

Notes on Spokes

Wade Hall at the
Park Hills National
Hare Scramble



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TID BITS

The September 17th issue of the Springfield News-Leader had an article about Chadwick, titled "Finding the middle ground". They had interviewed several different sources, including riders, Forest Service Personnel, Louella Rains of Kay's Country Store, the Sierra Club chapter head and Kevin Henslee, OMTRA President.

Of course, Kevin did an excellent job of representing us. He said that the number one goal of the club is keeping the riding area open. He also mentioned the clean-up day and other things we do for Chadwick.

Louella from Kay's was amazed by how many different places people come from to ride there.

Jim Voyles from the Forest Service said, "Every person has his preferences for his type of recreation. It's unfortunate people can't agree, because I think there's enough room on national forests for all types of users."

The article states, "The Sierra Club has written off the Chadwick area and the Sutton Bluff area in Dent County, no longer protesting their use by motorcyclists and ATV riders." The local chapter president goes on to state, "I don't think we call them sacrifices, but that's what they are."

I always get concerned when I see an article in the Springfield newspaper about Chadwick. This one seemed pretty good from the OHV view.

Other News:

I just got back from Las Vegas (that's why the newsletter is late) watching the US Open of Supercross. It was Ricky Carmichael's first ride on a Honda. Ricky won both nights, but Jeremy McGrath's racing luck was all bad. He was the fastest rider on the track. In the first race, Travis Pastrana stalled in front of him causing Jeremy to fall, putting him in last place. In the second race, Jeremy got stuck in the tough blocks leaving him third from last. Jeremy worked his way up to second place. I can't wait until the supercross season starts.

Take a look at the calendar section, the schedule for this year's Hillbilly Grand Prix series is out.

Also, the OMTRA is trying something new for the Chadwick enduro. An ATV class! It should be interesting.

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CROSSTIMBERS

The Okie Dirt Riders put on their umpteenth million enduro at the Draper Lake ORV area Oct. 7. It was a good event. The ground was a little dry. It was dusty in the open areas. The morning sun made it difficult to see at times. But the temperature was great.

There were very few places on the course where you could rest. The first check was about six miles out and tested you until the first reset at 10.7. This process repeated three more times until the gas available, for a total of four tests before the gas stop. And short course riders went out for one more test. And all were glad. It was a great six mile single track. I'm glad the short course riders got to ride it.

Long course wasn't that much longer, only about 15 miles at 24 mph, including much of the first part of the course with a few trail changes.

Overall winners usually get all the press. But, usually, they have an uneventful race and go really fast. Really kind of boring. Dan Villars had a really interesting day. He got out of the Port-A-Potty with five minutes to go before he was scheduled to leave the line. The bike wouldn't start. He tried bump starting down a hill. It didn't start and now he was at the bottom of the hill. He started pushing it up the hill. Another riders came to help him out and tried pull-starting the bike. It still wouldn't start. He gets pulled back to his pit. Off with the seat and tank to change the plug. It starts and he's off the line 15 minutes

late. When he get to the reset, he figures he's late, so he doesn't stop. What he didn't see was the sign telling the extra-short course riders to go left and everyone else to go right. Dan went left. Six miles later, he was back at camp.

By that time, it was too late to go chasing back down the course. So he drops the needle a notch and waits for his buddies to get back and he'll ride the rest of the course with them. Not too far after he took off, in the special test at the end of the short course, he catches a stob with his right foot. One ripped boot, very sore foot and a hole in a radiator hose. Unfortunately, he didn't know he had a hole in his radiator hose. A few miles later, it started pinging. Stop again, fix the hole, pour all the water in his camelback into the radiator and buy a new top end for his bike. Dan, now you're famous.

I'm sure the overall winner's day was not that interesting, whoever that was. The Okie Dirt Riders had the scores figured and were starting trophy presentation by the time we were backed up.

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Watts Dusts 'em



Shane Watts on his way to taking the overall at Park Hills

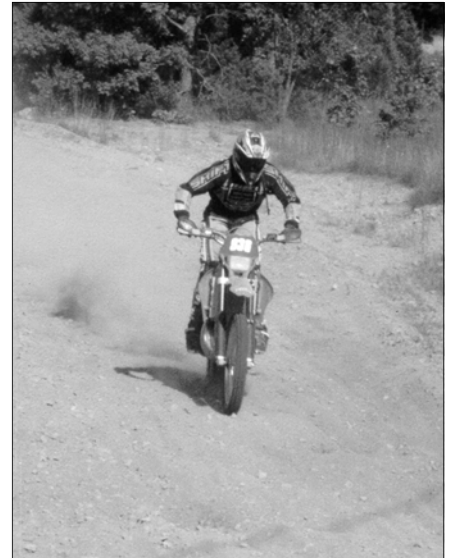
I'm a little late with my race report from the MSHC/AMA National at Park Hills on September 16. Dust would be the main thing I remember from the race. It was my gear bag that I forgot to take to the race.

I had gotten about an hour from home where I was meeting my traveling buddies Shawn and Mi-

chael Hall. When loading their bikes, I realized that I hadn't thrown my bag in the trailer. It was all packed and ready to go. It was just sitting in my garage! Oh gosh, that was so much fun.

We got a good pit location just before the check. Sunday morning dawned clear and a little cool. The

ATV race covered our campsite/pit area in dust. Fortunately, when Kevin Borts started his DRZ400, it



Brad Williscroft on his way to second overall.

(Continued on page 7)

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KAWASAKI

(Continued from page 6)



Brandon Forrester on his way to 8th overall



Brian Garrahan hangs it out on his way to fourth overall.

cleared all the dust off. A new use for thumpers.

The Missouri Mudders laid out a 15 mile course.

The winners made 5 laps. Being a national, it attracted some big dogs. Shane Watts won it. But who was this guy in second, Brad Willis-croft? It turns out he is a friend of Shane's from Australia, riding one of Shane's backup bikes! It's a good thing that he didn't win.

Shane was also his ride home. Brad might have gotten to see more of Missouri than he wanted to.

Fred Andrews came in third, followed by the Garrahan Brothers, Brian and Patrick. Our very own Steve Leivan picked up sixth place. The remainder of the top ten were Blair Bersano, Brandon Forrester, Paul Whibley and Bobby Duncan



Dan Wylie demonstrates the proper apparel for course workers

Newbie

I went to Chadwick the other day and took someone who had not ridden an off-road motorcycling in a very long time with me. I've been working on a computer system for Tracker Marine for some time with David Portugal. As I said, David has not ridden off-road in a long time, but that doesn't mean he doesn't know anything about motorcycling. You see, he rides his Gold Wing from Chicago to Springfield to work on this project.

We were trying to wrap up the project and David stayed in Springfield for the weekend. I told him that if I worked both Saturday and Sunday, I'd go nuts. So we took off Sunday for some rocks, roots and dirt.

Our first loop was 101 end to end with an excursion to Stump Spring. He did good, no crashes. But he said that his street bike skills didn't translate very well to the dirt.

It was on 101 that we met Max and Daniel Harkey coming the other way. It was the highlight of David's trip.

After a short break, we took off to ride the north half of Chadwick. We started off on 106. Let me refresh your memory of 106. As you get to the end of 106, the trail drops down a pretty steep hill. Well, David gets a little off balance. He managed to catch the bike before he and it fell over. But he was stuck. He was off the left side of the bike, the down hill side. He couldn't jump back on the bike or jump off the bike. As Ed Hertfelder said, he was trying to think pleasant thoughts. We got him going again, but wow.

That hill ends right at 113. 113 was pretty uneventful. Just kind of wet. That's when he said that the boots he was wearing weren't waterproof (the boots I let him borrow). Why do you think I was letting him wear those boots!

We turned up 108, a nice two-track with lots of water bars. You can get a little air on them. Lots of fun. Then on to 135. 135 drops into a valley. The main word here is drops. As most of you know, trails at Chadwick either run on the ridges or in the valleys, but you have to get from the ridge to the valley somehow. This downhill would be David's first

crash (of course by saying it was his first crash, there has to be at least one more!) But, really, the crash was pretty mild by any standard. Too much front brake on a switch back in loose gravel.

135 T's into 113 at the fencerow. There is this little section of rock steps. (The site of David's second crash!) David said, "They looked a lot worse from the bottom." Unfortunately, a little anti-freeze was dripping out. This was with a skid plate! Luckily, he just pushed the coolant hose up a little. Leak stopped.

I showed mercy on David and we took 110 back to Camp Ridge Campground. After a short break, it was time to head back to the enduro pavilion. The hills on the trails between the campgrounds were the toughest of the day, and David was starting to look right at home.

According to David, we are pretty lucky to have a place like Chadwick to ride. There isn't anyplace to ride off road vehicles any where around Chicago. David said, "If there was a place to ride like this within a couple hours of Chicago, I would have a dirt bike. And one for my son, too!"

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OMTRA Stuff



I wasn't able to get to the last two OMTRA meetings. The September meeting was held at the Springfield Brewing Company. I understand approximately 30 people attended. Much of the conversation regarded the upcoming Chadwick enduro on October 21.

The October meeting was held on October 11 at Rusty's place. It was a work meeting for the enduro.



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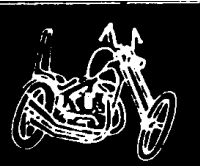


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