

Notes on Spokes



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Colorado, July 1999

On July 9, I left for my annual Colorado dirt bike trip. Actually, this is my first of two trips this summer, as you will find out next month. As usual, Larry Scharnhorst Dirt Bike Adventures planned this trip. I was riding out with Max Harkey and his son Daniel. They were going to stop by my house at 4 p.m. on Friday so we could be on the road by 5 p.m. Being anal about this whole dirt bike thing, Max showed up at 3:40. But I was ready, since I figured he would be there by 3:15, so even though he was early, he was late. (This was due to trailer problems. It was breaking in half.) So we were on the road by 4 p.m.

We missed a turn when we got to Kansas City. I got Max's map to find a way back to where we were going. It didn't look right; some highways weren't on the map. Then I discovered that the map was printed in 1981. It was older than Daniel! After Kansas City, the trip out was pretty uneventful; I guess the rest of Kansas has not changed much since 1981.

We drove all night, getting to Pitkin, CO at 7 a.m. Saturday in time to unload the bikes and get in our riding gear to be on the bikes by 9 a.m. The group was pretty big this day with 14 riders. This first ride was kind of a shakedown cruise. Johnnie Friebe, for example was having bad overheating problems. Actually, his bike was overheating. Johnnie himself was OK. So Johnnie turned around and went back to town, thinking he had put the wrong jet in his bike. After much investigation, he discovered it wasn't jetting or any other major problem; he had left the choke on!

With a group this big, we were stretching out for about a mile along the trail. So the next day we split into two groups, but we all rode the same loop. This made it fun. We rode over Napoleon pass from Pitkin to Taylor Park for lunch, and both groups got there at the same time. That's one of the neat things about riding in Colorado, you can lay out a loop that puts you at a little restaurant at lunch time. The food always tastes good after a morning on the trail. After lunch, we took off up Taylor Road to Dinner Station. You

(Continued from page 1)

can't eat at Dinner Station; there isn't even a building there. It's actually a campground, with a bridge over the Taylor River. This bridge takes you to a neat wooded trail on the other side of the river. (Over the river and through the woods.) The trail leads to a big open, treeless area called Doctor's Park. After the park, it leads down a draw to some switchbacks—some serious switchbacks. They end at the highway that goes from Taylor Park to Gunnison. As I told one the newer riders, if you screw up here and go over the side, at least they can get an ambulance to you. He didn't find that very reassuring.

We all did manage to get down the switchbacks with no fatalities. The riders had two options at this point: forty miles of road back to Pitkin, or follow me up One Mile Road to the end of Fossil Ridge Trail and then back to Pitkin. Oh yeah, last year when we tried this route, we all ended up in downtown Gunnison. Anyhow, some seven hardy souls followed me. All went well, we didn't end up in Gunnison and found the end to the Fossil Ridge Trail. This end of Fossil Ridge is very technical and seldom used. Plus, it is the more difficult direction to ride. Ok, it was a lot tougher than they thought it would be.



Kenson Goff at Napoleon Pass. Pictures just don't do justice to the real thing.

One section required three riders pushing and showing each bike through. This section was followed by a long uphill—a lot longer than any uphill in Missouri. After a lot of work and some whining, everyone made it up the hill. We got back to Pitkin at 7:30 p.m. with 111 miles on our odometers for the day.



Here's the sign in Pitkin, CO. Any town that allows unlicensed vehicles is OK with me.

Day three was much easier. The highlight of the day was the Star trail. If you are familiar with this area, you might know the Star trail as a very difficult trail. Well, the forest service has done much work to this trail. All of the bog areas have bridges over them. The bridges are two 10-inch diameter logs about two feet apart. They fill the area between the logs with rocks and dirt. This prevents the land from getting all torn up and becoming ten ruts and twenty feet wide. Unfortunately, it turns the trail into an interstate highway. But it beats getting the trail closed.

We only had one misadventure this day. We saw the Lily Pad Trail that leads over to Dorchester Campground. No one in our group had ever ridden this trail before. So I asked if any one wanted to try out this trail. I was surprised that any one would follow me after yesterday's ride on Fossil Ridge Trail, but five of us took off. The trail started out innocent enough, in fact it was a lot of fun. According to the

Trail closed! Look closely. It's closed to vehicles over 40 inches in width. This is a sign on the Rainbow trail, showing that it is a Multiple Use Single track trail which can be used by motorcycles, horses, bicycles and hikers, but no ATVs.



(Continued from page 2)

map it ended at Dorchester Campground on Taylor Road. We got within sight of Taylor Road and we either lost the trail or the trail just went to hell. It suddenly turned to goat trail, even disappearing at times. We were paralleling Taylor Road, but between us and the road was a valley with the Taylor River and some massive, bike-swallowing bogs. We were not looking forward to going back, so we eventually got far enough up the valley that we could cross the river. We were close enough to the head waters of the river that it was just a large stream. But it was very cold and running very fast with a lot of force. But we all made it across. We all made it back, a little late and soggy.

Day four was the last day we all would be together. Some folks were going to start heading back home the next day. Larry planned a loop going over to Sargents. Sargents is a little town at the bottom of the west side of Monarch Pass, but it was too early for lunch. But if you are ever going over Monarch on highway 50, stop at Dotty's for a Monarch burger. We headed up to the Continental Divide trail, which runs along the Continental Divide, of all places! We went through Marshall Pass to Monarch Pass and ate at the Subway. There is something wrong with eating at someplace called Subway at a pass that is 11,312 feet above sea level. But it was 3 in the afternoon and eat we did.



A lot of trails are like this; they go across the mountain and one wrong turn means you're going to get real tired getting your bike back to the trail

We took Old Monarch Pass Road to get back to Pitkin. By this time some of the bikes were running low on fuel. Going down the pass they put the bikes in neutral, engine off and coasted. Unfortunately, the grades weren't that steep and the bikes weren't go-

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partment was working a plane crash! The road was blocked and we had to make a large detour.

Our last and final day was spent riding the Rainbow Trail from Hayden Creek Campground to Westcliffe (for lunch of course) and back. Eight of us started out making this loop, but I just couldn't get enough trail riding. So, while Larry took four other riders back by road, I talked Max and Daniel into reversing our morning ride. This gave us a total of 85 miles for the day and 65 of those miles were on the Rainbow Trail. Unfortunately, all good things must come to an end. When we got back to the Hayden Creek Campground, we

Brandon Goff on the switchbacks coming out of Doctor's Park on day 2. Some people will do anything to get their picture in print.

loaded up and headed home. I'll be back.

(Continued from page 3)

ing very fast. So I found another use for my long legs. I would come up behind one of the coasters, put my left leg out, put my foot against the end of their silencer and wick it up. After a little practice, it got pretty easy. It had to be a little like midair refueling of airplanes.

On day five we loaded up the bikes and headed to Salida and the Rainbow Trail. Only five of us rode this day. Most of the other folks were heading home. Except for Johnnie, Mark and Bobby—they decided that they needed a break. They found out that hanging out in Salida isn't the most exciting thing to do. We found out that they ended up napping in the Wal-Mart parking lot in their trucks. Just a bunch of wild and crazy guys. Those of us that went riding ended up in Villa Grove for lunch. Larry headed back to Salida by road and the rest of us headed up over Hayden Pass to pick up some more of the Rainbow Trail. Well, the road over Hayden Pass was closed. The sheriff's de-



Outside the Quartz Creek Lodge in Pitkin, CO.

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TID BITS

If you haven't heard, the Train Robbers Enduro, a BJEC event, scheduled for August 8, has been cancelled. Here is the official word from the internet:

The club requested a new Environmental Assessment, which is good for 5 years, in 1995, after the hoopla over the Red Cicaded(?) Woodpecker. We thought we would be good to go until we had the new assessment done next spring. While looking for the report, the Forestry Service officials in the Catahula District came up empty. Upon contacting the ranger assigned the environmental assessment, who is now

stationed in Florida, they found that he was very busy at that time and only did an addendum to the '94 "EA" concerning the woodpeckers, and did not do a complete EA. Therefore, the Forestry Service revoked our permit for the 99 race. The dates that were given to us as possible postponement dates were not usable because of scheduling conflicts with other circuits. The end result is "No Breezy Hills Enduro for the first time since the first one in 1989".

event at Kahoka, MO:
1. Brian Garrahan, 2. Steve Leivan, 3. Doug Blackwell, 4. Scott McLaughlin, 5. Chris Thiele.

August 19– OMTRA meeting at Buckingham at 7 PM on South Campbell.

Garrahan and Leivan were separated by 24 seconds and Blackwell was another 24 seconds back. This was the seventh round of the National Hare Scrambles series and round 8 of the Missouri Hare Scrambles Championship.

Casey Haynes and Joby Windmiller are second and third in the +30 Int Class of the Missouri State MX Series. Plus, they are running first and second in the 250 Int. Class after

3 of 9 rounds.

A special thanks to the SMSU construction club for replacing the bridge at Rattlesnake Cave! Randall, Rusty and Bart had lunch with Charles McKenzie, who heads up the SMSU construction club. The day after they had lunch, he was heading to Kansas City to talk with the Corps of Engineers about establishing an off-road vehicle trail at Pomme De Terre Lake.

Darin House, Danny Overturf, plus several others from the Springfield area went to ride the dunes at Little Shara, Oklahoma. Not wanting to rough it too much, they packed a small 110 volt air conditioner unit for their TENT!

Attendance at the night ride at Chadwick was a little sparse this year. The dust was very thick and it was hot and humid. But about 10 folks showed up for a ride at dusk and then bench racing, followed by an after-dark ride on ATVs. OK, the after-dark ride consisted of Shawn Hall and me riding our ATVs from the enduro pavilion to Cobb Ridge campground to see if anyone was staying there. There wasn't. I'm ready for some rain and cooler temperatures.

If you see a brand new solar shower on the side of the road between 65 north of Springfield and Chadwick, Bart lost it.

Here are the top 5 overall motorcycle results from the 7/18/99

Chadwick Trail Relocation

I received a copy of the draft of the Chadwick Trail Relocation Environmental Assessment from the US Forest Service. It is an interesting document whose purpose is to cover the alternatives in relocating several trails that are located in or near stream beds and/or are experiencing severe soil loss and degradation due to steep grades, poor location or poor trail designs. Relocating this trails will increase resilience and maintainability, meet State ATV regulations, reduce stream sedimentation and protect cultural resources. As background material, it includes the popularity of the Chadwick Riding Area, its history and user fees. I will include coverage of those sections in next month's issue.

The Forest Service requested comments on the trail relocation, and using those comments they came up with two alternatives plus a no action alternative. (See, your letters and calls do count!) The document is 37 pages long, including three maps showing the changes. I will try to make my following summary do it justice:

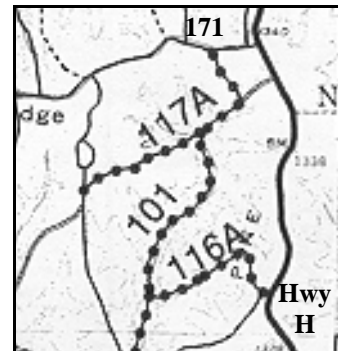
Alternative I is "the no action alternative" listed above. The Forest Service received concerns that the new trails would be too straight line with no challenge to them or the new trails would be too challenging. This alternative addresses these concerns plus the cost concern. But it does not meet the state ATV regulations, would not reduce stream sedimentation and would not protect cultural resources.

Alternative II would close over 11 miles of system trails and 2.8 miles of non-system trails. Let me define system and non-system trails. A system trail is a Forest Service-approved trail. It is marked with orange diamonds. Non-system trails are "illegal" trails. They include hill climbs and other unmarked trails. Alternative II also includes the building of four bridges and stabilization using concrete blocks (conlock blocks). The almost 12 miles of trail closure include 101 from its trail head near highway H to the "Thorn Tree", the intersection of 101 and 102. Other major trails it closes include 121, 119 and 135. This alternative would also separate the 115 "trail system" from the rest of the trails. It would only be accessible from Highway H.

Since no alternate routes are being developed, the document states, "unauthorized trails may result from failed closures." Total cost for alternative II is \$66,480.

Alternative III is the proposed action by the Forest Service. This alternative relocates almost eight miles of system trails and

closes 3.31 miles of system trails. It also closes the same 2.8 miles of non-system trails. Instead of closing a major portion of 101, 121, 119 and 135, they would be relocated. This alternative also includes the building of seven bridges and installing the concrete block plating system. Most of the trail closure affects trails close to 171 and H. It would close 101 from its trail head near highway H through trail 117. It also closes 117a and 116a. The total cost for Alternate III is \$106,060. Both Alternative II and III would close 135b, the trials ride area, and trail 137a. Both are located near Camp Ridge Campground.



Trails that would be closed under Alternative III.

If you are a rider at Chadwick, Alternative III is the way to go. Alternative II would leave the area fragmented and "illegal trails" would develop. Alternative I, of course, does not address ATV regulations, would not reduce stream sedimentation or protect cultural resources.

What do you need to do? Show them you are interested. Call, write or fax Jim Voyles or Darla Rein by **August 14** at:

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Big Air!

Fun was the order of the day. On July 17, Sprout Patch Motocross Track included an enduro class in their usual schedule. Twelve riders showed up with bark busters, enduro computers and woods suspension to race for two motos.

Everyone was having fun, but they were still competitive. You should have seen the battle at the end of the second moto between Willie Wells and Doug Meyer. Both riders were on four strokes, going side by side into the final switch backs, pushing and shoving. Willie came out on top. This wasn't for the win at an AMA Supercross, but for 7th place at the enduro class. You gotta love it.



The riders all got a workout. After the moto was over, you could hear them asking for a reset.

Doug Meyer cranks his XR over



Randall Mathis gets some big air at Sprout Patch

Another little clash took place between June Scott (Grier) and her good friend Donna Moore. As their lines converged in one of the corners, June went down. Luckily, June rides a TTR 225, with ELECTRIC START!

The next Enduro class is scheduled for August 21 at Sprout Patch.

Results:

1. Doug Gere, 2. Steve Underwood, 3. Doug Jarmin, 4. Randall Mathis, 5. Cliff Davis, 6. Elston Moore, 7. Willie Wells, 8. Doug Meyer, 9. Donna Moore, 10. Jacqueline Romero, 11. Joe Peltz, 12. June Scott.



Cliff Davis sets up for a corner.

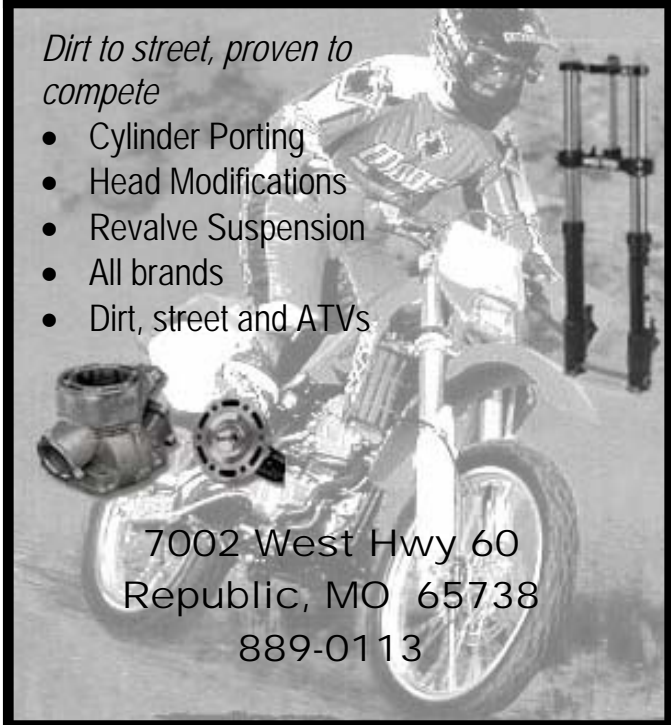
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Leivan Marches On

By: Frank Leivan

Park Hills, MO June 27

Round six of the Missouri Hare Scrambles Championship saw SCR/Yamaha Rider Steve Leivan return to his winning ways, coming out on top of a race-long duel with rival Chris Thiele. Leivan and Thiele battled for nearly two and a half hours and 53 miles, and when the checkered flag flew, were separated by a mere four seconds.

This year marked the third annual "Racers for Research" event held in St. Joe State Park, from which all proceeds go to benefit the March of Dimes. Two ATV races on Saturday, a Poker Run Saturday evening, Junior race Sunday morning, and Sunday afternoon's main event helped to raise over \$27,000 to fight birth defects.

A 10.5 mile course that used part of Saturday's quad course also featured nearly four miles of all new, virgin trail. With no practice lap, the first lap of the race was run at a much slower pace while lines were established and the new trail was "beat in." Leivan and Thiele were the only riders to complete five laps, averaging 19 miles per hour on lap one and cranking it up to 22 on the final circuit.

The 15-rider AA class featured all of the series regulars, along with some local fast guys and Australian KTM rider Steve Kuczko. Kuczko, who is the mechanic for GNCC sensation Shane Watts, has been taking in as many events as possible since he is "out of work" due to the knee injury suffered by "Wattsy" earlier this year. Kuczko ran up front early in the race before settling for seventh overall.

Team Green/Moose/Alpinestars-backed Thiele led the charge into the woods, Kuczko on his little 125, Chris Nesbitt, Mike Windmann and

Leivan's four stroke close behind. Nesbitt had problems a mile into the race, allowing Windman and Leivan to move up to third and fourth. Thiele and Kuczko had started to pull away slightly, but when the trail turned off the established ATV trail and onto the new trail, the pack became bunched up.

"That first lap was just a trail ride. No one could go very fast since we were all trying to find the trail and keep from missing turns. Once the course got established, we could go faster and actually 'race' each other," explained Leivan.

Despite some juggling of positions, Thiele held the lead at the end of the first lap with Leivan close behind. That initial lap took the front runners nearly 33 minutes, and the slightly conservative pace kept the first 11 riders separated by less than one minute.

Although lap two featured a much more established trail, since 170 riders had made their way through the rocks and hills, it was still a bit difficult to read the trail due to the fact that many of the riders were content to follow the rider directly in front of them, establishing trail that wasn't necessarily the fastest.

"We were going a little faster than the first lap, but you still had to pay close attention to the arrows. Chris and I passed each other a couple of times that lap because we missed turns by following trail and not the arrows," said Leivan.

Midway through the lap, Chris Caplinger, making his first appearance of 1999, joined the leaders and took the lead. Meanwhile Thiele missed a turn and lost several positions. "I missed one corner and when I got back on the trail, every KTM in the class was ahead of me. I lost about six spots just like that," Thiele said.

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Caplinger held the lead until the end of lap two, when he was forced to pit since he was using a small gas tank. Leivan moved back into the front of the pack with Thiele, who had worked his way through the KTM herd to Leivan's rear fender. Nesbitt had recovered from his first lap mishap to take over third.

Leivan and Thiele swapped the lead back and forth a time or two on lap three, with Thiele seeming to be able to go faster while leading the way than Leivan could. Since Leivan was being pushed, he moved over and allowed Thiele to set the pace. "Chris was better in the middle of the race than I was, so it was easier to let him pull me along," said Leivan.

Near the end of the lap, Leivan carried more speed through a sand whoop section and retook the lead. Thiele stayed close, though, and the two riders had knocked nearly four minutes off of the first lap time. Caplinger and Nesbitt were locked in a similar battle for third.

When racing through the pit area for what could have been the final time, Leivan and Thiele were in a full-on race. Thiele was railing around the outside of the sandy, high-speed bermed corners with Leivan doing all he could to hold him off.

"We were going at it that last lap. Chris is so fast in that open stuff, it was all I could do to stay with him when he went around me," Leivan stated. "It must have looked good, though. Spectators were yelling and scattering at the same time."

With both riders knowing that this might be the final lap, the pace was upped a notch, with neither rider having room to make a mistake. The warm temperatures were beginning to take their toll as well in the late stages of the race.

"I thought that it was probably the last lap, so I was trying to ride conservative and not make any mistakes. I ended up falling down and

Steve passed me back, though," Thiele explained.

"I thought maybe he was getting tired, so I kept trying to push him into going faster and hoping for a mistake. He did finally fall and I thought that it was my chance to get away, but a couple of miles before the end I killed my engine and he went back around," Leivan said.

About the same time that Leivan and Thiele were giving the lead back and forth to each other, a vicious thunderstorm blew in, wreaking havoc in the sandy sections and the pit area. Fortunately for the leaders, they were in the woods when the storm did its damage, so they were not affected too much.

After Leivan stalled his bike and Thiele took the lead, Leivan pulled all the stops and tried to catch back up. With roughly a mile left, Leivan closed the gap and made the pass across an open sand section. Thiele, who was riding without goggles due to the rain, was forced to back off and stay out of the roost.

Leivan negotiated the final section, putting 15 seconds on Thiele's Kawasaki but completing four laps in 1:59:17, 43 seconds shy of the two hour mark. Thiele checked in at 1:59:32, and the two riders set out to decide the winner on a very slippery course that was much different than the previous laps.

Caplinger and Nesbitt hammered each other all the way through lap four, finishing just over the two hour mark, leaving Leivan and Thiele to settle the race between themselves. Once again Thiele was faster in front, so Leivan again let him pass and set the pace.

Content to follow and wait for a mistake, Leivan stayed glued to Thiele, and in nearly the same spot as the lap before, Thiele went down and Leivan moved ahead. From that point on, Leivan rode error free, moving through lapped traffic and staying out of trouble. Thiele stayed close but never got the opportunity to pass.

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LEIVAN "SHOWS EM" AT SHOW-ME HS

By: Frank Leivan
Tebbetts, MO; July 11

Although a new challenger made his presence felt at the seventh round of the Missouri Hare Scrambles Championship, reigning champion Steve Leivan controlled the pace and emerged with his sixth overall victory of the season. The win marked SCR/Yamaha backed Leivans, 50th career win.

Australian rider Steve Kuczko, riding a KTM 200, challenged Leivan for the win nearly the entire distance. Kuczko, who started the year turning wrenches for Shane Watts, while also competing in the morning events at the GNCC rounds, is now staying with Guy Cooper in Stillwater Oklahoma and helping with the operations of Cooperland. Kuczko's plans are to attend several more MHSC rounds this year.

The Show-Me motorsports club laid out a 10.5 mile course on a 600 acre farm east of Jefferson City. The trail was well established and included several fast fields, rocky creek beds, rolling wooded trails, and a motocross section with a half dozen double jumps. Leivan's lap time were just over 26 minutes for an average speed of 25.4 in the two hour event.

Holeshot machine Chris Thiele again grabbed the early lead

when the 11 rider AA class blasted into turn one. Kuczko started in second, while Leivan got an uncharacteristic good start in third. These three riders quickly distanced themselves from the rest of the pack.

Halfway through the opening lap Thiele went down moving Kuczko into the lead, Leivan in second, while Thiele got going in time to hang on to third. Leivan pushed Kuczko, trying to force a mistake, that ultimately happened but Leivan was unable to take advantage.

While negotiating a twisting ravine, Kuczko lost the front end and went down, blocking the trail in the process. Leivan patiently waited for Kuczko to get going, while Thiele took advantage of the situation and reeled in the two leaders.

"Steve kinda washed the front end out and his bike was laying right across the trail. The only way I could have got past him would have been to run over his bike, but I didn't really want to do that, so I just waited until he got going" said Leivan.

With the front three bunched up again and only a few turns left in the first lap, Leivan got on the gas too quickly exiting a grass track turn and went down. Leivan was only down for a few seconds, but Thiele moved into second and the top three completed lap one separated by five seconds.

Brandon Forrester, who started the race in fourth, still held the position after the first lap, 20 seconds back, while Ryan Wuebbeling had control of the "All class and held fifth overall on adjusted time, 50 seconds behind the leader Kuczko.

Thiele would drop out of contention for the win just as the second lap was starting. "After the creek, my bike started popping and missing, then it finally died right in front of my pit area. I put in a new plug and it started up, but I lost a lot of time" Thiele explained. Thiele dropped all the way back to 13th, but turned in fast laps the remainder of the event, to come all the way back to fourth.

While Kuczko led the majority of the second lap, Leivan used the power advantage of his big bore four stroke, to take the lead in a fast field section. "I had my bike pinned, but it started to lean out and I backed off a bit. I could hear Steve coming and it sounded like his bike was going to suck me into his airbox" joked Kuczko.

Leivan and Kuczko had distanced themselves by a minute from Forrester, who had taken over control of third on his YZ-250. Wuebbeling, still in the lead of the "All class by well over a minute, was in fourth after two circuits, while Mike Windmann had his Pro Dirt KTM in fifth.

With lapped traffic now being a factor, Leivan was able to position himself with a bit of a gap on Kuczko. Both riders were still turning in the fastest lap times and pulling clear of the pack. Leivan held a 16 second edge over Kuczko going into lap four, but stopped for fresh goggles and gave up a few

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(Continued from page 10)

seconds. However, Leivan encountered a problem a mile into the lap and lost even more time.

"I caught a lapper and he tried to move over in a place he probably shouldn't have. He got out of control and fell right in front of me and I ran over his bike. My brake pedal caught his front wheel and it bent it under the case. It happened in the moto-cross section and I had a heck of a time getting slowed down for the corners. Finally I stopped and bent it back the best I could" Leivan explained.

Kuczko, not knowing what had slowed Leivan, was more than willing to retake the lead. Leivan got going quickly and set out after the speeding Aussie. Kuczko, with a clear track in front of him, turned in the fastest lap of the day, a 25:55. Leivan though was on the gas as well and used the fast fields to his advantage, moving ahead three quarters of the way through the lap.

"Steve was trying to get around a lapper in a field and took a line that didn't have much of a berm in the corner. I went where the lapper did and used the berm to carry more speed across the field. I pulled along side of him and I was able to use the engine braking going into the woods and get the lead back" Leivan said.

The separation going into the final lap between Leivan and Kuczko was a mere seven seconds, but Kuczko opted to stop for a splash of fuel and lost sight of Leivan. "I haven't ever pushed the 200 to see how far I can go on a tank of gas. We were running a pretty quick pace and the course was fast, so I figured I had better stop and be safe. It's a good thing I did, because I wouldn't have made it," Kuczko explained.

The early part of the final lap was not without incident for Leivan though. "I crashed going through the pit area, right in front of some friends. Both times I fell today, I was in plain sight of everyone. Fortunately I was able to get going quickly both times and avoid any further embarrassment" Leivan revealed.

Leivan regrouped from the minor problem and went about his business. He kept the hammer down for half a lap, not knowing that Kuczko had stopped for fuel. Not until a section of trail that ran down both sides of a fence line, did Leivan know of the gap he had opened.

"When I saw that I had a pretty good lead, I backed it down a little, and concentrated on getting through the lappers without any problems" Leivan explained. He was able to do just that and completed the fifth and final lap with a lead of 55 seconds on Kuczko. Leivan said that he enjoyed racing with Australian rider.

"Steve was at the last race, but had some problems and was back a little bit, so I didn't really know what to expect from him. We had a great race and he was really fun to ride with, really smooth and fast. I am sure that if he didn't have to stop for gas that last lap,,it would have been really close" said the Answer/Scott/Dunlop/Silkolene backed Leivan after taking the checkered flag.

Kuczko finished in the runner up position, well ahead of the third place rider, Forrester. He had nothing but praise for the winner and the series. "I had a great time at this race and the last one. Steve rode a great race and he deserved the win. We had a good battle all day and I am looking forward to the rest of the series" said the Troy Lee backed Kuczko.

15 year old Forrester, competing in the AA class for the first time during his young career, finished out the podium spots with his best ever ride. Forrester put in fast laps all day long and his final lap time was second to only Leivan. This issue to be the first of many good results for the young rider.

Thiele recovered from his first lap problems to eight riders and finish in fourth on his J&W Cycles/Renthal/Motul backed Kawasaki. Fifth went to Answer/Pirelli rider Dwight Maggard who recovered from another poor start, to card his second best result of the year.

Windmann, who was fighting on-going vision problems and lack of comfort with the high speed course, soldiered on to claim sixth overall. Wuebbeling dropped back in the overall from an early fourth to an eventual seventh, as well as taking the win in the "A" class. Matt Faletti finished second in the "A" ranks and eighth overall after passing Suzuki rider Kevin Borts on the last lap, who was third "A", and ninth overall. Jeff Lappe, an a 125 KTM finished out the top 10 in his first appearance of 1999.

Results

- O/A:** 1. Steve Leivan (Yam); 2. Steve Kuczko (KTM); 3. Brandon Forrester (Yam); 4. Chris Thiele (Kaw); 5. Dwight Maggard (Yam); 6. Mike Windmann (KTM); 7. Ryan Wuebbeling (Yam); 8. Matt Faletti (KTM); 9. Kevin Borts (Suz); 10. Jeff Lappe (KTM)
- AA:** 1. Steve Kuczko (KTM); 2. Brandon Forrester (Yam); 3. Chris Thiele (Kaw); 4. Dwight Maggard (Yam); 5. Mike Windmann (KTM)
- A:** 1. Ryan Wuebbeling (Yam); 2. Matt Faletti (KTM); 3. Kevin Borts (Suz); 4. Bobby Duncan (Yam); 5. Sam Gosnell (Yam)
- 125 B:** 1. @john Struckhoff (Suz); 2. David Stone (Suz); 3. James Sloan (Yam); 4. Jody Smith (Suz); 5. Matt Jameson (KTM)
- 200 B:** 1. Danny Dohogne (Kaw); 2. Steve Crews (Kaw); 3. Robert Armon (Kaw); 4. Matt Mannering (Kaw); 5. Dale Griesinger (KTM)
- 250 B:** 1. Tim Gibson (Yam); 2. Jason Stegall (Kaw); 3. Matt Weis (Yam); 4. Keith Jackson (Yam); 5. Joe Straatmann (Kaw)
- 250 C:** 1. Jeff Deeken (Hon); 2. David Danz (Yam); 3. Chris Pfountz (Kaw); 4. Lars Valin (Hon); 5. David Bishop (Suz)
- Open B:** 1. Mark Kendall (Suz); 2. Brian Richardson (Hus); 3. Chris Sloan (Yam); 4. J.R. Hansen (KTM); 5. Jeff Kuechenmeister (ATK)
- 4 Stroke B:** 1. Jeff Schneider (Yam); 2. Neal Vanway (Yam); 3. Gary Pilant (Hon); 4. Les Busenbark (Yam); 5. James Hancock (Yam)
- Vet:** 1. Rick Kihkelaar (Yam); 2. Kreg Simons (Yam); 3. John Baner (Kaw); 4. Wade Hall (Yam); 5. Don Haney (Kaw)
- Senior:** 1. Bard Barnett (Yam); 2. Bill Gold (Yam); 3. John Newberry (KTM); 4. Andy Nored (Kaw); 5. Keith Kibort (Yam)
- Super Senior:** 1. Eric Hansen (Hon); 2. Lee Glenn (Hon); 3. Jim Letellier (KTM); 4. Robert Jackson (Suz); 5. Frank Leivan (Yam)
- Junior:** 1. Zack Mabery (Hon); 2. Nate Lane (Yam); 3. Jeremy Hansen (Yam); 4. Sam Lawson (Hon); 5. Cameron Mittelberg (Kaw)
- Women:** 1. Michele Eidam (KTM); 2. Sherri Declue (Kaw); 3. Rebecca Jackson (Kaw); 4. Kellie Crawford (Hon)
- Trailrider:** 1. Kurt Schaben (Hon); 2. Robert Wright (Yam); 3. Shawn Smith (Suz); 4. Bill Kays (Yam); 5. Adam Ashcroft (Yam)

Letter from the Chairman

Thank You, I suppose are the words I should use for electing me as the new chairman for the Ozark Mountain Trail Riders. As many of you know, the OMTRA elections were held this past month and Shawn Hall, our founding Chairman presided over the meeting, which went smoothly. Talk about a guy that can put things together. Anyone that can get his spouse to believe that not only on the weekend but on the third Thursday of each month he has to meet with his riding buddies and discuss motorcycle riding is nothing short of genius. Shawn has done a great job the past two years and he will continue on as race chairman, which involves the annual Chadwick enduro. I don't want to fail to mention Chadwick and the real reason this club was organized, which is to preserve this valuable riding area.

The duties I will assume as chairman involve attending all meetings and presiding over the mayhem, bench racing, and general business of the club among other things. Following the meeting this past month I immediately raced home and gave Rita(wife) the good news. Excitedly I told her the news. "Honey, I was appointed the chairman of the OMTRA tonight and we get to go to a lot more races this next year to help support the club members that race." She actually took this quite well; however, when I mentioned the word 'intern', she pretty much drew the line. I guess it doesn't hurt to ask, or maybe it does.

Back to club business. With new members come new ideas, and with that in mind, put our next meeting on the calendar and be sure to attend. It's the third Thursday of every month and is always publicized in "Notes on Spokes." In case you weren't aware of the fact, by attending a meeting with your spouse you receive 10 brownie points which can be counted toward date credit. Judy Willis picked up on this a long time ago and sometimes brings Dale.

The next time you see Shawn, be sure to give him a big hug and kiss and tell him how much you miss his Chairmanship. That'll teach him for not taking the third year.

Bart Williams

Chairman – Ozark Mountain Trail Riders

(Continued from page 9)

Leivan completed the event in 2:28:00 to take his fifth win of the series as well as the Governor's Cup for the overall win. "I really wanted to do well here today. I haven't been able to beat Chris here for a while; he is real tough at this place. I felt good and my bike worked great, so it was a good day for me and I am happy to win the Governor's Cup again," said the Dunlop/DP Brakes/UnderWARE/Silkolene-backed Leivan.

Thiele claimed runner-up honors for the fourth time this year to go with his win at the previous round, positioning himself for a run at the championship. Despite using all of his energy, Caplinger held off Nesbitt for third on his Donelson Cycles/Oneal YZ400. Windmann dropped off the pace slightly near the end, but held on for fifth.

Results

- O/A:** 1. Steve Leivan (Yam); 2. Chris Thiele (Kaw); 3. Chris Caplinger (Yam); 4. Chris Nesbitt (Yam); 5. Mike Windmann (KTM); 6. Rick Matteson (Yam); 7. Steve Kuczko (KTM); 8. Dwight Maggard (Yam); 9. Kenny Bartram (KTM); 10. Chad Busenbark (Yam)
- AA:** 1. Chris Thiele (Kaw); 2. Chris Caplinger (Yam); 3. Chris Nesbitt (Yam); 4. Mike Windmann (KTM); 5. Rick Matteson (Yam)
- A:** 1. Ryan Wuebbeling (Yam); 2. Bobby Duncan (Yam); 3. Kevin Borts (Suz); 4. Matt Faletti (KTM); 5. Tim Baker (KTM)
- 125 B:** 1. Jason Dill (Kaw); 2. Mike Hulsey (Kaw); 3. James Sloan (Yam); 4. Steve Akers (Yam); 5. Casey Hinkel (Yam)
- 200 B:** 1. Steve Crews (Kaw); 2. Robert Armon (Kaw); 3. Tim Weber (Kaw);

Cory Frericks (Kaw)

- 250 B:** 1. Jason Stegall (Kaw); 2. Matt Weis (Yam); 3. Joe Straatmann (Kaw); 4. David Von Holten (Suz); 5. Gary Wolf (Suz)
- 250 C:** 1. David Danz (Yam); 2. Scott Johns (Yam); 3. Lars Valin (Hon); 4. Shannon Blair (Hon); 5. Jake Johnson (Yam)
- Open B:** 1. Tom Prenger (KTM); 2. Brian Richardson (Hus); 3. Duane Rambo (Hon); 4. Matt Coffman (KTM); 5. Karl Harris (Hon)
- 4 Stroke B:** 1. Nick Crawford (Yam); 2. Ross Logan (Hus); 3. Larry Miinch (Hon); 4. Joseph Armon (Hon); 5. Danny Heberlie (Yam)
- Vet:** 1. Rick Kinkelaar (Yam); 2. Dave Berry (Yam); 3. Kreg Simons (Yam); 4. Kevin Harman (Yam); 5. Carl Dobson (KTM)
- Senior:** 1. Brad Barnett (Yam); 2. Everett Shinault (Yam); 3. Keith Kibort (Yam); 4. Andy Nored (Kaw); 5. Andy Long (Suz)
- Super Senior:** 1. Frank Leivan (Yam); 2. Gerald Frericks (KTM); 3. Tony Schlader (Hon); 4. Bob Caplinger (Yam); 5. Rick Carpenter (KTM)
- Women:** 1. Sherri McFarland (Kaw); 2. Amanda Lappe (Hon); 3. Michele Eidam (KTM); 4. Rebecca Jackson (Kaw); 5. Kellie Crawford (Hon)
- Trailrider:** 1. Joe Clary (Hon); 2. Jeffrey Sutton (Kaw); 3. Scott Irwin (Hon); 4. Marcus-Nelson (Suz); 5. Nathan Maune (Suz)

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OMTRA Stuff

The July OMTRA meeting was held at Buckingham on S. Campbell on the 15th with a good attendance.

Announcement was made that the Breezy Hills Enduro to be held in August in LA. has been canceled. Seems the Forest Service notified them belatedly of their need for an environmental impact study prior to the event. Given the short amount of time allowed, they were forced to cancel completely. Also noted, the Mo. State Hare Scramble to be held in Columbia has been rescheduled, tentatively to October, the same day as the Chadwick Enduro. As this might be a conflict for many riders, there is an effort being made to pick a different day for Columbia.

Shawn Hall has again been notified by the Forest Service in regards to the Chadwick riding area. They are proposing to close some riding trails in the Chadwick area, due mainly to erosion problems. They propose the relocation of some 7 miles of trail and the complete closure of some 3 miles of trail. If you want to know the exact trails and relocation areas, contact Shawn Hall as he has the maps they provided. They stated they have completed user studies of the area, and while revenues are excellent and riders come from all over the country, they are concerned about rider safety as well as wildlife preservation. Comments are requested to be sent in by August 14 to:

Jim Voyles

US Forest Service-Mark Twain National Forest

1103 S. Jefferson

Ava, Mo. 65608

Shawn has drafted a letter to be sent from the OMTRA club, but individual response is encouraged to show the number of

people concerned. Along the same lines, Randall reported a new bridge has been constructed in the Rattlesnake Cave area. The work was done by a group from SMSU. Randall reports calling to thank them for their work and interest and they seemed surprised anyone cared. Again, individuals are encouraged to call 836-5121 to thank the group for their help and support in the Chadwick area.

Jerry Sharp reported several club members and local riders did well at the Kingsville event. There was also an event held at West Plains during their fair that drew an excellent attendance of riders as well as spectators. Door prizes were a MSHS T-shirt donated by Jerry Sharp, won by Cliff Davis, and a gift certificate

donated by Jon Simons, won by Danny Overturf.

Thanks were extended to all the members who have served so diligently last year.

1999-2000 OMTRA Officers:

Chairman---Bart Williams

Vice Chairman—Randall Mathes

Secretary—Judy Willis

Treasurer—Darin House

Competition Chairman—Shawn Hall

Land Preservation—Carl Harris

Legislative Chairman—Cliff Davis

Social Chairman—Brian Sharp

Communications Chairman—Bob Fuerst

IT'S THAT TIME OF YEAR. ACTUALLY, IT'S LATE. IT'S TIME TO RENEW YOUR OZARK MOUNTAIN TRAIL RIDER ASSOCIATION MEMBERSHIP. HOPEFULLY, WE (I) WILL GET AROUND TO SENDING RENEWAL FORMS, BUT IT WILL HELP A LOT IF YOU COULD TAKE A FEW MINUTES AND FILL OUT THE MEMBERSHIP FORM IN THE BACK OF THIS NEWSLETTER AND SEND IT ALONG WITH SOME MONEY. THANK YOU FOR YOUR SUPPORT.

Mark Your Calender

August 19 OMTA, Buckingham on South Campbell across from Bass Pro. 7pm, be there!

Arkansas Hare Scramble Championship Series
Mike Lorenz
501-648-1696

Missouri Hare Scramble Championship
Frank Leivan
417-537-8406

August 21 – Enduro class at Sprout Patch at Billings.

8/22 Hidden Valley – Wynne
9/19 Bee Branch
10/10 Sturkie Road – Sturkie
10/24 Lost Creek – Amity
11/28 River Front GP – Fort Smith

8/8 Cole Camp, MO
8/22 Lebanon, MO
9/19 Smithville, MO
(Motorcycle Only)
9/26 Westphalia, MO (ATV Only)
10/10 Festus, MO
10/17 Columbia, MO

1999 BJEC Schedule

Lee Glenn
(913) 441-6522

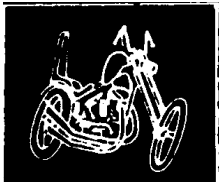
8/29 Little Rock, Little Rock, AR
9/12 Tulsa, Tulsa, OK
10/3 Crosstimbers, Oklahoma City, OK
10/17 Hardwood, Chadwick, MO
10/31 Red River, Muenster, TX

8/15 HLR Motorsports
9/6 Cycle World
9/18 Sprout Patch
9/26 Radical Rob
10/10 Extreme Park
10/24 MXP

1999 Missouri State Motocross Championship Series

Jerry Sharp (417) 887-3524

Moberly 660-263-4321
Hawk Point 314-338-4090
Billings 417-744-2593
Halfway 417-445-3753
Merwin 913-780-5607
Columbia 314-488-3174



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(417) 876-5342



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State: _____

ZIP: _____

Home Phone: _____

Work Phone: _____

Fax Number: _____

E-Mail Address: _____

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- Individual(\$10.00)
- Associate - Non-Voting (\$5.00)

Riding Interests:

- Motorcycle
- ATV
- Bicycle

Please circle any areas you would be willing to help

Land Preservation	Rider Awareness	Legal/Legislation
Competition	Social Events	Communication

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