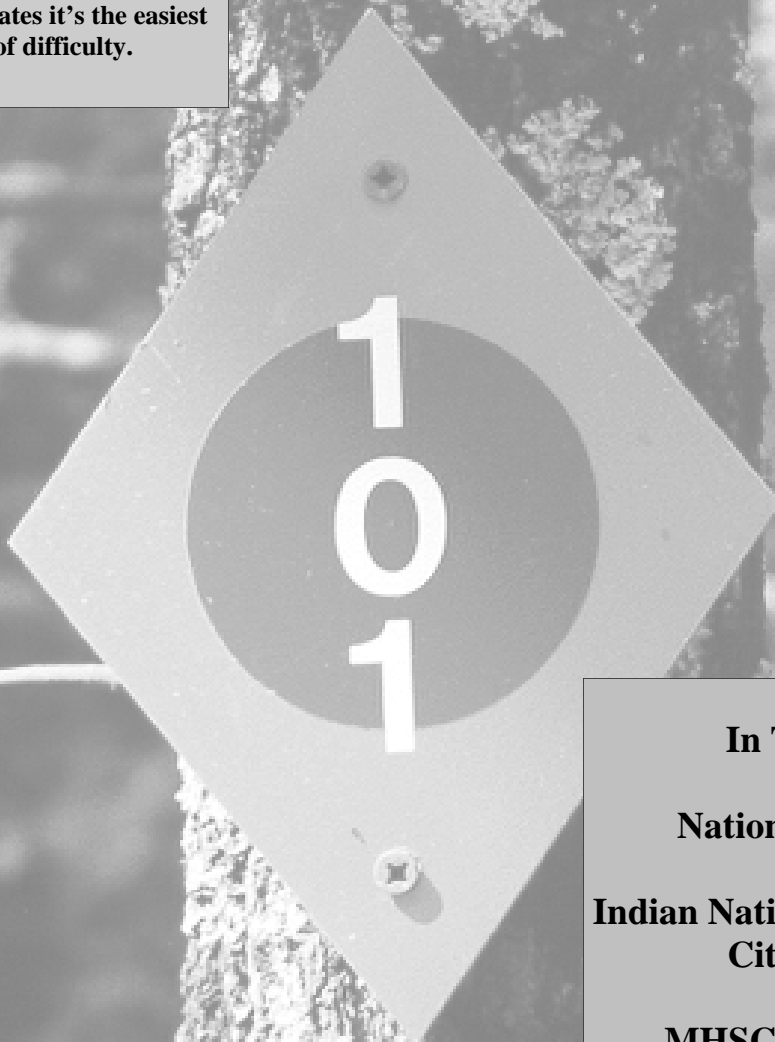


Notes on Spokes

This new Chadwick trail marker on 101 indicates it's the easiest level of difficulty.



In This Issue:
National Trails Day
Indian Nations and Oklahoma City Enduros
MHSC at Cole Camp
Your First Enduro
OMTRA Stuff and Tid Bits

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TIDBITS

Jon "Spud" and Lesa Simons are expecting a baby spud! That may be small potatoes to you and me, but to them it means lots of dirty diapers. The big day was, oops, I mean will be next March. *Congratulations Jon and Lesa.*

Race results for the Arkansas Hare Scramble Championship series at Wynne, AR on August 22: The weather was great ,the course was awesome with lots of water, deep gravel , and what became known as the Hills from Hell . One report had it that there were 3 classes at the bottom of the first hill on lap 1; that made for a real scoring nightmare . Reports have it one-fourth of the riders quit after the first lap. Bad Day Mathis didn't let it stop him; he just turned the throttle a little more and didn't give up, coming out at top of his class. All of this came after an hour and half delay because some fool on a three wheeler fell off a cliff and had to be carried out by hand; the bad thing was he was just a spectator. Jammin June had a great time. The short course had a deep gravel creek, knee-deep water and a little motocross track thrown in for good measure. She came out in 2nd place.

I received the following in an e-mail from Jim Ingram just before going to press:

HOT SPRINGS (AP) -- Ouachita National Forest officials say they're curbing the use of all-terrain vehicles in two popular areas of the western Arkansas forest to ease erosion that is causing water-quality problems.

"There's been an explosion of ATV use in the last few years" in the forest, said Steve Cannell, forest recreation supervisor for the Ouachita forest headquarters at Hot Springs.

Off-road use of ATVs will be banned from the Wolf Pen Gap and Little Missouri River watershed areas, Ouachita forest officials said. The vehicles will be barred from nearly 12,000 acres of national forest at Wolf Pen Gap, about 5 miles south of Mena, and 45,000 acres south of the Little Missouri River in Polk and Montgomery counties. Violators can be fined from \$150 to \$5,000 and sentenced to up to six months in prison, according to Otis Burden, forest enforcement supervisor at Hot Springs.

Cannell said the 1.7 million-acre national forest, which runs from just west of Little Rock into eastern Oklahoma, has always been open to all-terrain vehicles. But he said problems had escalated in recent years "primarily from ATV users creating their own trails and riding in streams." The closures were prompted by surveys taken last year that showed reduced water quality after U.S. Forest Service personnel noticed lots of erosion in the two areas, Cannell said. Cannell said both the Wolf Pen Gap and Little Missouri River areas were very attractive, appealing to visitors from Arkansas, Texas, Oklahoma and Louisiana. "It's just overrun with folks," he said.

Jim Watson, district ranger for the Little Missouri river area, said that while the ban is on all off-road use of ATVs, "there's still plenty of access" to nearly 90 miles of open roads and trails along the Little Missouri River, which was designated a National Wild and Scenic River in 1994. One exemption for the Little Missouri area allows deer and bear hunters to use their vehicles to retrieve killed game, Watson said. That exemption won't be available in the Wolf Pen Gap area, because ATVs are already barred from the area during modern-gun hunting season. However, hunters won't be allowed to use their all-terrain vehicles to scout for game or drive to their camps, Watson said. Jennifer Freidhof, recreational officer for Wolf Pen Gap, said the ban will go into effect there "hopefully within a couple of weeks." Some campsites are also being closed in Wolf Pen Gap because of erosion, Ms. Freidhof said, particularly near streams. "We've already closed three," she said, "and we're working on closing a fourth one." Ms. Freidhof said out-of-state ATV users may have been attracted to the areas because of ATV bans in their states. "I've even seen license plates there from Mississippi and Tennessee," she said. "That really surprised me. That's a long way to go to ride ATVs." She said 41 miles of trails and roads will remain open in the area.

Contact locals and persuade them to keep the areas open for local tourist income. Contact the Forest Service for obvious reasons. Volunteer to help build trails.

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National Trails Day

September 25 was National Trails Day and approximately 40 members of the Ozark Mountain Trail Riders and the SMSU construction club met at the pavilion at the National Forest's motorcycle use area at Chadwick, MO. The plan for the day was to mark the trails for difficulty and clear trails of downed trees.

Dr. Charles McKenzie worked with the Forest Service and developed a marking system to show the level of difficulty for each trail. The system combines the orange diamonds used to mark the authorized trail with markings used by snow-skiing areas to mark the difficulty of the ski runs.



Can a group of off-roaders get together without eating? It appeared that the Construction Club thought that food is good too.



Here's an example of a most difficult trail. A "Black Diamond" Trail

The system combines the orange diamonds used to mark the authorized trail with markings used by snow-skiing areas to mark the difficulty of the ski runs.

Ski areas use green circles for easy trails, blue squares for more difficult trails and black diamonds for most difficult runs. At Chadwick, a green circle in the middle of an orange diamond indicates an easy trail. A blue square on an orange diamond indicates a more difficult

trail and a black diamond on an orange diamond means most difficult or expert only.

The trails will change difficulty. For example, if you are riding down a trail, the last trail marker you saw was green and now there is a black marker, that trail is going to become much more difficult very quickly. If you don't feel comfortable on rougher trails, it's time to turn around. We set it up so there is room to turn around whenever the trail difficulty changes.



A more difficult trail, with a blue square.

Signs were also put up to show the area boundaries and off limits areas.

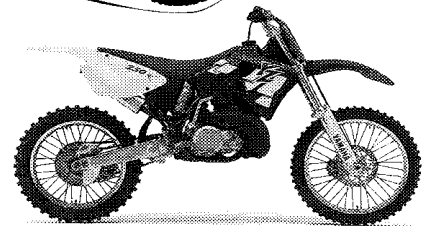
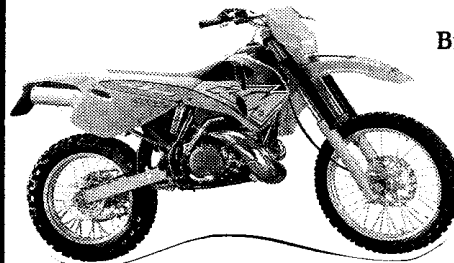
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Your First Enduro!

As I mentioned last month, I received this letter from Justin Smith, who asked, "I was wondering if you could send me some information on enduro racing. For example I can run with an odometer, but no computer. Or, I can remove the odometer and run the MX class. Do you just run hard the whole time or try to guess the speeds and mileage?" That's a good question, Justin. There are several options. But, first off, there will be no MX class at this year's Chadwick enduro. For the past two years, the turnout was so small for this class that OMTRA can't justify buying trophies for it. In fact, the trophies we gave out last year were left over from the year before. No one signed up for the class two years ago.

The first and easiest option is to get on a row with someone who has a computer. It's best if they are a faster rider than you are. Then, don't pass them. Remember, enduros are speed/distance events. The goal is to get to the checks on time. The trick is; you don't know where the checks are. So sometimes the rider with the computer will go slow. This is because he is on time. You get more penalty points for being early to a check than for being late.

Option number two: Purchase a route sheet from the promoting club. This also requires having a watch and a route sheet holder. We will assume you do have a watch. Any watch will do, but a digital watch with a big display is best. Mounting it on the handle bars so it is easily seen is also a good idea. You also need to set the time on the watch to match the club's clock. (This is called keytime.) Now, what's a route sheet and of course what is a route sheet holder? The route sheet is a strip of paper about two inches wide that lists the mileage on the left side and the minute you should arrive at the mileage on the right. What's a route sheet holder? It holds the route sheet, duh. OK, maybe you need a little more detail. Since you have a line on the route sheet for every minute in an enduro, the route sheet can be several feet long. It's too long to tape to your handlebar. The route sheet holder mounts to your handlebar and has two rollers in it allowing you to roll the sheet back and forth to see if you are on time.

It's best if you can combine options one and two. That way, if the rider with the computer breaks down or even gets temporarily stuck and you pass him, you are not wondering if you are going too fast or not. Good Luck.

How to Read a Route Chart

Below is a copy of the route chart from last year's Chadwick enduro. In this example, you have just been assigned to row 12, which means you are going to leave the start at 8:12.

Chadwick	
10/25/98	
Mile	Min
0.00	0
0 Keytime 8:00 AM	
0 MPH = 15	
0.25	1
0.50	2
0.75	3
1.00	4
1.25	5
1.50	6
1.75	7
2.00	8
2.25	9
2.50	10
2.75	11
3.00	12
3.25	13
3.50	14
3.75	15
4.00	16
4 MPH = 18	
4.30	17
4.60	18

You have just come to the 1 mile mark on the course. To find out if you are on time add minutes in the right column (4) to your start time (8:12 + 4 = 8:16). *It's easier to set your watch back 12 minutes, so you don't have to do the math while riding! It's too easy to hit trees and such.*

Here's a speed change on the route sheet. At the 4 mile marker, go faster.



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Indian Nations Enduro

The Tulsa Trail Riders put on the Indian Nations Enduro at Camp Gruber ORV Park, Braggs, OK. It was the 7th Black Jack Enduro of the year. When we arrived on Saturday, we found out they had just received rain. There were puddles, but the conditions would be great if we didn't get any more rain.

There were three 21-mile loops. The extra short course riders went about 8.5 miles before they were routed back to camp. Short course was 2 loops and the B, A and AA riders rode 3 loops. I started on row 30 and went 3 miles when we noticed rain drops in the puddles. Not a good sign. In fact, it pretty much rained on and off until the race was almost over. In this case the race went not only to the fastest, but the most prepared. It was a good idea to get new goggles at the end of each loop, plus find a way to carry a dry towel. If the rain stopped, when you got to a free time, you might be able to get clean goggles for a little longer.

There was free time at 8.5 miles and there was a tie-breaker check at 8 miles so we rode to 10.9 miles. It was a good thing you could take off and ride. The trail got real tough at this point and it was raining. First the trail went straight down, then along a creek bottom. In this case what goes down must come

up. This particular section of trail got really nasty by the third loop. Lucky, I'm a wimp and only had to ride 2 loops!

Kreg Simons had his best finish ever with fifth place overall. Stewart Hall also had a personal best, taking B overall. Good job, guys.

Jeff Fischer took overall honors. Overall A went to Steve Vanzant and the top position in the C class went to Andrew Ruud. Bobby Meek took Overall Senior Short. For complete results check out the Black Jack Enduro Circuit web site.

www.BlackJackEnduro.com.

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How to Read a Route Chart Continued.

6.70	25
7.00	26
7 MPH = 15	
RESET	
FROM 7.1	
TO 10.3	
10.50	40
10.75	41
11.00	42

Here's a reset. At 7.1 miles there will be a sign telling you to reset to 10.3 miles. This means, advance your odometer to 10.3 miles. The route sheet doesn't show a time for 10.3, so look at the next mileage (10.5), add the time to your start time (8:12 + 40 = 8:52) and leave the reset a little before 8:52.

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LEIVANS' "REPEAT THREE-PEAT"

By: Frank Leivan

Cole Camp, MO; September 5

Although four rounds still remain in the Missouri Hare Scrambles Championship, the race for the number one plate is already over. SCR/Yamaha rider Steve Leivan put the lock on the series title by pulling away in the late stages of round 10, scoring his eighth win of the season, thus claiming his seventh series Championship, the sixth consecutive.

"This year has been great. I've been on the podium every time and won a lot of races. A big thanks goes to my crew for all their help, to Yamaha for building a great bike, and all of my sponsors who make it possible," Leivan said after taking the checkered flag for the 52nd time in his career.

Lake Creek played host to round 10 of the 14-event series. The night prior to the race, a thunderstorm blew through, dumping 1 1/2 inches of rain on the 9.5 mile course. Although the storm left event promoters scrambling to replace downed course markers early Sunday morning, the trail was in perfect condition by race time. The twisting trails kept the racing close with not many opportunities for passing, Lap times were just over 26 minutes for the leaders, resulting in a five lap, 2:10:00 ride for winner Leivan.

Mike Windmann enjoyed his first holeshot of the season with Leivan getting an uncharacteristically good start in second. Chris Nesbitt, in his first race back since suffering a broken foot, got going in third, but couldn't maintain the pace of the leading duo and steadily dropped back due to the last month of inactivity. He would soldier on to finish 10th.

With Windmann setting the pace and Leivan content to follow, Brandon Forrester moved through the "AA" class after dealing with a multiple kick start. Forrester had the bit between his teeth and by the midway point of the opening lap was up to third, right on the rear fender of Leivan.

At the conclusion of lap one, Windmann, Leivan, and Forrester stormed through the scoring tent in tight formation, having already separated themselves from the rest of the pack by more than a minute. The "freight-train" effect continued amongst the top three for nearly four laps. Occasionally one rider would bobble, allowing the other two to close the gap or pull away, although no passes took place for much of the event.

"I tried to get around Mike a few times when we hit the open fields, but every time I'd get close, we had to go back into the woods and he would have the inside. He was riding really well and not leaving many chances for me to get by," Leivan



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(Continued from page 6)

said.

Halfway through the fourth lap, Forrester slipped by Leivan in a creek section by taking a straighter but wetter line. "I had been trying to keep out of the water and not splash my goggles. Each time Brandon would close up on me, but he never got by. I guess he must have figured out what I was doing, because he was closer that time and got around," Leivan explained.

Once around Leivan, Forrester put the pressure on Windmann, Windmann held on gamely for several miles before getting slowed by a lapper, allowing Forrester to move past and take his first lead of the race.

"I couldn't concentrate with Forrester behind me. I thought once he got around, I'd just follow him, but he rides so much different than I do, it was difficult," said Windmann. Before the end of lap four, Leivan would also find his way around Windmann and move into second.

Forrester took the white flag with only a couple of bike lengths over Leivan's thundering WR400. Windmann was still close as well, in what was shaping up to be a great battle to the finish. But just past the scoring tent, Forrester stopped for a splash of gas, putting Leivan into the lead for the first time in the event. Windmann took over second and Forrester got going a handful of seconds later.

"It looked like it was going to go right down to the end, but then Brandon pulled over and I was in front. That was my cue

to turn up the pace - I felt strong, --had lots of energy left and my bike was working awesome, so stepping it up wasn't too hard," Leivan said.

Forrester was somewhat disappointed after getting all the way to the front and having to surrender two positions. "I'm bummed that I had to stop. I kept wondering if I could hold them off the last lap," the 15 year old Forrester said.

Leivan's response to that question: "We'll never know."

With a clear track in front of him and the championship in his grasp, Leivan pulled all the stops on his final jaunt through the woods, turning in the fastest lap of the day, a 25:36, more than a minute faster than the previous lap. When the checkered flag flew, the Dunlop/Answer/Pro Action/NGK-backed rider had claimed the overall win by a minute and ten seconds.

Windmann held his pace the last lap and finished in the runner-up position, his best result in 1999. Forrester came in another minute back in third, for the fourth consecutive event. Fourth overall went to Jason Stegall, who rode his KX250 to the best finish of his career, on his way to the 250 B class win. Dwight Maggard piloted his YZ400 to fifth overall, fourth "AA".

Results

- O/A: 1. Steve Leivan (Yam); 2. Mike Windmann (KTM); 3. Brandon Forrester (Yam); 4. Jason Stegall (Kaw); 5. Dwight Maggard (Yam); 6. Ryan Wuebbeling (Yam); 7. Tim Gibson (Yam); 8. Tanner England (Yam); 9.

(Continued on page 8)

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OKLAHOMA CITY

Ok, here's how it goes. The BJEC enduro at Oklahoma City was the first enduro trip in the RV. If you haven't heard, my wife and I bought an RV. The plan was to hook Shawn Hall's trailer to the RV. This is how anal I am, I called Shawn on Friday to discuss how we would park and move the vehicles in order to hook Shawn's trailer to the RV. Well, Shawn had to top me. He had to prove that he was more anal than I was. He had not only figured out how we needed to orchestrate making the changes going to OK City, but he had already thought about switching the trailer back when we got back from OK City. I hate it when someone out-anals me!

With the trailer switch complete, the trailer lights and brakes working, we put five bikes in the trailer and six riders in the RV. If you do the math, two riders were going to have to ride an enduro double. Not good. Actually, Dale Willis was going to work the event. Speaking of riders, besides Dale and Shawn, Max Harkey, Darin House, Karl Harris and myself made up the team. Dale, Shawn, Max and I are forty-something. Darin and Karl are twenty-something. They were quickly nicknamed "The Kids."

Saturday night after a fine spaghetti dinner, we forty-something riders were sitting in the RV and "The Kids" were outside. We found out "The Kids" nicknamed the RV, "The Rest Home."

The RV is not that big. Three or four people can visit comfortably in it. It starts getting crowded with five. That evening ten people were in it! Will my wife ever let me take it to an enduro again?

Oh yeah, the race. The Okie Dirt Riders had great weather for their event. Approximately 300 riders turned out. The short course was just over forty miles in length. The trail was in great condition. Of course it was sandy, but nothing too technical for the average rider. The speed averages were bumped up in the special tests to take points. The B riders went another 10 miles on new trail and from what I heard, it was great. Then, A and AA riders rode approximately 20 more miles. All of which were part of the short course. Jeff Fischer took the overall BJEC hon-

**The Next OMTRA meeting:
October 21 at Buckingham's
On South Campbell at 7PM**

(Continued from page 7)

Bobby Duncan (Yam); 10. Chris Nesbitt (Yam)

AA: 1. Mike Windmann (KTM); 2. Brandon Forrester (Yam); 3. Dwight Maggard (Yam); 4. Tanner England (Yam); 5. Chris Nesbitt (Yam)

A: 1. Ryan Wuebbeling (Yam); 2. Bobby Duncan (Yam); 3. Gary Mittelberg (Yam); 4. Jon Simons (Yam); 5. Scott Harper (Yam)

125 B: 1. Nathan Looney (Yam); 2. Jason Dill (Kaw); 3. James Sloan (Yam); 4. Mike Schaefer (Hon); 5. Jody Smith (Suz)

200 B: 1. Steve Crews (Kaw); 2. Robert Armon (Kaw); 3. Pat Declue (KTM); 4. Cory Frericks (Kaw)

250 B: 1. Jason Stegall (Kaw); 2. Tim Gibson (Yam); 3. Matt Weis (Yam); 4. Joe Straatmann (Kaw); 5. Bryan Roy (Kaw)

Open B: 1. Mark Kendall (Suz); 2. David Dillingham (KTM); 3. Chris Sloan (KTM); 4. Karl Harris (Holi); 5. Duane Rambo (Hon)

4 Stroke B: 1. Les Busenbark,(Yam); 2.-Gary Pilant (Hon); 3. Nick Crawford (Yam); 4. Joseph Armon (Hon); 5. John Acton (Hon)

Vet: 1. Dave Berry (Yam); 2. Kevin Harman (Yam); 3. John Banes (Kaw); 4. Carl Dobson (K,TM); 5. Robert Schmidt (KTM)

Senior: 1. Bill Gold (Yam); 2. Brad Barnett (Yam); 3. Keith Kibort (Yam); 4. Jay Williams.(KTM); 5. William Gorski (Hon)

Super Senior: 1. Eric Hansen (Hon); 2. Jim Letellier (KTM); 3. Gerald Frericks (KTM); 4. Frank Leivan (Yam); 5. Mike McLain (Suz)

250 C: 1. Lars Valin (Hon); 2. Michael Hamilton (Yam); 3. Jake Johnson (Yam); 4. Chris Owens (KTM); 5. William Strawn (Suz)

Junior: 1. Zach Mabery (Hon); 2. Sam Lawson (Hon); 3. Patrick Myers (Kaw); 4. Chris Hinkel (Suz); 5. Bard Taylor (Kaw)

Women: 1. Michele Eidam (KTM); 2. Amanda Lappe (Kaw); 3. Kellie Crawford (Hon); 4. Rebecca Jackson (Kaw); 5. Sherri Declue (Kaw)

Trailrider: 1. Ashley Blun (Hon); 2. Todd Hecht.(KTM); 3. Darren Shenkel (Kaw); 4. Rusty Calloway (KTM); 5. Andrew Scott (Hon)

OMTRA Stuff

The September OMTRA meeting was held at the Grand Fortuna on E. Chestnut.

Several members were in attendance as well as 2 SMSU students who came with Charles McKenzie to talk about their work at Chadwick. The subject of a possible leasing of land at Pomme de Terre Lake was again discussed. It was made clear this would be mainly a family recreation area with a few short easy riding trails. The grant has not yet been granted and its stipulations are still unknown, so it was decided to take no further action until the specifics are known.

Shawn Hall discussed the upcoming Hardwood Enduro. Everything seems to be in place. He is still looking for some check captains.

Announcement was made of a \$500 donation made to the Roy Blunt campaign.

It was again announced that OMTRA will be helping the SMSU construction class with the marking of trails at Chadwick on Sat. Sept. 25. Everyone is encouraged to come and help.



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Work Phone: _____

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E-Mail Address: _____

Membership Type: <input type="checkbox"/> Family(\$20.00) <input type="checkbox"/> Individual(\$10.00) <input type="checkbox"/> Associate - Non-Voting (\$5.00)	Riding Interests: <input type="checkbox"/> Motorcycle <input type="checkbox"/> ATV <input type="checkbox"/> Bicycle
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Competition	Social Events	Communication

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Mark Your Calender

October 21 – OMTRA meeting at Buckingham's on South Campbell across from Bass Pro, 7 p.m.

Arkansas Hare Scramble Championship Series

Mike Lorenz
501-648-1696

Missouri Hare Scramble Championship

Frank Leivan
417-537-8406

1999 BJEC Schedule

Lee Glenn
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10/10 Sturkie Road – Sturkie
10/24 Lost Creek – Amity

10/17 Hardwood, Chadwick, MO
10/31 Red River, Muenster, TX

1999 Missouri State Motocross Championship Series

Jerry Sharp (417) 887-3524

10/10 Extreme Park Merwin 913-780-5607
10/24 MXP Columbia 314-488-3174

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