

Notes on Spokes

Colorado 500 participants ride into Animas Forks, a ghost town near Ouray, CO.

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TID BITS

Karl and Julie Harris had their baby boy Kale Michael on September 4, 2001. After 28 hours of labor, they decided to go ahead and do a c-section. Kale is 8 lbs. 2 oz. and 21 inches long, with lots of dark hair. Both Julie and baby are doing fine and home from the hospital.

In last month's newsletter, I included the new officers for OM-TRA. I forgot to include our new social chairman, Steve Underwood. But Steve's going to get some help. Christine Hall is going to help with the Christmas Party. She was talking about setting up a whole deal in Branson, seeing a show, renting rooms, making a weekend of it. And she can get us a deal!

Speaking of Steve Underwood. He got to find out the joys of flying. He was going to fly back from the Colorado 500 to race a MHSC race. After sitting in the Aspen airport for hours, they cancelled his flight due to the wind. He got up Sunday morning hoping to get to KC by 10 a.m., still hoping to make the race. He got bumped from a couple of flights, rented a car, drove to Denver. By that time, it was too late to race. So he caught a flight to Springfield, landing almost 18 hours after we first dropped him off at the Aspen airport. Terry and I made the drive in 17 hours.

Jim, Josh, & Gabe Cook
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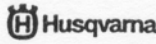





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COLORADO 500

I had heard about the Colorado 500. I had read about it in motorcycle magazines and had seen it on Motoworld, but I really didn't know much about it. I didn't know what it took to get to ride it. So, here's the deal.

The Colorado 500 has been going on for 26 years and it's an invitational trail ride. A veteran must invite you. In my case, it was Terry Brumley who invited me. On his third year, he gets to invite someone else on the ride. Terry called me back in May and asked if I was interested in riding. Of course, I said yes. Then I had to ask, "When is it?"

I had to fill out a resume on my riding background (*not that work stuff*) and submit it. Then, they sent me an application that I had to fill out and Terry said to over-night it back, since it was on a first-come-first-served basis. It was almost August 1 before I got the official word that I got to go.

There were 300 riders signed up. I wondered how this worked. Do three hundred riders follow the same trail? (No) Are there arrows like an enduro? (No) One of my friends from the Springfield area had been out there during a previous Colorado 500 and said it looked pretty disorganized. Well, let me tell you how it works. You pack up your gear bag and the organizers take it by truck to the town you are going to stay in that night. You and your motorcycle have to find your own way. Hopefully, to the same town where your bag is. The



Our group for most of the week was: back row L to R – Dale Smith, Tom Huber, Steve Underwood. Front row, Terry Brumley and myself.

itinerary gives suggested routes. Usually there are routes for A or B level riders and another easier route, 4WD passable. And it is up to you to find a group to ride with. If you are a rookie like me, your sponsor has already got that figured out. The organizers have several local riders to lead groups. I pretty much just followed Terry.

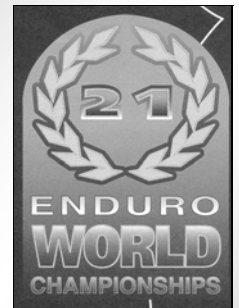
So, why did it look disorganized? It's just a

bunch of riders finding their way from one place to another. They have to decide which trails to take. Make sure everybody stays together and so forth. Pretty much just like any

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(Continued from page 3)



A little trailside maintenance.

other trail ride.

What does make it different from every other trail ride? Well, first off, the organizers have taken care of the arrangements. They take your bag from town to town during the week. They have the motel rooms taken care of, and they were all first class. They set up meals and have chase trucks.

It is also a charity event. Part of your entry fee goes to several local charities. Many are associated with the towns we travel through, like Search and Rescue organizations, youth groups, scholarships, etc. as well as the legal defense fund.

Monday, August 20:

Sign Up, Tech Inspection (*bikes must be street legal, but it's not as bad as it sounds. You can get a temporary Colorado tag with a headlight, tail light, horn, mirror and pass a sound test*), Rookie Orientation Meeting, and Riders' Meeting all at the Dallenbach Ranch, Basalt, CO. This is where we met up with Bill Cary and Steve Underwood from Springfield. Bill had been Terry's sponsor several years ago and now he asked Steve to come along.

We were all standing around watching Bill switching gas tanks on his KTM 520 EXC, because the fuel filler on his after market tank broke off, when somebody in a Ford Expedition with Arkansas tags started waving at me. Here were Steve Holub (BJEC Chairman) and Steve Pierce (Arkansas Dirt Riders Chairman). I guess they will let in just about anybody.

Tuesday, August 21

The group started out at the Dallenbach Ranch headed to Crested Butte. After several miles of blacktop we headed up to Taylor Pass, where we met the first support truck. This was going to handy having support trucks. We headed to Texas Creek to Timberline trail. The start of Timberline was pretty tough with,

beaver ponds, marshes, etc... It took several attempts before we got through. Then, on to the Taylor Reservoir outpost for fuel then to Dinner Station campground to Spur trail to Spring Creek Reservoir road to Dead Man's trail to Roaring Judy over Cement Mountain; then we took pavement to Crested Butte for the night for a total of 130 miles.

Wednesday, August 22

This was going to be a long day. Crested Butte to Ouray by way of Gunnison and Lake City. Take out a map of Colorado; see—it's a long way. We took the road over Ohio Pass to get to Gunnison for lunch. Lunch, by the way, was provided by Team Green. We went south out of Gunnison thru the desert. This is new territory to me. We took so many twists and turns to get to Cabola Creek then a short ride down a gravel road to Stage Coach road. It was on Stage Coach that it started to rain. It had rained on us earlier but we had all dried out. But about 35 miles from Lake City it started to rain, and it rained all the way to Lake City; 35 miles in the rain on a dirt bike is not a lot of fun. We eventually got to Lake City.


In Lake City we gassed up and went across the street to a restaurant. Actually, we took refuge in the restaurant. We all ordered chicken noodle soup. The bad thing was, we were shaking so bad from being cold, we couldn't get the soup spoon up to our mouths without shaking it empty. We found out that one of the Colorado 500 riders actually paid \$150 to get his bike and himself trucked over the pass to Ourey. I want to emphasize that this rider was NOT in our group. The driver of the truck then spent \$75 of the \$150 drinking in a bar in Ouray. Not wanting to get a DWI, he drove his truck over Engineer Pass back to Silverton, after midnight, drunk!

The funny thing was, by the time we got on our bikes to head the 30 miles over Engineer Pass to Ouray, the sun came out. Our total mileage for the day, 190.

Thursday, August 23

Today we started and finished in Ouray. It was kind of nice to stay in the same room two nights in a row. Most of the trails in this part of the state are two track. We took Cork Screw road to Silverton. Then, Black Bear into Telluride. Black Bear is a one one-way trail going down into Telluride. So we were quite surprised to see two riders coming up the trail. As it turned out, they were with the sheriffs department, practicing a rescue. They were trying to get a couple of XR200s and an ATV pulling a rescue trailer up the trail. Only one of the XRs made it up the trail while we were there.

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(Continued from page 4)

Then, on to Telluride for lunch. We took Imogene pass back to Ouray with a detour to Mount Sheffels. It was a short day, only 90 miles and yes, that nap was mighty good that afternoon.

Friday, August 24

It was going to be a long day. A reverse of Wednesday, Ouray to Lake City to Gunnison and finally to Crested Butte

for the night. We did take a different route this time, with more single track. Kevin from Gunnison won't forget Pole Creek trail. Before we even got there, he got two flat tires. Then, on the single track, he blew out his knee! They wrapped it in duct tape (outside his pants), started his bike, put him on it and he rode it out. He rode it Lake City and then rode it down the highway, all the way to Gunnison!

After some highway and a shortcut through the desert, we got to Gunnison. I'm not sure how we got there; we ended up taking Greenlake Trail into Crested Butte. It was a neat trail. It reminded me of trails in the Ozarks with more elevation changes. It was lots of fun. Total mileage, 180.

Saturday, August 25

This was going to be a short day. We decided keep it easy and stick to two track and roads to get from Crested Butte to Snowmass. Lunch was sponsored by Steve and Lyndi Widener. They have a real neat cabin by American Mountain.

After lunch, we went over Taylor Pass and back to Snowmass. We got back early, only riding 70 miles. It was nice to get some rest that afternoon before the banquet.

Banquet Highlights

Lots of give-a-ways. Awards. Good food.

The speaker that represents us in Washington said our biggest problem is NOISE.

Got to see the video. Can't wait for my copy to get here.

The Drive Home

I called Linda to say we would be home about 10 pm. She came out to greet us when we got home and said we zeroed it.



Pretty impressive. Here are part of the 300 motorcycles participating in the Colorado 500.

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Leivan takes Tebbetts

By: Frank Leivan

Tebbetts, MO; July 15

For the seventh time during the 2001 Missouri Hare Scrambles Championship, SCR/Yamaha rider Steve Leivan emerged with the overall victory. The WR426 rider climbed from an eighth place start to take the lead within a lap and a half and control the pace all the way to the checkered flag.

Round nine, hosted by Show-Me Motorsports, featured an 11 - mile course of rolling trails, long creek sections, fast fields, and just over a mile and a half of virgin single track. Dust was only a problem on the first lap in the open sections, but once the dirt was churned up, the moisture rose to the top leaving the trail in nearly perfect condition. Most riders commented on how "fun" the event was.

Leivan echoed those thoughts. "This race was a blast. We've been going the same direction for the last three years, but this year the guys ran us the opposite way and the course seemed a lot smoother to me. It's really fast and easy to find your rhythm on, so everyone has a good time. The new section they found for us was really good and helped slow us down a bit."

A very short start chute sent the riders straight into the woods for a few seconds before hitting the grass track section and KTM rider Ryan Wuebbeling was at the head of the "AA" pack. Aaron Shaw, Jerry Hemann, Chris Thiele, and Chris Nesbitt gave chase while Leivan was quickly on the move, moving into sixth within

a half mile.

The first half of lap one featured several passes and position swaps. First, Leivan got sideways exiting a deep ravine and was forced off his machine, losing a position to Chad Busenbark. Within a minute, Thiele went down, nearly taking Nesbitt with him. Leivan then made a high speed pass on Busenbark to take over fifth, and this was all within the first three miles.

As Wuebbeling continued to lead out front, Hemann was searching for a way around Shaw while Leivan was doing the same with Nesbitt. The problem being that the trail was the fastest way around most of the course and the "alternate lines" ended up costing more time than they gained. Leivan found this out the hard way.

"I had a log get jammed between the swingarm and rear wheel, which made the bike act like the brakes were dragging. I got off, saw the log, and rolled the bike backwards and it came right out. It didn't take too long, but I lost touch with those guys," Leivan explained.

By the end of lap one, just 11 seconds separated the top half dozen riders with Wuebbeling leading the way. Then came Shaw, Hernaim, Nesbitt, Leivan, and Busenbark. Lap two would see Leivan on the move however, climbing all the way to the lead position.

(Continued on page 7)

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(Continued from page 6)

Each pass that Clarke/Silkolene/Tsubaki/Race Tech/GPR Stabilizer-backed Leivan made on his way to the lead was done by capitalizing on the mistakes of his competitors. This allowed Leivan to save his good lines for later use as well as open up an immediate gap on each of those riders, keeping them from keying off of his line selection.

The one rider who was able to stay in touch with Leivan was Hemann. Staying within sight, Hemann was able to take over the lead when Leivan washed out the front end in a slippery turn. Hemann was a bit surprised, but more than happy to lead for a few miles.

Leivan hounded Hemann through the single-track section and was able to force a mistake and retake the lead near the end of the third lap. When the two riders hit pit row, Hemann stopped for fuel and Leivan knew it was time to make a break.

"I looked back after the check and couldn't see anyone, so I charged really hard for half a lap then put it on cruise. My bike was working so good that all I had to do was steer it in the right direction," Leivan said.

While the race for the win was effectively over at that point, Busenbark was on the move. After spending the first three laps in fifth place, the YZ400 pilot charged past Shaw, early leader Wuebbeling who was fighting a flat tire, and a fading Hemann, to move into second during lap four. Busenbark's last two laps were nearly identical to that of Leivan and had he gotten through traffic quicker early on, the race might have been a barn-burner.

Shaw put in a solid ride for third after moving around Hemann on the final lap, to complete a Yamaha sweep. Hemann hung on for fourth while Nesbitt got around Wuebbeling to round out the top

five.

Results

O/A: 1. Steve Leivan (Yam); 2. Chad Busenbark (Yam); 3. Aaron Shaw (Yam); 4. Jerry Hemann (KTM); 5. Chris Nesbitt (Kaw); 6. Ryan Wuebbeling (KTM); 7. Bobby Duncan (Kaw); 8. Brock Busenbark (Yam); 9. Chris Caplinger (Yam); 10. John Struckhoff (Kaw)

AA: 1. Chad Busenbark (Yam); 2. Aaron Shaw (Yam); 3. Jerry Hemann (KTM); 4. Chris Nesbitt (Kaw); 5. Ryan Wuebbeling (KTM)

A: 1. Brock Busenbark (Yam); 2. John Struckhoff (Kaw); 3. Kevin Borts (Suz); 4. Brad Crain (KTM); 5. Travis Pilant (Hon)

Open B: 1. David Taylor (KTM); 2. Tracy Bauman (KTM); 3. John Stichnoth (KTM); 4. Brad Kearns (Yam); 5. Wayne Hatfield (KTM)

250 B: 1. Gary Wetherell (Kaw); 2. Todd Corwin (Suz); 3. Donald Dannar (Suz); 4. Adam Ashcroft (KTM); 5. Jake Johnson (Yam)

250 C: 1. Sam Lawson (Yam); 2. Sam Snider (Hus); 3. Marshall Sprague (Yam); 4. Justin Smith (Hon); 5. Tim Browne (Hon)

200 B: 1. Caleb Woheltz (KTM); 2. Al Hejlek (KTM); 3. Michael Hamilton (Kaw); 4. Steve Akers (KTM); 5. David VonHoltten (KTM)

200 C: 1. Casey Hinkel (KTM); 2. Josh Morgan (KTM); 3. Joe Wetherell (Kaw); 4. Timothy Healy (Kaw); 5. Mark Green (KTM)

4 Stroke B: 1. Jeff Kuechenmeister (Yam); 2. Nick Crawford (Yam); 3. Ralph Gerding (Yam); 4. Gary Pilant (Hon); 5. Michael Brady (Suz)

Vet: 1. Kevin Ruckdeschell (KTM); 2. Robert Armon (KTM); 3. Elston Moore (Yam); 4. Butch Taylor (Kaw); 5. Wade Hall (Yam)

Senior: 1. Steve Underwood (Yam); 2. Steve Crews (Kaw); 3. Tom Eidam (Suz); 4. Steve McWhorter (Suz); 5. Ron Hackman (Yam)

Super Senior: 1. William Guffey (Yam); 2. Gerald Frericks (KTM); 3. Frank Leivan (Yam)

Women: 1. Amanda Lappe (KTM); 2. Michele Eidam (KTM); 3. Kimberly Case (Hon); 4. Donna Moore (KTM); 5. Cindy Nelson (Hon)

Junior: 1. Jeremy Hansen (Kaw); 2. Patrick Myers (Kaw); 3. Justin Veith (Kaw); 4. Ryan Poretll (Kaw); 5. John Lee (Kaw)

Beginner: 1. Brad Swasand (Kaw); 2. Clint Fulliam (Kaw); 3. Clayton Cox (Kaw); 4. Gabe Nicholson (Hon); 5. John Cravens (Hon)

MHSC - Knob Noster

By: Frank Leivan

Knob Noster, MO; July 29

A rare weeks' worth of summer rain led the troops into round 10 of the Missouri Hare Scrambles Championship, but the wet conditions did nothing to change a familiar sight at the top of the podium, as SCR/Yamaha rider Steve Leivan collected his eighth win of the 2001 campaign.

Deep creek crossings, mud bogs, slippery trails, and occasional bottlenecks were the order of the day as the 8.7 miles of trail laid out by the Spare Parts Motorcycle Club, coupled with temperatures that climbed into the 90's, challenged even the best of the 190 rider field.

Aaron Shaw and Chris Thiele banged bars through the first two turns while arguing over the holeshot. Shaw got the nod with Ryan Wuebbeling, Bobby Duncan, and Leivan in pursuit. Leivan was quickly around Duncan and shortly after, Wuebbeling moved ahead of Thiele.

Shaw held the lead position for half of the opening lap before losing the front end in a sweeping turn. While Wuebbeling, Thiele, Leivan, and Duncan all moved past, Shaw struggled with a sticking throttle before getting going.

Wuebbeling's time in front lasted for just a couple of miles when he overcooked a slick turn and went down. This put Thiele in the lead with Leivan and Duncan in tow. These three riders latched onto each other and began a nearly race-long duel for overall honors.

Although the top three were hooked up and beginning to pull away, the first half dozen riders to complete lap one were only separated by 25 seconds. Thiele led Leivan, Duncan, Shaw, Chris Nesbitt, and Wuebbeling.

Lap two saw Thiele continue to set the pace. The Kawasaki rider was showing signs of his old self and seemed quite comfortable out front, picking good lines through the tough spots and working traffic. Leivan and Duncan had latched on for the ride and were able to key off of Thiele and negotiate the bogs and bottlenecks.

After almost an hour, it was still Thiele, Leivan, and Duncan out front. Wuebbeling was up to fourth, just over a half minute down, while Nesbitt was fighting an ailing motorcycle. Despite

his problems, he still held down fifth.

Answer/Race Tech/UFO/Dunlop/Arai-backed Leivan made his bid for the lead, beginning lap three on a slippery uphill that was littered with lapped riders. Thiele stuck to the safer line while Leivan took the steeper but straighter line and the WR426 rider came out on top but was in no real hurry to get away.

"We were having a really good race, so when I got in front I just tried to maintain the pace Chris had set, see what the bottlenecks looked like from the front, and check out some lines for the last couple of laps," Leivan said.

Leivan stopped for a fresh set of Scott goggles going out for lap four, and Thiele and Duncan jetted past. Leivan was quickly out of the pits and hot on their heels. At the same spot where he had passed Thiele the lap before, Leivan moved back around Duncan. He then closed in on Thiele and began looking for an opportunity.

When Thiele went to the far left through a rutted section, Leivan and Duncan went to the right through the deeper ruts. Thiele's line looked better, but put him on the wrong side of a fence, and he had to backtrack to get back on the trail. This moved both Leivan and Clarke/Proclean/J&W Cycles rider Duncan around him and cost Thiele enough time that he lost touch with the leading duo.

Leivan started to increase the pace knowing that time was winding down and this was his chance to get away from Thiele. However, Leivan hit a bit of a snag.

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OMTRA Stuff



On August 16, 2001, the Ozark Mountain Trail Riders Association held its monthly meeting at Diamond Head on South Campbell. The meeting attendance was great. We don't know if it corresponded to a change in the meeting location or to Bart stepping down from his position. (Just kidding, Bart!) There were close to thirty people attending. Kevin Hensley began his first meeting as the OMTRA Chairman by thanking Bart for his role in the organization over the past two years.

Chest protector stickers were the next matter of business. The payment of the stickers was discussed with a motion being made for the club to cover all the costs of the stickers for active members. The club agreed as long as funds are available. Kevin will take care of making sure all members who want one have an opportunity to sign up for them. The club still has the four-color OMTRA trailer stickers for sale. Spud had some at the meeting and will be selling them for \$10.00 a piece.

As fall is quickly approaching, the Chadwick Enduro planning is underway. The discussion included the planning of trail layout and the completion of all necessary paperwork. Dale said that the insurance and application information is being taken care of. The insurance this year will be approximately \$525.00, which is really no different than previous years. There has also been some talk of incorporating some European style this year.


Seeing as Spud had volunteered to help with this year's Hillbilly GP series, he gave an overview of what they would like to do this year. They plan on having a 6-race series that includes some new locations. The timing will stay the same as last year, but the courses will be set up for Spud's type of riding. Spud said there will be some easier sections of trail; that way Cliff will still come out and ride. They are looking at still having around 3 classes for the 4-wheelers, but if turnout is poor then these may be dropped by the end of the series. They want to start the series off at Lu's Place the first weekend in November and continue to have 1 or 2 races a month through February.

As everyone already knows, Stewart Hall has accumulated many medical bills from his accident at Chadwick. Since he is a loyal member of the organization, ideas have been popping up on ways the club can help him out. As of right now no plans have been set in stone, but a fundraiser hare scramble could be a possibility. More information will be given at a later date.

Due to the fact that Steve is the new social chairman, he asked for suggestions on new locations for the meeting. Some were given and he said he plans to check into them. The meeting concluded with a raffle for a can of chain lube that was donated by Steve. Sammy Synder was the winner. See you next month!

Jennifer Callaway

The Next OMTRA Meeting:
 September 20th at 7:00pm at:
 Springfield Brewing Company, 305 S. Market
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Mark Your Calendar

OMTRA Meeting: September 20th at 7:00 p.m. at:
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- 9/16/01 - Lead Belt NHS, Park Hills, MO
- 9/30/01 - PCTRA, Smithville, MO
- 10/14/01 - Poor Boys, Florence, MO

Arkansas Hare Scramble Series

www.arkansasharescramble.com

- 9/30/01 - Lost Creek Park, Amity
- 10/28/01 - Possum Trot Hare Scramble, Harrison
- 11/11/01 - Old Crow, Russellville
- 11/25/01 - Fort Smith - River Front GP

Black Jack Enduro Circuit

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Notes on Spokes



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(Continued from page 8)

"My front crescent mousse went flat about the time I got in front and I had to change the way I was attacking the corners, be a little more cautious," explained Leivan.

Cautious or not, Leivan extended his lead over Duncan, who in turn had gotten away from Thiele. With the white flag flying, Leivan blasted through the pit area and just over 20 seconds later Duncan was in for a quick gas and go. A minute later Thiele headed out for the fifth and final lap.

All three of the front runners turned in last lap times nearly identical to that of their previous lap on the way to the podium. For Leivan, it was three wins in a row and an opportunity to clinch an unprecedented ninth championship at the next round. For Duncan, it's his career-best finish and a real confidence booster. And for Thiele, it's proof that despite his eight-month layoff, he's up to speed and will be a contender from here on.

"A" class winner Mike McCrea claimed fourth overall and Wuebbeling came home fifth.

Results

- O/A:** 1. Steve Leivan (Yam); 2. Bobby Duncan (Kaw); 3. Chris Thiele (Kaw); 4. Mike McCrea (Kaw); 5. Ryan Wuebbeling (KTM); 6. Chris Nesbitt (Kaw); 7. Aaron Shaw (Yam); 8. Leigh Letellier (KTM); 9. Dale Rector (Yam); 10. Lars Valin (Hon)
- AA:** 1. Bobby Duncan (Kaw); 2. Chris Thiele (Kaw); 3. Ryan Wuebbeling (KTM); 4. Chris Nesbitt (Kaw); 5. Aaron Shaw (Yam)
- A:** 1. Mike McCrea (Kaw); 2. Dale Rector (Yam); 3. Lars Valin (Hon); 4. Travis Pilant (Hon); 5. Jeff Schneider (Kaw)
- Open B:** 1. David Taylor (KTM); 2. Tracy Bauman (KTM); 3. John Stichnoth (KTM); 4. Marty Smith (KTM); 5. Keith Kibort (KTM)

- 250 B:** 1. Gary Wetherell (Kaw); 2. Gary Wolf (Suz); 3. Todd Corwin (Suz); 4. Adam Ashcroft (KTM); 5. Dan Halbeck (Kaw)
- 250 C:** 1. Marshall Sprague (Yam); 2. Kevin Hensley (Yam); 3. Sam Snider (Hus); 4. Ryan King (Hon); 5. David McNear (Hon)
- 200 B:** 1. Zach Mabery (Hon); 2. Michael Hamilton (Kaw); 3. Caleb Wohletz (KTM); 4. Mike Janssen (Suz); 5. David VonHolten (KTM)
- 200 C:** 1. Mark Green (KTM); 2. Joe Wetherell (Kaw); 3. David Kearns (Hon); 4. Todd Searing (KTM); 5. Josh Morgan (KTM)
- 4 Stroke B:** 1. Jeff Kuechenmeister (Yam); 2. Ralph Gerding (Yam); 3. Weston Bair (Yam); 4. Mike Rozier (Yam); 5. Gary Pilant (Hon)
- Vet:** 1. Elston Moore (Yam); 2. Kevin Harman (KTM); 3. Kevin Ruckdeschell (KTM); 4. Jon Simons (Hus); 5. Butch Taylor (Kaw)
- Senior:** 1. Steve Underwood (Yam); 2. Ron Hackman (Yam); 3. Tom Eidam (Suz); 4. Steve Crews (Kaw); 5. Andy Long (KTM)
- Super Senior:** 1. Frank Leivan (Yam); 2. William Guffey (Yam); 3. Gerald Frericks (KTM); 4. Jim Letellier (KTM); 5. Mike Romantum (KTM)
- Women:** 1. Amanda Lappe (KTM); 2. Donna Moore (KTM); 3. Michele Eidam (KTM); 4. Karen Hannah (Kaw)
- Junior:** 1. Patrick Myers (Kaw); 2. Brad Taylor (Kaw); 3. Travis McWhorter (Kaw); 4. Justin Veith (Kaw); 5. Jeremy Hansen (Kaw)
- Beginner:** 1. Clayton Cox (Kaw); 2. Brad Swasand (Kaw); 3. Mark McAtarian (KTM); 4. Brandon Huber (KTM); 5. Hershel Thompson (Hon)

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