

Notes on Spokes



Unidentified Flying Yamaha.
The picture was taken on
Joshua Tree Hill at the Last
Man Standing Race. I had
to put it sideways so I didn't
cut out any part of it.

MON TAY 3000



TID BITS

Folks, in this issue, you'll read about two of the neatest off-road races I have ever attended, the Last Man Standing and Enduro-cross. If you are an off-road racer, I don't think there is a better vacation.

Since the last issue, the Hillbilly GP season has gotten well underway, in fact it's already at the halfway point. I covered the first race, at Thayer, in last month's issue. I've got Westphalia in this month's issue. Since then, Seymour and Walnut Shade have been run. Both of these races were just a few degrees too cold from perfect. Spud and his Hillbilly Pimp did good jobs laying both of them out.

This is the last issue of Notes on Spokes. I have been editor and chief bottle washer for the last eight years. Randy Prestus started the newsletter three years before that.

It's been a lot of work. It's been a lot of fun. It's great hearing from folks about something that they enjoyed reading.

In the 11 years since this newsletter started, a lot has changed. The Internet was for nerds only back then. Now, almost everyone has a connection to it. As a communication tool for off-roading, the need for a newsletter is much less. Today, race reports can be

made real time from the race site, as I did at the Last Man Standing race.

There are a lot of folks that I want to thank. First off, all the many folks who have contributed articles over the years. There's been some pretty funny stuff contributed.

Second, to all the advertisers; without them, this newsletter would not be possible. *The subscription fee doesn't even pay for printing and postage.* Continue to support them. It might cost a little more to buy your parts and accessories locally, but when you need a part late on a Saturday afternoon or need service, you need a local dealer.

Third, is you subscribers. What else can I say. Without you there would be no need for the newsletter.

Finally, the biggest thanks to wife, Linda, for all the hours of proofing, folding, labeling, picture taking (she took the cover shot of this issue), and turning my babbling into English.

I'll see you on the trail.
Bob Fuerst

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(Continued from page 3)

When I showed up on Friday, I was taken out to the section of the course that I was monitoring. The first place we stopped was the north end of Big Sky. It looked like we were standing on the top of a cliff. And the riders were going to come up this hill in the day light. They would go down it in the dark. I couldn't even imagine.

After checking out my section, I helped put up some snow fence. They seemed to have miles of this stuff. The sponsor of the race, Red Bull, didn't spare a dime. While I was putting up the fence, David Knight came up and asked me some questions. THEN, Mike Lafferty came up and asked me some questions, like I could talk.

Lafferty had found a great line through the gnarly creek bed. When Knight asked about it, Lafferty said he would show him tomorrow.

I was putting up fence in the start area. It would be a dead engine start; all the starters would line up and go when the cannon went off. It was about a half a mile of open riding until the riders hit the trail. Riders were given about two hours to walk the start section and pick lines.

Then, they fed the workers, gave us sweatshirts and stickers. Cool stuff.

The next step, cruising the pits and some first class bench racing.

Only about 100 riders ended up starting the race. But it was quite a scene when they took off. I was able to watch the start and then take off to get to the top of Big Sky before the first riders got there.

On the way, I met up with some folks from the media, including Mark Kariya. If you've been reading Cycle News or any of the other off-road motorcycle magazines for any length of time, this name is going to be familiar.

David Knight got to Big Sky before any other riders. He was so smooth riding up this cliff. Words can't possibly describe it. He didn't spin a knob. He picked the perfect line the first time. It looked like he was trail riding.

Lafferty came along about a minute and a half later. He looked



Folks, Steve was hammered. This is just after he finished.

smooth, too, but just not quite as smooth. Then, the rest of the riders started coming through. As riders came through, they gradually had more problems. Bottlenecks started. I recognized Steve Leivan. I told him that I thought he was about 30th. Brian Jahelka came through and he yelled it was just another day at the office. Then, I was standing at the top of the hill when I saw the bottom of a Suzuki and the bottom of the rider's feet. They were still on the pegs.

After the riders thinned out, I headed over to one of the spectator points, called Joshua Tree. What a hill climb. I was only there for a few minutes before I got assigned to monitor where the course crossed the tram road. It had to be done.

Oh yes, all this time, I was making calls to Shawn Hall who was posting on www.hillbillygp.com. Unfortunately, the batteries in

(Continued on page 5)



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the race!*



Here's Knight going up Big Sky on the first lap.

(Continued from page 4)

my cell phone died. I was able to put it on the charger in the RV while working the road crossing.

I got a break in working the road crossing and when I called Shawn, I found out that folks all over the country were following the race on the forum. So I asked the folks in scoring if I could get a report. They were very cooperative. I was able to get a list of the finishers from the first half. And Shawn put them on the Internet.

Then came the break before the night race. They said the top 20 finishers would start the night race. During the break, I headed over to the Missouri racers' pits. It turns out Karl had blown up a clutch. He walked back to the pits, got the clutch out of Mick's bike and headed back to the course. By the time

he got his bike back together, of course he was way behind. But he took off anyhow. Unfortunately he was far enough behind that they pulled him off the course before he could finish the loop.

Aaron Shaw had been running well. I heard several reports of him running close to tenth. He and Steve Leivan were the only Missouri riders to take off on the second loop. Shaw ran out of energy and collapsed. He said he had to stop on the trail for about an hour to get enough energy back to complete the loop.

Steve Leivan finished the day portion of the race in 12th place. He said it was the hardest thing he had ever done. Elston Moore, Tom Eidem and Zack Bryant jumped in and pitted Steve's bike.

I was grabbing some food in the RV when I heard the helicopter fire up and I thought to myself that it was time to head out for the night race. Then, I thought, wait, "the helicopter started up," this is no ordinary local race.

Of course, the night race went the opposite direction from the daytime race. The Red River Dirt Riders were promoters of the race. They had marked the course with reflective markers, reflective arrows and small pieces of reflective tape in the trees.

It looked really strange with a flashlight. It must have been surreal on the motorcycle.

The first night loop was shortened to 30 miles.

The night race started just before dark. It was probably much safer to have a little light available while the riders were all bunched up. I watched the start. Then the course crossed the tram road shortly after the start. I worked this to make sure no spectators became speed bumps.

Then I headed back to "Big Sky." This time they headed down the cliff. David Knight came through first. He was about 4 minutes ahead of Lafferty. He came up to the top of the hill. It was like he remembered this hill from the daytime loop.

There were two lines down the hill, a more direct line straight
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down the hill or the line used up the hill during the daytime race. He came up to us workers, turned the bike to the left and headed down the line he used going the opposite direction. He had only ridden this trail twice and it was only one corner out of thousands. He nailed it both times.

It was actually quicker to head straight down the hill and most riders did. It was pretty uneventful. Well, Cole Kirkpatrick came through without any rear brakes. The pin holding the pads came out and so did the pads. We asked him if he wanted to quit. He said, "No way." We did point him down the easier route used going up the hill.

After all the riders came through, I got into a pretty good bench racing session with two other workers from Texas. It seemed like no time before Knight came back through. He rides so smooth that the bike isn't making much noise. He was there before we were ready for him. And then he was gone.


No riders came through for a long time. Finally after 10 minutes a two-stroke Yamaha came through, Nate Kenney. About four minutes later, Mike Lafferty came through without a working headlight. He was only using his helmet light. It turns out he reached up to get a drink and crashed.

About 25 minutes after Knight came through, we could hear Jerry Bernardo, the announcer, announcing the winner. It turns out



Third place finisher Mike Lafferty tackles the Waterfall.

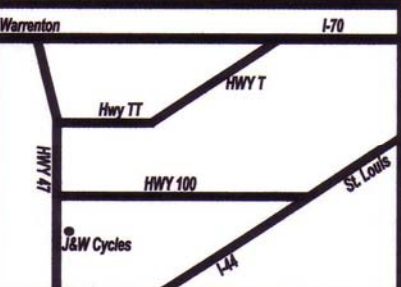
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Endurocross



The start of the third heat. Patrick Garrahan (14) leads Xavier Galindo (10). Galindo was the eventual winner of this heat.

The next stop on Bob and Linda's Late Fall Motorcycle Racing Vacation was Las Vegas, NV for the Endurocross. This was the second year this event has been held. For those of you who haven't heard of the race, it is kind of like an enduro course in a stadium. Of course it's not entirely like an enduro course. It's much shorter. And there are no giant hills, or trees. They do haul obstacles in like sand, rocks, logs and tires. Plus, they make some water hazards.

A new thing this year was the amateur race on Friday. And the top ten racers from Friday's racing qualified to race on Saturday. A couple of Missouri folks signed up for Friday's race. So we made our way to the Orleans Arena for Friday's racing. Unfortunately, we missed the practice. I heard some of the wildest riding happened during practice. In fact, that was the

only time one of the Missouri racers rode the track. Scott Frazier decided it would be a lot more fun to watch the racing from the stands.

The other Missouri racer, Steve Leivan, had one of the most exciting qualifying races of the day. There were two qualifying sessions for the "Final Qualifier". In the first session, there were 12 groups of 10 riders. Only the top 2 went to the "Final Qualifier." 12 groups of 8 remained for the second qualifier. Only the winner of each group went to the "Final Qualifier"

In Steve's first heat, he lost the front end and dropped the bike, putting him ninth out of ten in the heat. In four laps, Steve made his way to the front to win the heat.

Now, this didn't put Steve in Saturday's race. It put him in the "Final Qualifier," which was the top 36 riders from the earlier qualifiers. They started with 3 groups of 12. The first two in each group qualified for Saturday's race. Unfortunately, Steve went down in the rock section and did not finish in the top two positions. The second race was much more dramatic. He and a couple of other riders were pushed wide and ended up in the next lane. Steve's comment after the race was, "I knew I was in trouble when I was looking at the ceiling and I hadn't landed yet."

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All the rocks, logs, tires that made up the course.

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It still made for some exciting racing. Steve had to finish at least fifth to ride the LCQ. He was running in the back positions after picking his bike up and getting back in the right lane. He had worked his way up to sixth, when the fifth place rider fell in the second to last corner, putting Steve in the LCQ.

Only the winner of the LCQ would move on to Saturday's race. Steve was running top three going into the first corner when he went down. The LCQ being only 2 or 3 laps, didn't give enough time to get to the front. It was quite an effort and it was fun having a Missouri racer out there.

There was one more race on Friday's docket. All the qualifiers for Saturday's race had a 10-lap dash for cash. Dirt Rider magazine put up \$1,000 for the winner of this race. The winner, Ryan Dudek, who works for Cycle News, enjoyed taking the money from the competition.

All this and it's not even Saturday yet. Promoters made the course even gnarlier. The ten racers from Friday's race plus top riders from all over the world were invited to race. Invited riders included last year's winner Ryan Hughes. National trials champion Geoff Aaron. Hare and Hound champion Destry Ab-

bott. ISDE top American Kurt Caselli. Motocrosser John Dowd. Enduro champs Mike Lafferty and Randy Hawkins. GNCC Champ Barry Hawk.

I didn't know most of the international riders except David Knight, World Enduro Champion and winner of the prior weekend's Last Man Standing race.

There were three heats with the top 2 riders going directly to the main. Then, three semis with the winner going to the main and positions 2 through 5 going to the LCQ. And the winner of the LCQ rides the main event.

It was all motocrossers in the first heat with Hughes taking the win and John Dowd coming in second. The second heat had David Knight getting tangled up with Geoff Aaron. They literally had the bikes hooked together. Ricky Dietrich, who qualified on Friday, won and Ty Davis picked up second. In the third heat, Ivan Cervantes from Cambrils, Italy, won. The battle for second was pretty exciting with Mike Lafferty getting by Kurt Caselli in one of the last corners.

In the first semi, it was Xavier Galindo from Massalcoreig, Spain, taking the win. Knight and Caselli got good starts and won the second and third semis respectively.

A big crash in the first corner of the LCQ made things pretty exciting. Nathan Kanney, High Falls, NY, and Homero Diaz, Toluca, Mexico, tangled and went into the second lane. Diaz was down for quite a while. The race was red flagged. The crowd gave Diaz a big cheer when he was able to leave the track on his own.

Ryan Dudek ended up winning the LCQ, qualifying for the main.

Ricky Dietrich was the early leader of the main event. He ended up third, which I thought was great for someone qualifying from Friday's races. John Dowd was able to get around Dietrich for second. And David Knight proved the depth of his skills by winning this race also.

I've been to many Supercross races over the years. This proved to be more exciting than any of them.

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3/5/06 — Indian Nations, Scipio, OK	9/30/06 — Camp Gruber, Braggs, OK
3/19/06 — White Rock, Combs, AR	10/1/06 — Camp Gruber, Braggs, OK
4/30/06 — Lead Belt National, Park Hills, MO	10/15/06 — Hardwood, Walnut Shade, MO
5/7/06 — Cycleland Park, Nacogdoches, TX	10/29/06 — Crosstimbers, Oklahoma City, OK
5/21/06 — Red River, Bulcher, TX	11/12/06 — Indian Nations, Scipio, OK
6/11/06 — Train Robbers, Bismarck, AR	
6/25/06 — Golden Eagle, Stillwater, OK	

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www.mhscracing.com

Date	Club name/Race name	location
Feb. 26 th	Elk Creek Bikes Only	Lebanon, MO.
Mar. 12 th	Lake Creek Bikes Only	Sedalia, MO.
Mar. 25 th - 26 th	MO Dirt Riders ATVs on Sat.	Westphalia, MO.
Apr. 9 th	Nasty Creek-MTRA Bikes Only	Steelville, MO.
Apr. 23 rd	Spare Parts M/C Bikes Only	Eugene, MO.
May 13 th - 14 th	Missouri Mule Kicker National Hare Scramble ATVs on Sat., AMA Required	Kahoka, MO.
May 20 th - 21 st	Mile High Ranch ATVs on Sat.	Seymour, MO.
Jun. 3 rd - 4 th	Show-Me Motorsports ATVs on Sat.	Jamestown, MO.
Jun. 24 th - 25 th	Brush Busters ATVs on Sat.	Marceline, MO.
Jul. 15 th - 16 th	Racers for Research ATVs on Sat.	Park Hills, MO.
Jul. 30 th	Rattlesnake Ridge Bikes Only	Polo, MO.
Sep. 9 th - 10 th	MXP ATVs on Saturday	Tebbetts, MO.
Sep. 23 rd - 24 th	Poor Boys ATVs on Saturday	Florence, MO.
Oct. 22 nd	OMTRA-Bull Creek Bikes Only	Walnut Shade, MO.

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HBGP Westphalia



Carnage in the C Class. This picture taken by Miller Photography is almost too big for one page. Slick conditions took down many of the C Class riders in the first corner.

By Bob Fuerst

The second race of the Hillbilly GP kicked off on November 6th at the Loraz (sp) farm outside Westphalia, MO. While the course was dry and dusty for the ATV race on Saturday, a big storm came through on Saturday night. It hailed and rained a lot, turning the course muddy. A creek bed section had to be rerouted due to high water.

That didn't keep over a hundred dirt bikers from showing up. Over 50 racers showed up on Saturday for the ATV race.

The motorcycle course was about 6.5 miles long. It was mainly ATV, since the land is run by an ATV club. It is also used during the MHSC series, with only ATV trail. But Spud added some single trail to make things more fun for the bikes.

The start was slick. The first few corners had bikes all over the place through several grass track corners before hooking up with ATV trail taking riders back past the pits and scoring.

Then, the trail went down a rocky hill to a short whooped field section before the first creek section. It was all pretty fast and rough. The creek sections were wet, and everywhere else it was muddy and slick.

A long woods section followed. It was fun to get on the single track. It flowed well with some off-cambers. Probably the biggest landmark on the course was the long deep creek section. Of course, you didn't know if there were any rocks hiding under the water. That was followed by a high speed field blast.

At this point, riders thought they were getting to the end of the lap. No, the course looped away from the pits for a couple of more miles of fun, including a slimy tight single track.

Unfortunately, computer problems cropped up just after the first moto started. So the race had to be scored from the backup sheets. Scoring took a little while more than usual. Luckily, the

Pee Wee race was held during intermission and kept folks entertained.

The second moto was a repeat of the first, except the track was drying out a bit and started to tack up.

The front row was packed with 13 Pro riders. Top three finishers were Caleb Wohletz, Clint Carr and Kreg Simons.

There were 11 A riders. Zack Neill won with Kurt Schaben and Chris Goodall following.

The B row was also pretty packed with 12 riders. Nate Lane picked up the win followed by Matt Sellers and Austin Butler.

Joe Wolfe won the over 30 Class with Nick Frost Jr. getting second and Mark Hunter third.

In the Over 40 Class, it was Malcolm Wood taking the win with Kevin Henslee and Steve Crews following.

The C row was packed with 29 riders. Kevin Dudenhoeffer won the class. Second went to Jon Stegall and Kerfer Rosier third.

Terry Brumley took the win in the 50+ class. Eric Hansen finished second and Randy Pierce third.

Mike Wells, Keith Williams and Doug Crouch finished first, second and third in the Trailrider class.

In the Youth class, Quentin Tinsley took the win with Derek Hunter second and Sam Schulte third.

Don't forget the remaining rounds:

- | | |
|------------------|--------------------------------|
| Jan. 7-8 | Century Farms, Richland |
| Jan.28-29 | Black Jack Ranch, Collins |
| Feb.11-12 | Hillbilly Hwy's, Highlandville |
| Mar. 4-5 | Cassville Nationals, Cassville |

Check out www.hillbillygp.com



Here's Steve Nicholas, Jr. heading up Texas Stadium on the first night loop

(Continued from page 6)

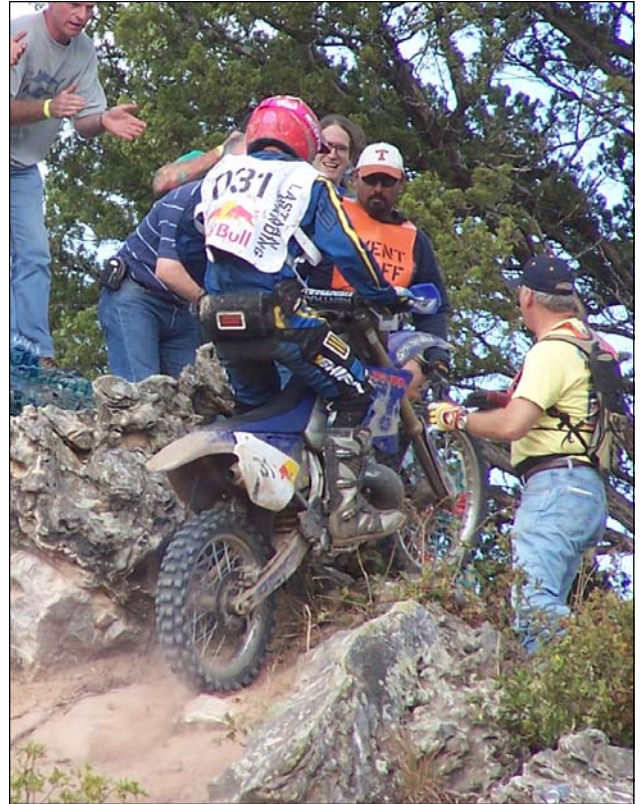
they shortened the loop to 45 minutes, about 15 miles. The second place rider was Nate Kenney.

We heard over the radio that the last rider was Cole Kirkpatrick, rider number 7. He had just come through, so I headed back to the start/finish area to see the festivities. Guy Cooper and Jeff Fredette had not come through on the last loop.

When I got there, Steve Leivan had just finished. I got to see him interviewed by the media. Then Guy Perrett, of Canada, finished. He's a real free spirit and had a lot of fans there.

The last rider to finish was Texan, Cole Kirkpatrick. I think it was close to an hour after David Knight crossed the finish line. He was still around talking to fans.

Then, it was back to the Missouri pits. We had time for a little more bench racing.



Second Place Finisher—Nathan Kanney

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