

RMRA

ROCKY MOUNTAIN RIDERS ASSOCIATION

THUNDER RECAP

Get the run down

NEVER SUMMER

Full send any season

ON TO THE NEXT

Races coming up

Useful links

Thanks to our sponsors

IF YOU MISSED IT
RMRA TOWN HALL

Lets go!

A change up this year! Dropping from 22 races to 14 for the 2026 season, allowing more freedom to those that want to pursue out of state events. This move also alleviates the commitment of racing a high amount races for the season. A move towards quality, not quantity.

What's the lineup?

3 | Editors Choice: Full Throttle Thanks

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Full throttle *Thanks* to Thunder Valley

A massive shoutout to Thunder Valley and David Clabaugh for throwing down one of the most intense, technical tracks we get to battle on year after year. Yeah, we hit a few bumps getting this season fired up—but that's part of the grind, and every second of it was worth the ride. The battles were brutal, the victories hard-earned, and the lessons hit just as hard—that's what keeps us twisting throttles and lining up again and again. We see you, we appreciate you, and we're stoked to have every one of you riding this journey with us.

We SOLD OUT of transponders for Thunder Valley, and it looks like that may be a theme for this year. If your interested in purchasing a transponder and subscription please visit [MyLaps](#) to grab yours! The orange TR2 transponder for MX is the one you'll want.

We do suggest the one(1) or two(2) year subscription, as with the others, if your transponder is lost or broken, Mylaps will not refund the subscription.



NEVER SUMMER

INDUSTRIES

FULL SEND ANY SEASON

Never Summer builds the highest quality, most durable snowboards in the world, and does it right here in Denver, CO. They started in 1991 and are still locally owned and operated. What makes Never Summer unique in their industry is that they strategically focus on quality, while also engineering the most technologically advanced snowboards offered by any snowboard company.

Being native to Colorado, their love for the local snowboard community, and other action sports communities, is alive and well in all that they do. They support many different youth organizations, local athletes, as well as our very own motocross community.



Never Summer has always had a love for motocross and many of their employees ride dirt bikes. Through that, they have noticed a large crossover between the two sports.

Cool fact...Never Summer actually sponsored Chase Sexton early in his professional career as well as Alex Martin!

SEASON OPENER

AT



OPENING ROUND OF RMRA'S 2026 SEASON IGNITES AT THUNDER VALLEY

BY: MATT SCHOENECKER, 5280 MOTOPIX

The Rocky Mountain Rider Association kicked off its 2026 season in style, greeting riders and fans with a picture-perfect Sunday morning at Thunder Valley Motocross Park. The energy was immediate—familiar faces reconnecting at the Riders' Meeting, new competitors stepping into the spotlight, and a shared sense that this season was going to be something special.

Officials opened the day with a mix of insight and anticipation, sharing key updates on the latest American Motorcyclist Association rules for 2026. Then came a moment of calm before the storm, as Denise Hadley led a heartfelt morning prayer, setting the tone before engines roared to life.

And roar they did!!!



Opening Round continued...

The track came alive with the Senior 40+ classes leading the charge. In a commanding performance, Brandon McGray swept both motos in the 40+ A class, setting an early benchmark for the season and reminding everyone he's a force to watch out for also taking 2nd overall in the Vet 30+ A class too.



Vet 40+ lined up for first moto



250C Moto 1 Start

Matt Schoenecker

If that set the pace, the 250C class turned up the intensity. With over 30 riders packed onto the gate, the start was always going to be chaotic—and it didn't disappoint. Charging up the steep hill into a tight 180-degree right-hand turn, the field bottlenecked. Mid-pack, things got tangled when Hadrian Hodge went down, collecting Wesley Erfling and Noah Nocita in the process. While the incident slowed a few riders, the race quickly regrouped into a thrilling contest.

Out front, Jenner Brooks delivered a standout performance to claim 1st overall, with Rowan Erickson and Alexander Vigil rounding out a competitive podium. The depth of talent in the 250C class is undeniable—this is a group that promises drama, growth, and breakout moments all season long.



Hodge, Erfling and Nocita in turn one

Matt Schoenecker

Continued on next page

Opening Round continued...

Rider Wyatt Fullerton is already making waves. Stepping up into the 85cc ranks for the first time, Fullerton showed both speed and resilience. Competing in the Junior Mini 85cc (9–11) and Open Mini 85cc (9–12) classes, he secured an impressive 2nd overall in the Open Mini division.

His Jr. Mini results tell an even deeper story. After a tough break in Moto 1—going down and struggling to restart, resulting in a DNF—Fullerton came back with authority, taking 1st in Moto 2. Without that early setback, a podium finish would have been well within reach. Even so, his performance signaled something clear: this young rider is on the rise.

With ideal weather, strong turnout, and bar-to-bar racing across the board, the RMRA season opener delivered exactly what fans hoped for—and maybe a little more. If this first round is any indication, the 2026 season is shaping up to be one to remember.



Wyatt Fullerton

SEAN SNYDER



Wyatt Fullerton #402

SEAN SNYDER



TOWN HALL MEETING

Nothing like a 'Good Ole Fashion' members meeting to get some blood pumping!

FUELING THE FUTURE: RMRA'S FIRST TOWN HALL!

BY: MATT SCHOENECKER, 5280 MOTOPIX

Following Saturday's practice on March 28, 2026, at Thunder Valley Motocross Park, the Rocky Mountain Riders Association (RMRA) hosted a Town Hall meeting to address member questions and provide greater transparency. Most of the RMRA board was in attendance, along with former president Davey Gonzales. The discussion focused largely on two recurring concerns: race safety and the overall strength and direction of the association.

A key topic was how responsibilities are divided between RMRA and individual race promoters. RMRA organizes the season schedule and coordinates with promoters, while its revenue comes primarily from sponsorships and membership fees. Promoters, on the other hand, collect race entry and gate fees and manage the day-to-day operations of each event, including track preparation, staffing, and race flow. At the end of the season, RMRA hosts its awards banquet, funded through sponsor support.

FUELING THE FUTURE

CONTINUED >

Safety was a central point of discussion, with riders emphasizing the importance of well-prepared tracks, smooth event operations, and attentive, properly trained flaggers. While these standards are often met, members asked where to direct concerns if they believe those standards are not.

Riders were advised that all safety issues—ranging from inadequate flagging to delayed medical response—should be reported to the American Motorcyclist Association (AMA), which sanctions the events. Concerns can be raised directly with on-site referees during race day or submitted to the AMA afterward via email. Because AMA sanctioning provides promoters with access to insurance and the ability to host official events, maintaining safety standards is critical for their continued operation.

The group also addressed a recent decline in rider turnout. Rising costs associated with racing and travel were cited as potential factors, along with some riders choosing to compete in out-of-state events. Despite this, several attendees expressed a willingness to pay higher gate or entry fees if it ensured better track conditions and improved safety measures. Members were encouraged to share feedback with RMRA regarding track quality, class offerings, and ideas to strengthen participation. Overall, though as RMRA President Aaron Kibler noted, “the promoters operate their unique events.” Overall, the Town Hall reinforced a shared goal among riders, organizers, and promoters: to deliver safe, competitive, and enjoyable race experiences across the RMRA series.



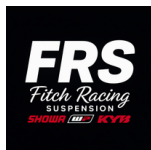
Thank you to our Sponsors

Massive shoutout to our sponsors—this program doesn't move without you behind the gate. Your support fuels every lap, every battle, and every victory out on the track. We support those who support the sport—so make sure you back the brands that keep this moto family growing stronger every season.

We thank Mountain States Toyota, Never Summer, Blue Groove Graphix, Money Inc Motorsports, LSR Motorsports, G-Force Powersports, All-Terrain Motorsports, 4 HIM Racing, Murray Excavating, Apex Sports, Snap-on Tools - Tony David, Fitch Racing Suspension, IC Promotions, N&R Cookie Cutters Longmont & Loveland, Jim Black Construction, Elite Regenerative, MotoAdventure, Vickery Motorsports, Venturhaus, and Bravenly Fit Fuel for keeping RMRA racers rippin' in 2026!

See you at the next race!

<p>May 17 MX @ Aztec</p>	<p>June 7 MX @ LCRA</p>	<p>June 20 SX @ Norris Penrose Event Center</p>	<p>June 27 SX @ Southeast County Fairgrounds</p>
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USEFUL LINKS



AMA RULEBOOK
RMRA RULEBOOK
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RMRA MEMBERSHIP

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