

NEWSLETTER

9TH ISSUE

LOCAL DIRT BIKE NEWS

JUNE '95

Stupid things I do!

I'm pretty whiny right now! Missed the Stillwater Enduro . . . and probably going to miss more. Took the "Oliver" brothers (last issue's vintage trials-"Masters" guy's) down in the bottoms on my place to show them some tough stuff. What was I on? **Bessy**, my late 80's (looks like late 50's) Polaris 4-wheeler. The challenge was on . . . to show them some tough stuff, so I led. Stupid right? Yes, it was very stupid. It resulted in one 4-wheeler upside down, and me with a broken tail bone. That Dan Oliver might go up and Overall a National Vintage trials . . . but he can't take "pukers!" Flipped the 4-wheeler over, broke my tail bone, and puked . . . instantly! Dan walked off . . . **a long ways**. Moped around for almost two weeks, went to Stillwater and worked a check as my "bone" is too sore. Come home frustrated at not being able to ride, get on "Willy," my '74 RL-250 Suzuki Trials bike (you stand up on them you know) and putt around in the back yard. It doesn't take very long to get bored in the back yard so I ride up the steps onto the deck in the back yard . . . no problem. First gear about one mile per hour . . . easy. The south side of the deck has a two foot drop off onto flat ground, should be easy right? Wrong! A little goose of throttle to lift the front wheel off at the edge of the deck translated into a rear wheel spin, nose down attitude upon departure which translated into a s.l.o.w motion endo/head plant with my two Great Danes standing "above" me with "that was stupid" expressions on their faces before they started to hop around thinking I wanted to play. Result: rebroken tailbone! The one consoling factor was there was "no puking". Danny would have been proud!

MORE . . . ON STILLWATER ENDURO

I rushed to print last issue quickly realizing there were more things I wanted to share with you about that ride. First and foremost, **David Berry impressed me!** Yes, he took Overall A, but that doesn't tell the whole story. We were standing on Coopers trials section and the approach had a "Y." You could go right (which looked easier) or go left (which looked quicker but bordered on impossible due to the sheer 3' ledge rock you got to go over.) Everyone went right and struggled or fell (or both) on the jumble of small rocks there amidst the tight tree's. David came up without hesitation, took the left fork, and launched. Feet on the pegs, standing up, and landed perfectly on top of that ledge . . . on the gas and gone. Impressive! The next time I saw him was at my observation check where they decided to call the race due to conditions. Everyone to a tee thanked me for taking their card and ending their misery **except** Dave Berry. He argued! "I don't want to quit yet! They can't call an Enduro off!" I finally wrestled his card away and watched him ride dejected up the road toward camp. Why is this special? . . . **It's special because Dave is approaching "ANIMAL STATUS!"**



I want to talk about the AMA (American Motorcyclist Association) briefly because there's something of value here! I don't care what the predominant National motorcycle organization is called. You

could call it Hokas-Pokas-Hodaka, and that would be alright with me. The real deal is that the AMA does good things for motorcycles in general . . . including dirt bike's and 4-wheeler's. "WE" as riders need to support them! I think the membership fee is up around \$29.00 now, and that sounds like a lot. It's really not! Spread that into a year, consider all the things the AMA tries to do for us . . . and that's a cheap investment. Consider joining and supporting them! Their toll free number for membership information is: **1 800 AMA-JOIN**



I just "have to" talk about this thing a little cause it has to be the "Taj Mahal" of bike trailers. (You'll see Ron at all the BJEC events and "many" Missouri State Scrambles.) It's unimposing from the outside . . . a normal Hi-Point trailer but step in and it's a different deal! Calenders, cupboards, tool racks, tool box's, magnets on the ceiling to hold tools, a curtain across the back complete with cartoon characters . . . just cool bike related gizmo's everywhere. You gotta see this thing and in fact you can. Ron's going to collect \$.50 at the door and give you a tour (actually he didn't say that but I bet for fifty cents he'll let you in.) Let's see . . . fifty cents X 10,000 tourists should = enough to buy a satellite dish for the roof . . . then we can all watch MX on ESPN while we're waiting for trophy's . . . that's the ticket! There is one small problem . . . until Ron gets the portable bleachers built, we'll all have to **BYOLC**. You know: **bring your own lawn chair!** *What do you think . . . RON?*



I have to come clean about **Koonta-Kinta** because he's about to tie the knot! Mimi Davis, a wonderful, normal, attractive young woman has agreed to marry **Koonta!** Koonta-Kinta is Tommy Johnson . . . there, he's out of the closet! You'll know this guy if you see him cause I'm about to give you some clue's. #1-he has "Koonta" on the back of his helmet. #2-he rides a KDX-200 that used to be "powerful" but now lacks the needed "umph" mainly because it has 28 lbs. of stickers on it. #3-he never rides with me because he says I write about him and the stupid stuff he/we do, too much (imagine that!) #4-he has no hair . . . and a big forehead (kinda like a prehistoric, Marine looking guy.)

Now here's the real question: How did he talk her into it? Remember I said she was normal? He's definatly not! I said she was attractive? Think about that forehead!

Answer: I think he lied! I don't know how or what yet . . . but I'll listen close. My best guess is that he told her he would be a famous motorcycle racer and make lots of money . . . what do you think?

The weddings the 8th of June. I have to come clean in another way also . . . after all the ribbing I've given this guy . . . he, and Mimi, are both great people. I wish them both . . . **THE BEST!** !

Why is that?

Why is it that my wife thinks six dirt bikes might be too many? After all, only two actually run!

Why is it that neither one of my knees work right anymore, I have no toenails, and I can figure 18 and 24 speed averages in my head for possibles?

Why is it that I can figure those speed average's but I can't figure out what all those adjusters on my suspension do?

CHADWICK . . . the "Official View!"

Got this in the mail from Jim Voyles (Chadwick "Main Ranger,") and wanted to share it with you. Hopefully Jim will get time to give us a blurb each month. He has done some very good, "newsy" short articles in the past for us . . . including one on the history of Chadwick. Listen to what he has to say, it is important to the future of Chadwick as a riding area.

It's been a while, but I'll try to bring things up to date from this end. The redesigned and improved Chadwick brochure and map will soon go to press. We've been short on supplies (to say the least) of this for a while, but have recently updated the map and text and believe it's ready for printing. We're getting ready to remap all the trails using the GPS (Global Positioning System) technology. We have the use of this equipment periodically and will try to get the trails mapped more accurately. Speaking of trails, trail 101, a portion of which was relocated to get it out of the stream channel last year also had the old trail closed. Someone or somebodies have removed the brush from the closed portion and it is now being used again. Folks, we closed that part of the trail for a reason, mainly erosion, and use of it is not helping the problem. We'll close it again and hope with your cooperation it will stay closed. We'll again be working on trails later this summer trying to correct erosion problems.

Jim Voyles, Ava Ranger District

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FLAT RIVER ENDURO

Leivan "Splash's the competition" at Flat River Enduro. May 21/ Park Hills, MO.

The Surdyke Yamaha of Marionville/Motorcycle Stuff/Pro-Action Suspension /Answer /Sprocket Specialists /Dunlop/Mike's Machine /Camelbak /Scott /RK Chain backed Steve Leivan took his WR-250 Yamaha to a decisive victory at the Black Jack Enduro Circuit event promoted by the Missouri Mudders. Rain the night before the event on top of the near flood conditions in the area insured the trails would be slick and technical. 260 riders met the challenge of off-camber, root infested, very tight trails that were broken up with several severe, rocky uphill's that challenged the expertise of nearly all riders. Leivans score of 13 held against charges put on by Vince Davis ('94 Six-days Junior Team rider) on his CR-250 who carded a 17, and the current BJEC points leader Steve Travis on his Green Country Honda /Fox Racing /Steahly Products /FMF /Mike's Machine /Acerbis Honda CR-250 who ended the day with 19. Leivan commented that he didn't crash all day until a new section at about the 90 mile mark where "I unloaded hard, three times in a row!" Wayne Beindorf (O/A BJEC Champion in '80 & '81) put in another good ride in the A-Senior class winning by a comfortable margin and ending up seventh O/A, insuring his return to AA status in '96, at age 46, fifteen years after his previous AA effort. B-Youth racers Clint Gann, Chase Dunn, and Josh Weisenfells may have had the closest race of all with one point separating each of them at the end. On a sad note, Jack Shoalmire (President of the Tulsa Trail Riders, site of the '94 Six-days) announced that the Zinc Ranch is closed to motorcycle activity and the BJEC event scheduled for 4 June, is canceled. The closing is contributed to insurance problems in regard to motorcycles in general.

O/A-Steve Leivan 13. AA-Vincent Davis 17, Steve Travis 19, Mike McCutcheon 27. A-200-Daren Ogden 39, Joe Beaver 55, Kevin Young 65. A-250-Chris Caplinger 26, Chad Davis 29, Jamie Jennings 37. A-Open-Allen Weisenfells 34, Jim Brawner 38, Mike Shown 39. A-Int.-Kevin Harmon 40, Kenny Williams 52, Billy Hall 54. A-Sr.-Wayne Beindorf 36, Al Hejlek 40, Dave Kesow 94. B-200-Derek Zinchuck 73, Tony McCall 81, John Struckhoff 100. B-250-David Zerbes 43, Sid Turpin 51. Ron Pack 71. B-Open-Jac Richmond 64, Robert Smith 75, Raymond Delvin 113. B-Int.-Gary Dennington 63, Robert Baumhofer 147, Daren Jerome 179. 4 Stroke Long C.-Kenny McGee 38, Kevin Boyle 47, Chris Hatson 70. Short Course O/A Jim Willis 11. 4-Stroke Short C.-Chuck Howard 13, Richard Donelson 17, Steve Thomas 22. A-Youth-Nathan Gladback 19, Jessie Faulstick 22, John Shoalmire 34. C-200-Paul Jackson 11, Arron Wolf 12, Mark Kindall 14. C-250-Pat Heaney 15, Mike Mansker 15, Henry Annesley 18. C-Open-Tom Eieam 14, Lee Moffitt 21, Hunter Klop 23. C-Int.-David Pine 16, Greg Garner 16, Roger Gladback 17.

B-Youth-Clint Gann 41, Chase Dunn 42, Josh Weisenfells 43. Womens-Donna Moore 52, Jennifer Garner 135. B-Short C.-James Nash 9, Doug Whittman 13, Jay Scott Monroe 13. O/A Sr. Short C.-Charlie Burk 7. A-Sportsman-Tom Hill 9, Randy Presthus 11, Larry Bolander 11. A Super Sr.-Bob Pike 12, Darrell Judy 14, Coy Workman 15. Super 55-Clarence Bonitacius 74, George McGregor 79. B-Sr.-Monty Leflore 11, Herb Faulstick 19, Jim Orbals 22. B-Super Sr.-Frank Leivan 19, Robert Jones 21, Sam Helmuth 32. C-Sr.-Roger Cohu 24, Dwayne Dewey 24, Tommy Johnson 27.

This is the unedited version sent to Cycle News. I rode on Vincent Davis's row who from this point forward . . . I'll refer to as "GOOFY!" Not like the cartoon character, but because he rides . . . goofy! See the blocked area below for more on "GOOFY" and our improvised choir!

Tom Johnson (A.K.A. . . .KOONTA-KINTA) David Berry, and myself, all started on Row 7 with "GOOFY!" Goofy is VINCENT DAVIS. Sixdays rider on the Junior Team in '94, obviously a qualified rider . . .but "goofy!" David took off after Vince on the start while Tom and I struggled to just keep the time. When we finally caught up we're all on an old two-track with dozed banks on each side about four feet high and square. Vincent is apparently bored at this pace that allows us time to breath a little and starts jumping up these banks. Square edged three to four foot banks at about 25 mph! About the third jump he performed for us . . .the trail turned hard right off the road into the tree's. Of course, Vincent didn't see it because the arrows were about three feet "below" his wheels! We all stop and like a very bad choir start screaming at Vincent who is by now back on the ground looking for another bank to jump . . .and doesn't hear us. "We" all turned in to the woods and took off. At least "I" didn't realize that sooner or later Vincent would realize he went the wrong way and come back. It didn't take very long before he went by, leaving bark, leaves, and mud flying! Usually you can hear someone catching you . . .the only indication I had that Vince was passing was the flash of color . . .and he was already gone! He might be a Sixdays rider, blazing fast, and all-around good guy . . .but he's definatlyGOOFYFAST!!!!!!!!!!!!!!!!!!!!!!

The JOHN ZINK RANCH is CLOSED!

I'm going to warn you right up front . . . this is going to be "wordy," and probably longer than it needs to be, although I'm not sure any land closure can get too much exposure. My memories of the Zink Ranch go back to 1982 (yes, I'm old) on an '82 Husky 430 that was without a doubt . . . the neatest motorcycle I've ever owned. I look up on the wall as I type this and see plaque's from the Zink dated in the early '80's. A time when I was younger, and more ready to go the long haul, and when life was simpler. There wasn't as much "sueism" and/or fear of "sueism."

(Don't look that word up . . . I just made it up.) For now, according to **Jack Shoalmire** (the Tulsa Trail Riders President) the Ranch is closed! Not just to events but to motorcycle riding in general! Never mind that the '94 ISDE was held there. Never mind that the club house on the hill overlooking the ISDE impound paddock is filled with bike's, off-road race car's, Indy car's that the Zink family has sponsored . . . it's over! My memories of the enduro's I rode there are overshadowed by the more recent memories of the Six-days. I was one of the more fortunate few who had free rein to ride anywhere I wanted to, at any time I felt like it. I was the senior medical coordinator for the Six-days and as such had the latitude to pretty much, do what I wanted, when I wanted, within reason. I rode the trails every day. Followed the USA female with the seperated shoulder one full day, just to make sure she made it okay, chased the Italian, Paligrino when he broke his collar bone and the fear was that he would switch bike's . . . and he probably did . . . I wouldn't know, I couldn't keep up with the hurt

Italian. Meeting some of the finest people I'll probably ever have the pleasure of knowing . . . Steve Hatch epitomizes that group because he is always "up." That guy is "goofy," always smiling, always appears happy, always "ripping" on his RMX, and at the end of day three when everyone

I'm sitting here crying the blues, and not nearly as involved as the folks from the Tulsa area . . . and I feel an empty, hollow feeling. I hope this changes, I hope there is a chance to amend whatever is wrong in Mr. Zinks mind. . . . I hope "we" get to ride there in the future.



was getting pooped, he went out and "ran" the grass track. There were a lot of nice people. People who cared. People who were/are concerned about the sport of off-road motorcycling, people like you and me. Forget the squabble about spectators, forget the big-time factory teams. The Tulsa Trail Riders did the best they could . . . with what they had. I know they've been beaten up in the press, but ask the riders what they thought of the course . . . it will be positive.

The Zink Ranch has been the home of many fine events since 1965 . . . it's a shame to see that end . . . no matter what the reason! No matter what happens . . . take your hat off to **Harold Compton, Skip Seals, Paul Rodden,** and (I'll rot in hell for forgetting his name . . . but the older guy that was Skip's "left hand man" who kept everything going) and a host of Tulsa Trail Riders who made this thing go! **I'm sorry, I think they did one hell of a job!**

I hope Mr. Zink see's that . . . and understands it also.

I could tell you stories about going over the bars at enduro's at Zink, about breaking my ankle (and never once considering sueing) about winning my class . . . but I won't. Instead I want to share with you a

first place finish somewhere in the early '80's at the Zink on that old 430 Husky. Pooped and exhilarated at the same time, I heard my name called and walked up to recieve my trophy. I had glimpsed them earlier and they were cool. A cut out of a motorcycle with the front wheel in the air on a pedistle base, painted glossy black . . . very cool! I walked up as nonchalantly as I could to recieve mine, held out my hand thinking they were plastic, and immediatly felt my hand go nearly to the ground. That trophy I had assumed was plastic was in fact 1/4" laser cut steel! Yes, that thing weighs about 20 lbs. What's my point here? The Tulsa Trail Riders is a class act . . . no matter who's ranch they're on.

The trophy? It holds my front door open to this day.

If you would like to send a "constructive . . . positive" letter to Mr. Zink, the address is: **Mr. Zink, C/O Tulsa Trail Riders, 8712 E. 80th Place, Tulsa, Ok 74133.**

According to Jack, this is insurance related, check your insurance company.

Missouri State Hare Scrambles

Michael Liechti has come through again for this month with news from the Missouri State Hare Scrambles Series . . . THANKS AGAIN! Michael sent two stories so we'll run them back to back. Check it out . . . IT'S COOL!

Leivan prevails at Mo. Dirt!

By: Michael Liechti

Westphalia, Mo.

Missouri Dirt Riders Inc. laid out a very clean six point, two mile course in the hills south of Jeff City, Mo. The terrain was enhanced by generous amounts of rain the area received earlier in the week.

Despite the soupy conditions, Steve Leivan guided his Yamaha to victory in the first good mud event in the Missouri Hare Scrambles Series 1995. During the race, the lead changed hands many times between Leivan, Leigh Letellier, Chris Caplinger, Terry Gilliland and Ken Yount who was actually a lap down because of a first turn crash at the start. While in the lead, Gilliland captivated a fortunate few between the second and third laps by doing an interesting Slo-Mo head plant into the creek. Pit talk rumors this to be a cool technique for goggle clean up.

At the end of the mudfest, Surdyke Yamaha of Marionville/ Pro-Action Suspension/ Motorcycle Stuff/ Dunlop/ Sprocket Specialist/ RK Chain/ Answer/ Mike's Machine/ Camelbak/ Scott/ Acerbis/ Endura backed Leivan took the Overall with Letellier less than ten seconds behind to claim first Expert. Only twenty-five seconds behind, Caplinger finished second Expert with Gilliland less than two minutes back for third Expert. Fourth and fifth Expert positions were taken by Dwight Maggard and Jamie Jennings.

In 250C, Donnie Mathis rode five laps

to finish first with Dave Osborn hanging on for second. John Banes and Chris Goodall rode five laps for third and fourth. Jerry Fisher did four laps for fifth.

Vintage class finisher Steve McWhorter held on to his Husky 400 to complete two laps.

In the highly competitive Senior class, Charles Thiele took first place with Everett Shinault finishing second and Roger Lerette third. Rick Whelove and William Guffey battled the course for fourth and fifth.

O/A Steve Leivan (Yam) Leigh Letellier (KTM) Chris Caplinger (Yam) Terry Gilliland (KTM) Dwight Maggard (Yam). AA/EX: Leigh Letellier, Chris Caplinger, Terry Gilliland, Dwight Maggard, Jamie Jennings. A/Int: Rodney Oller (Yam) Kelly Getz (Kaw) Ricky Horton (Yam) Mike Kruger (KTM) Jeff Schneider (Yam). Open: Brent Henry (?) Tanner Englund (Hon) Todd Reed (KTM) David Dillingham (KTM) Tom Prenger (Hus). 250 B: Danny Dohogne (Yam) Kevin Harmon (Yam) Les Busenbark (Yam) David Grebes (Yam) Neal VanWay (Yam). 250 C: Donnie Mathis (Hon) Dave Osborn (Suz) John Banes (Kaw) Chris Goodall (Yam) Jerry Fifer (Yam). 200: Gary Mittelberg (Kaw) Steve Crews (Kaw) Kevin Betts (Kaw) Mike Ealer (Kaw) David Bishop (Kaw). 125: Derek Zinchuck (Yam) Steve Bough (?) Brock Busenbark (Yam) Mike Liechti (Suz) Norbert Holm II (Suz). 4-STRK: Kevin Boyle (Hsb) Mike Windmann (Hus) Mike Burkhart (Hon) Gary Pilant (Hon) Chris Sloan (Hsb). SR: Charles Thiele (Yam) Everette Shinault (Hon) Roger Lerette (Yam) Rick Whelove (Hus) William Guffey (Hon). S/SR: Gabby Hayes (Hus) John Oller (Yam) Jim Letellier (KTM) Jerry McComber (Hon). Vintage: Steve McWhorter (Hus). TRL RDR: Greg Johnson (?) Shawn Rothe (?) Chris Teegarden (Yam) Neal Pitcher (?) Mike Mansker (?).

LETELLIER pilots to success at Nasty Creek!

By: Michael Liechti

Steelville, Mo.

Leigh Letellier survived a nasty first turn collision to pilot his KTM to first Overall. The KTM Sportcycles/ Letko Cycles/ Wulf Sports/ FMF/ Braking/ Dunlop/ EK Chain/ Sunstar/ Jorgenson Designs/ Liechti Racing/ Motion PRO/ Mike's Machine/ Scott backed rider hammered five laps on the nine point, three mile course.

When the starting board dropped it was Ken Yount out first, Allen Haynes second, Letellier third and they quickly set the pace. Chris Thiele, Terry Gilliland and Steve Leivan all went down at the first turn and this left them scrambling to catch the pack. During the race, they all caught up with the leaders Thiele and Letellier swapped the lead several times with Letellier coming out on top to get the Overall finish. Thiele came in second, Gilliland in third, Dwight Maggard in fourth and Leivan in fifth Overall. Gary Mittelberg took first in the 200 class with Steve Crews finishing only four seconds behind for second. Mike Ealer scored third with Kevin Betts and Jay Lockwood not far behind for fourth and fifth.

Nathan Gladback clawed his way through the rocks to relish his first place in the Junior class. Gladback only finished slightly more than a minute ahead of Mike Guffey who took second with Dustin Wisecup getting third, Jesse Faulstick fourth and Keith Sloan fifth.

Nasty Creek Inc. presented this course on the Rolling R Ranch owned by Larry and Donna Reigel. All present enjoyed the scenery and many thanks go out to the Rolling R Ranch.

O/A Leigh Letellier (KTM) Chris Thiele (Kaw) Terry Gilliland (KTM) Dwight Maggard (Yam) Steve Leivan

Chad Busenbark (Yam). A/Int-Kelly Getz (Kaw) Dwayne Miinch (Suz) Mike Kruger (KTM) Ricky Horton (Yam) Jeff Schneider (Yam). Open-Tanner Englund (Hon) John Newberry (KTM) Tod Reed (KTM) Tom Prenger (Hus) J.R. Hanson (KTM). 250 B-David Grebes (Yam) Jay Williams (Yam) Luke Morgenroth (KTM) Tim Gilliland (KTM) Sid Turpin (Yam). 250 C-Chris Goodall (Yam) Nick Crawford (?) Dave Osborn (Suz) Craig Elrod (?) Jimmy Weber (?). 200-Gary Mittelberg (kaw) Steve Crews (Kaw) Mike Ealer (Kaw) Kevin Betts (kaw) Jay Lockwood (Kaw). 125-Brock Busenbark (Yam) Jason Stegall (Yam) Steve Bough (?) John Struckoff (Kaw) Joby Windmiller (Yam). 4-Stroke-Mike Windmann (Hus) Kevin Boyle ((Hsb) Chris Hutson (?) Danny Hberlie (?) Gary Pilante (Hon). SR-Charles Thiele (Yam) Everette Shinault (Hon) Terry Brumley (Yam) Jim Yount (Hon) Steve Stranz(?). S/SR-Carl Donelson (ATK) Larry Hayes (Hus) Jim Letellier (KTM) Brock Yarnell (?) John Oller (Yam). Junior-Nathan Gldback (kaw) Mike Guffey (Yam) Dustin Wisecup (Yam)

Jesse Faulstick (kaw) Keith Sloan (Yam). Vintage-Steve McWhorter (Hus). TRL RDR-Cody Dunfee (?) Bob Licklider (?) Jeff Bafaro (?) Straatman (?)

We would like to . . . again, express our THANKS to Michael Lichti for sending this in. If you like this . . . thank him when you see him at the Scrambles!

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Steve Underwood "Dealer"

"WE," lose a star!

Dirt oriented sports people in general lost a valuable, talented, ambassador of our sport Sunday the 4th of June 1995. **Danny Hamel**, factory Team Green rider, Desert Ace, '94 Junior Team Six-days rider . . . is gone. Bits and pieces of information are trickling in and I'm sure we'll all hear much more in the days and weeks to come, but basically, Danny was competing in the **Baja 1000** and hit some kind of vehicle head on . . . at "high speed."

I only met this guy briefly at the Six-days but he certainly seemed to be everything you read about in the magazines. 23 years old and already "King of the Desert," with obvious talent that most of us only dream about.

I won't speculate on what happened . . . because I don't really know, but! . . . I can assure you it probably wasn't his fault. I "hope" this isn't portrayed in a negative light against dirt bike's or off-road vehicles in general because when the facts are known, I would be very surprised if the blame doesn't rest on some spectator, or someone in a car or truck, . . . someone not racing . . . that caused the tragedy. A mindless, momentary . . . poor decision on someone's part.

I glanced through several issue's of *Dirt Rider*, without thinking . . . and glanced at his picture in various advertisements . . . "He." . . . at least in my mind . . . will be missed.

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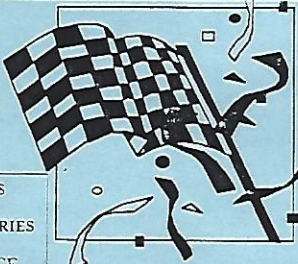
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