regardless of the riders' power ranking.

E. NATIONAL NUMBERS

1. At the National the following number plate and number color scheme shall apply:

CLASS PLATE NUMBER

- "Pro Sport" White Black
- "B" Yellow Black
- "C" Black White
- All other classes White Black

F. RACE FINISHES

1. At the Area Qualifier level, riders must receive a numeric Finish position in at least one moto in order to advance to the Regional level. At the Regional level, riders must receive a numeric Finish position in at least one moto in order to advance to the National.
2. In order to receive a numeric Finish position in a moto, a rider must complete at least one-half the laps of the leader and take the checkered flag. At the Area Qualifier and Regional level, a rider who fails to complete at least one full lap will receive a "DNS" (Did Not Start). At the National, a rider who fails to report to staging will receive a "DNS" (Did Not Start). A DNS results in moto points equal to the total number of riders in the class, plus 30 points. In all other instances, the rider will be considered a "DNF" (Did Not Finish). A DNF results in moto points equal to the total number of riders in the class, but never less than 20.
3. At the National, a rider who fails to report to staging in Moto 1 forfeits their start gate position for Motos 2 and 3.

4. Disqualification: A "Moto DQ" ("Disqualification") results in moto points equal to the total number of riders in the class, plus 40 points. A "Class DQ" results in exclusion from the class results in all motos for that class only. A "Meet DQ" results in exclusion from all classes in all motos for the entire meet.

G. PROTEST FEES AND PROCEDURES

1. Protests must comply with the AMA Racing Rulebook. Protests must in writing and delivered to the referee no later than 30 minutes after results have been posted. The AMA Racing National Championship Protest Form and applicable fees apply and will be made available from the Official.
2. In the event of a technical protest involving a teardown or removal of the engine from the frame, the protested rider may elect for the inspection to occur either before or after the final moto involving the protested machine. In the event the inspection is made after the final moto, the machine will be impounded between motos and/or the engine sealed pending the inspection, with the exception that minor repairs and maintenance may be made under MX Sports supervision.



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3. The claiming rule value is two times the Manufacturer's Suggested Retail Price (MSRP) at the National event.
4. Penalties will be assessed at the discretion of the official based on the severity of the offense, and may include one or more of the following: position(s), lap(s), time adjustment, disqualification, suspension, loss of championship points, fine, probation, warning, etc. In the Limited classes, if a violation is deemed by the referee to be cosmetic in nature, with no performance advantage or willful misconduct involved, a warning or fine may be issued in lieu of disqualification.
5. Technical protests must have a good faith basis in fact. Protests deemed by the Race Official to be frivolous or filed with the intention of harassing, annoying or disturbing the protested rider, may not be accepted and may be subject to penalty for conduct detrimental to the sport of motocross.

2020 MX BIKE BUYER'S GUIDE

The new motocross bikes of 2020 have almost all been revealed. The following is gathered prices, facts and photos of all the MX bikes from Honda, Husqvarna, KTM, Kawasaki, Suzuki, Yamaha, TM and Cobra. The prices listed are manufacturers suggested retail prices and do not include destination, set-up or taxes.



HONDA CRF450R: \$9399

This is the mauler of the 450 class. The Honda CR450R is the horsepower champion, but for 2020, it has a gentler side, too. New mapping makes the 450 a little easier to handle, and it has three different maps available at the push of a button so you can tailor the bike to different conditions and skill levels. It also features three levels of traction control.



HONDA CRF450RWE: \$11,999

For expert level riders or those who just want something special, Honda offers the CRF450R Works Edition. This is a CRF450R with upgrades in a number of areas, including Yoshimura slip-on exhaust canisters, a ported head and titanium nitride coatings for the fork tubes and shock shaft. The RWE also has team Honda graphics but not Ken Roczen's big number 94.



KAWASAKI KX450: \$9299

In 2019 Kawasaki went all out, giving the KX450 a new electric start motor and a completely redesigned chassis. The KX is the lightest of the Japanese 450s



and the only one that features a hydraulic clutch. The 2020 model has no mechanical changes, but it remains a favorite of the *Dirt Bike* staff for both motocross and GP racing.



HUSQVARNA FC450: \$10,099

The Husqvarna FC450 shares its engine, frame and suspension components with the KTM 450 SX-F, but now the testing and therefore the final suspension settings are performed independently of KTM. Husqvarna motorcycles have a composite subframe/airbox, a Magura hydraulic clutch, DID rims and ProTaper bars to further set them apart.



KTM 450 SX-F: \$9999

In 2019, the KTM 450 got a stiffer frame, a new head and new bodywork, so the 2020 model is mostly unchanged. There are suspension changes and new mapping, plus every bike comes with an extra airbox cover that is vented and offers a little more throttle response. It still has a single overhead cam and electric start. It's the lightest and among the most powerful in its class.



SUZUKI RM-Z450: \$8999

For 2020, the Suzuki RM-Z450 is unchanged after getting a major revision in 2018. It now is the only bike in the class without electric start. It's also the least expensive and many riders still say it's the best handling. The RM-Z motor uses plug-in couplers to allow you to change maps at the track. It has a coil-spring Showa fork and the Showa Balance Free Rear Cushion.



2019 model pictured

TM MX530 Fi/TM MX450 Fi: \$10,995/\$10,995

This is a small but very ambitious company out of Pesaro, Italy. TM is owned and operated independently. There's no giant bureaucracy, so they can make changes and innovate very quickly. The company's big four-stroke MX bike comes as either a 530 or a 450 for the same price. Both have aluminum frames, downdraft intake, a KYB fork and a TM-made shock.



YAMAHA YZ450F: \$9399

Of all the bikes in the 450 class, Yamaha put the most effort into its 2020 model. The newest version of the YZ450F has a redesigned head, new mapping and a slightly different frame. It still features Yamaha Power Tuner connectivity, which allows you to remap the fuel delivery and spark advance with any smartphone.



HUSQVARNA FC350: \$9899

There might not be many pro motocrossers campaigning a 350 against 450s, but it's a different story in the amateur world. The Husky FC350 is a favorite in the vet classes across the country. It got a stiffer frame and new bodywork in 2019, so 2020 has few changes. The Husky 350 has a different look and feel from the KTM 350SX-F, but both roll out of the same factory.



KTM 350 SX-F: \$9799

The KTM 350 shares its chassis with the 250SX-F, but the motor is beefed up in every way. In terms of outright acceleration, it's only a tick off of a full 450, but is much easier to manage. The 2020 version has very few changes, but it does have new suspension settings. The front suspension is still a WP air fork but it's now called the WP XACT 48.



TM MX300Fi/MX250 Fi: \$10,995/\$10,995

TM might be a small company, but the U.S. importer will be handling over 30 different models in 2020. Last year, the 250 had a more modern motor whereas the 300 used a design from the previous generation. Now, both bikes are built on the newer platform, separated only by displace-

ment. Both have aluminum frames and six-speed gearboxes, KYB forks and TM-made shocks.



HONDA CRF250R: \$7999

In 2018, the CRF250R was reborn as an electric-start bike with double overhead cams and a finger-follower valve train. It was a hit in the handling and suspension departments, but the universal complaint was a lack of low-end power. For 2020, Honda has addressed that with a new head, piston and cams. It also got a less-rigid frame and new suspension settings.



KAWASAKI KX250: \$7799

Kawasaki was expected to recast the KX250 in the same mold as the new electric-start 450 for 2020, but it didn't happen. Instead, Kawasaki redesigned the motor from the crankshaft up, giving it a different bore and stroke and a finger-follower valve train. The result is a kick-start bike with much more power but a price that is almost unchanged.



HUSQVARNA FC250: \$9199

On a pro level, it's hard to argue with the Husqvarna FC250. It's

light and very powerful. In 2019 it got a more rigid frame and new bodywork, so it returns for 2020 with only minor changes. It has somewhat cushier settings in the WP XACT 48 air fork, but overall, the bike still is aimed at higher level racers who ride hard and aren't afraid to scream it.



HUSQVARNA TC250 TWO-STROKE: \$8399

The Husqvarna TC250 is proof that modern two-strokes are continuing to evolve alongside four-strokes. It got a new chassis and bodywork last year, just like the four-strokes in Husqvarna's motocross line. It still has a kick-starter and a Mikuni carburetor, while most of the two-strokes in the company's off-road line have moved to electric start and TPI fuel injection.



KTM 250 SX-F: \$9099

The KTM 250SX-F got a number of revisions last year, so 2020 was not a year of major change. It remains the lightest bike in the class despite having electric start. It's also one of the fastest. It uses Brembo brakes, a Brembo hydraulic clutch and WP suspension components including the XACT 48 air fork.



KTM 250 SX TWO-STROKE: \$8299

The KTM 250 two-stroke has basically the same chassis as the 250SX-F four-stroke. The only difference, as two-stroke lovers will loudly report, is that it has a motor that is more powerful and lighter. The 250SX still has a carburetor, uses a kickstarter and burns premix. It's the only two-stroke that competed in the 2019 Lucas Oil Pro Motocross series.



SUZUKI RM-Z250: \$7899

Suzuki has been keeping a low profile in the motocross world lately, The RM-Z250 got a number of changes last year, but it still uses motor technology that's decidedly old-school compared to most of the other bikes in the 250 class. Suzuki has managed to keep the price down and the RM-Z is still considered a very good handling bike with decent suspension.



YAMAHA YZ250F: \$8199

Yamaha redesigned the YZ250F in 2019 and returned to the top of the 250 class, both in popularity and in performance. It gained a little weight along the way, but it now has electric start and smartphone connectivity. Suspension and reliability are also traditional strong points for the YZ. The 2020 model is unchanged.



YAMAHA YZ250 TWO-STROKE: \$7499

Yamaha continues to offer the YZ250 two-stroke year after year, and it keeps selling enough to justify its existence. The main reason for its longevity is its overall handling and suspension, which continue to lead the class. The motor remains a kickstart-only, case-reed five-speed with a mechanical powervalve and the same basic layout for the last 15 years.



STROKES: \$7499/\$7299

Some racing venues allow 144cc two-strokes to compete in the 125 class, others don't. KTM deals with this problem by offering both a 125 and a 144 (labeled a 150), which differ only in bore. Both have old-fashioned kickstarters, WP XACT 48 air forks, linkage rear suspension and dry weights that are under the 200-pound mark.



HUSQVARNA TC125 TWO-STROKE: \$7399

Husqvarna offers only the TC125 for the schoolboy motocross class, but there is a top-end kit that boosts it to a 144. There is also a fuel-injected, electric-start TE150i that is available as an off-road bike. The TC125 has the WP XACT air fork, a Mikuni carburetor and a mechanical powervalve that is externally adjustable.



YAMAHA YZ125 TWO-STROKE: \$6599

If Yamaha ever stopped offering the YZ125 there would be a revolution in the streets. This is a hero-maker, thanks to phenomenally good suspension and excellent handling. The YZ125 is no longer the horsepower king of the light-weight two-stroke world, but it's close enough that it can still win races on the merits of pure handling.



HONDA CRF150R: \$5099

The Honda CRF150R is one of a kind; the only competitive four-stroke in the mini MX world. 2019 Supercross champion Cooper Webb, among others, first earned national attention on the little Honda. Most racing organizations force it into the Supermini class where it struggles to compete with 105cc two-strokes, but in stock form, it's in the hunt with an 85cc two-stroke.



KAWASAKI KX100: \$4599

Back in 2014, Kawasaki redesigned both the KX100 and the KX85, giving them both more power, updated suspension and new bodywork. Since then, they haven't changed. The KX100 is offered with a larger bore, a 17-inch rear wheel and a 19-inch front wheel. It is eligible for the Supermini class, although it generally needs a little work to be competitive there.



KAWASAKI KX85: \$4349

Like the KX100, the KX85 was redesigned back in 2014 and has gone unchanged since then. It sells for far less than the premium bikes in the class and has proven to be competitive in the right conditions. At the Loretta Lynn's Amateur Nationals, a few Kawasakis were spotted on the podium.



SUZUKI RM85 TWO-STROKE: \$4249

The Suzuki RM85 is the old man of the mini class, having gone unchanged for 18 years. The good news is that the bike is priced lower than anything in the class and it still might be the best for smaller riders thanks to its low seat height and torquey motor. To this day, the Suzuki is easily modified into a competitive Supermini.



HUSQVARNA TC85 TWO-STROKE: \$6099

Husqvarna is making a dent in the elite ranks of the mini racing scene. The TC85 is nearly identical to the ubiquitous KTM 85SX. The Husky has its own look, although the motor, frame and suspension are identical to those of the KTM. It's unchanged for 2020 with a powervalve-equipped six-speed motor and a WP XACT air fork. A big-wheel version sells for \$6299.



YAMAHA YZ85 TWO-STROKE: \$4699

Last year, Yamaha turned the mini world upside down by redesigning the YZ85 with a mechanical powervalve. It also got new suspension and suddenly the Yamaha was competitive once more. Yamaha managed to keep the price down by sticking with the older bodywork, so the little YZ doesn't look that different from before—but it is.



KTM 85SX TWO-STROKE: \$5999

Few bikes have dominated amateur racing as thoroughly as the KTM 85SX. In the mini and Supermini classes of the 2019 AMA Amateur MX Nationals at Loretta Lynn's, roughly 60 percent of the entrants were riding KTMs. The 2020 model has few changes aside from graphics and a lighter muffler. It still features a six-speed motor and an air fork. The big wheel version sells for \$6199.



HUSQVARNA TC65 TWO-STROKE: \$5149

The Husqvarna TC65 two-stroke looks and has features similar to those of full-size motocross bikes. It has a six-speed gearbox, a hydraulically actuated clutch and a powervalve that is operated by pressure rather than a traditional ball-ramp mechanism. The 2020 model has a new ignition curve and jetting.



KAWASAKI KX65: \$3699

Kawasaki's KX65 costs about \$1500 less than the more race-oriented bikes in the 65 class. It still offers a manual clutch, a six-speed gearbox and hydraulic disc brakes. This is a perfect transition bike for kids who are learning to use a clutch, although it's not as competitive as more modern bikes from KTM, Husky, Cobra and Yamaha at the highest levels of racing.



KTM 65SX TWO-STROKE: \$5049

There will be a whole generation of tomorrow's motocross stars who arrive in the pro ranks having ridden nothing but orange. KTM's coverage in the mini ranks is deep, not only at the AMA Amateur Nationals, but at every track in America. The 65SX remains a sophisticated racer with a power-valve motor, an air fork and a hydraulic clutch.



YAMAHA YZ65 TWO-STROKE \$4599

At the end of 2018, Yamaha returned to the 65 class after a 30-year absence. The fact that the YZ65 exists is a testimony to the commitment that Yamaha is making in youth motorcycles and youth sport. The YZ65 compares well to the 65s from KTM, Husqvarna and Cobra at a price that is much lower.



COBRA CX50JR & P3: TBA

Cobra caters to racers, but the company also has bikes for true beginners. The CX50JR and the P3 have 10-inch wheels and tame performance for younger riders. The P3 is the smallest of the two and qualifies for the Special Limited class. New for 2020: Improved front brake feel and power. The front master cylinder piston size was increased from 9.5mm to 11mm. See-through gas tank. Eliminate overflowing and see exactly how much fuel you have so you can race lighter. Lighter weight and cooler running cylinder thanks to an all-new water jacket shape around the exhaust port.



HUSQVARNA TC50 TWO-STROKE: \$4349

Husqvarna is traditionally thought of as a brand that appeals to older riders, but that's changing. The TC50 is exposing American kids to the oldest name in motorcycling. It's an auto-clutch mini racer with an air fork. It's nearly identical to the KTM 50SX aside from bodywork and legacy.



KTM 50SX TWO-STROKE: \$4349

This year KTM did little to the 50SX beyond a new swingarm. The bike remains a single speed two-stroke with a WP air fork that offers adjustable damping. The automatic clutch is adjustable and offers a way to tailor the output of the motorcycle as the rider becomes more experienced and confident.



50 Shaft

PW

1	Keegan Scheon	177
2	Reagan Mayer	174
3	Kanaan Stone	161
4	Alex Nohrer	142
5	Aidan J Mcfarland	129
6	Hunter Gorman	117

50 Jr 4-6

1	Ryder R Terry	202
2	Chance Litchfield	197
3	Ezekiel M Utz	187
4	Gunner Reynolds	142
5	Reagan Mayer	132
6	Aidan J Mcfarland	121
7	Colten Branham	91

50 Oil Inj 4-8

1	Kanaan Stone	216
2	Axel Nohrer	182
3	Zander Brock	156
4	Hunter Gorman	133

50 Sr 7-8

1	Sam O'Leary	213
2	Jonathan Sporing	174
3	Logan Sparks	147
4	Levi Birt	147
5	Jimmy Jarrett	121
6	Carson L Willard	111
7	Owen Bailey	110
8	Levi Weeks	97
9	Braidyn Steinburgge	79

50 Open

1	Sam O'leary	192
2	Logan Sparks	168
3	Jonathan Sporing	166
4	Levi Birt	123
5	Chance Litchfield	117
6	Carson L Willard	111
7	Ryder R Terry	107
8	Owen Bailey	102
9	Jimmy Jarrett	99
10	Gunner Reynolds	92
11	Levi Weeks	76

65 Jr

1	Benjamin Brashear	194
2	Landon Holland	187

3	Sam O'Leary	170
4	Bailey Walker	139
5	Xander McCorkle	117
6	Levi Birt	98
7	Braxton Groman	95

65 Sr

1	Brennan Puckett	197
2	Conner Bussey	179

65 Open

1	Landon Holland	180
2	Benjamin Brashear	172
3	Braxton Gorman	108

85 Jr

1	Evan schroder	210
2	Brennan Puckett	157

85 Sr

1	Landen R Hill	157
2	Carson Mayer	155
3	Aidan P Honeyman	150

85 Open

1	Evan schroder	185
2	Owen Ferrell	182
3	Aaron Waters	118
4	Aidan P Honeyman	113

Super Mini 12-16

1	Owen Ferrell	199
2	Carson Mayer	166
3	Aaron Waters	162

School Boy 1 12-16

1	Brett Heidorn	218
2	Bryan Jenkins	159
3	Troy Thacker	139

School Boy 2 14-17

1	Brenden Kelly	196
2	Matthew Caupp	176
3	Dominick McFarland	155

125 B/C

1	Brett Heidorn	214
2	Edward Sullivan	133
3	Troy Thacker	128



(continued)

14-24

1	Zack Zizzo	191
2	Donovon Davis	121

Girls 7-12

1	Bailey Walker	225
2	Jordyn Mitchell	195

Womens 12+

1	Justus Blair	216
2	Megan York	192
3	Samantha Laderer	185

250 B

1	Haydn Sutherland	191
2	Matthew Caupp	134

250 C

1	Brenden Kelly	220
2	Collin Sage	192
3	Cameron Ferrell	158
4	Noah M Dewitt	131
5	Talon E Koger	82

Open A

1	Michael Willard	207
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Open B

1	Zack Zizzo	191
2	Hadyn Sutherland	147

Open C

1	Brenden Kelly	210
2	Collin Sage	208
3	Cameron Ferrell	171
4	Noah M Dewill	148
5	Donovon Davis	112
6	Edward Sullivan	82
7	Sean Barber	78
8	Tylor Steinbrugge	69
9	Nick Holmes	55

25+

1	Jason A Henninger	225
2	Richie Robinson	193

30+

1	Jason A Henninger	225
2	Richie Robinson	188
3	James Hill	139
4	Austin Jones	124
5	Sean Barber	113
6	Devin New	102
7	Nick Holmes	101
8	Bill Schoen	93

40+

1	Kevin Perkins	182
2	Matt Joslin 3	164
3	James Hill	153
4	Timothy A Stump	135
5	David Kenny	110
6	Brett McKeever 7	110

45+

1	Mike Morgan	218
2	Kevin Perkins	197
3	Matt Joslin	156
4	Timothy A Stump	128
5	Lonnie Stinson	121
6	Mark Ziepfel	107

50+

1	Mike Morgan	225
2	Mark A Price	166
3	Mark Ziepfel	



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