

SERVING SOUTHERN MISSOURI/NORTHERN ARKANSAS



NEWSLETTER

3rd ISSUE

LOCAL DIRT BIKE NEWS

OCT '94

As I had previously told you most of the month of September was spent with either getting ready for, or at Tulsa Oklahoma and the 69th Six Day Enduro. Because of that have decided to dedicate this issue primarily to that event. Share my thoughts and experiences with you, and try to accurately describe what took place, day-by-day. If I miss something it's not by design and also understand that my primary emphasis will be on riders from our area, or *LOCAL GUY'S IN THE BIG TIME!* I will not try to give you everyones finishing position, there will be plenty of publications in the weeks ahead who will do that.

I.S.D.E. SPECIAL!

Well guy's, the **69th International Six Day Enduro** is history! An incredibly complex event promoted by the **Tulsa Trail Riders** and staged at the **John Zinc Ranch** will be one for the riders from all countries to remember! Have to tell you up front that my observations and opinions are going to be a little biased. While I was out on the trails each day, my role was a medical one so my perspective is a little tainted due to injury's,.....and heavy workload.

The week, for Tom and I started the Saturday before the event when they decided the Team Managers were going for a ride to preview the course they're riders would be on. This seemed easy enough....just go for a ride and provide medical support in case there was an injury. Something in the back of my mind told me to exercise caution. You know....that nagging little voice that you can never quite put your finger on. Anyway I listened to it which was fairly easy as I had a meeting to go to at 10 o'clock that morning. It had rained the night before so the ground was wet and sloppy as everyone gathered in the pits. A very diverse group, some on beat "rental bikes", some on new Husaburgs. I thought to myself, how bad can it be for a couple of hours? The group finally left in a confused mass and quickly broke into two groups. Group #1 was; I know what a motorcycle is **and** I've been on one in the last 10 years. (This group later subdivided.) Group #2 was;expecting a trail ride,..... and they were wrong!

The ride seemed fairly okay inspite of the muddy, slippery conditions from my vantage point trailing Group #2 (Group #1 was long gone) until we came out of the woods into the first grassy field (grassy field means grass about 4 feet tall with a trail the width of the back tire.) Group #2 quickly got a lesson about Tulsa as they discovered that grassy fields hid rocks. Lots of rocks that were now muddy and slick from Group #1 going over them. If you have ever stumbled onto a covey of quail and surprised them.....the effect was very much the same.....riders went in every direction. I noticed as I shut off my motor to wait for Group #2 to regroup (that's kind for, get back close to the trail) that I couldn't even hear Group # 1 anymore. It was shaping up to be a very long couple of hours!

I'm going to summarize that day and move on to actual competition with just two short stories. Story one; the Japanese manager responded to the first "grassy field" by never again getting out of 1st gear on Harold Comptons CR 250. This was probably very smart as Harolds CR had that tired look to it. One brush guard, right side radiator shroud flapping in the breeze, and an alarming way of throwing the back wheel straight in the air whenever it saw something remotely resembling a rock. Story two; Tom continued on to the tune of 120 miles and found out the riders in Group #1 were made up of people like Gerig Walsink, Chuck Sun, and a Swedish Army Captain who told him; **This will be no problem!"**

DAY 1 was an explosion of activity before the sun even came up. Countless cars arriving, the two-way radio wearing itself out with all the message traffic. A lot of apprehension as we had another sprinkle during the night. Thoughts of slick trails...and injuries. I can honestly say I missed most of day one dealing with last minute logistical problems in the medical arena. Getting the communication machine up and running. About an hour after the start the injuries started to come in. Feet, wrists, bad sprains. I did get out after the noon gas and ride portions of the Red loop and was amazed at how the trail had broke in. All the rocks out where you could see them, grass blown out and the trail very easy to follow. In the afternoon we managed to watch the second "Cross Country" or what you and I know as the grass track.

It's worth talking about before we go any further.....team selection. I don't profess to be knowledgeable to the point I can second guess USA team selection...but! Kelby Pepper, Steve Hatch, Larry Roesler, Chris Smith, Drew Smith, and many others.....all on club teams? The club team list's were like the who's-who of the off-road world. It was amazing to see the amount of talent, all concentrated in one place!

Amazing to see how fast they went! Hoess on the US team put his bike at about 12,000 rpm at the start, and the motor never changed pitch the whole way around! Ty Davis on the Trophy team was smooth and fast as was Rodney Smith and Scott Summers. The exception to this "smooth" concept was Cooper. Everytime I saw him for the rest of the week, grass track, terrain tests, motocross..... HE WAS RADICAL!

Vincent Davis (BJEC Vice-Chairman) as a member of the Junior Trophy Team had a good day. Rode smooth and consistant although I know there had to have been some jitters. He finished 22nd for the day in the 350 4-strokes. A blow to the Junior's on day one was Brian Garrahans crash which badly broke his wrist putting the US Junior team out of contention. 22nd place for Vincent was enough to beat Burlesons finish.

DAY 2 Began with a little less apprehension (at least for us) as we had ironed out the small logistical problems and were now pretty confident of our ability to manage the situation medically. This day was on the Blue loop which to me at least seemed much like the Red loop on day one. Still very slippery in spots (especially rocky uphill's.) US Trophy team finished this day in seventh. The US Junior Team was way down due to accumulating 15,000 points per day for the lost rider. Vincent was consistant, finishing the day 22nd. An unfortunate incident took place at the first grass track where a child was "clipped" by a rider. While no serious injuries resulted, it led to a severe clamp down on spectator activity due to insurance and liability concerns. This resulted in restrictions on spectator activity for the rest of the week. While I'm sure this disgruntled many spectators, Tulsa Trail Riders had little choice as Mr. Zink got involved and basicaly said; spectator control or this events over. He got spectator control.

DAY 3 Noticable on Day 3 was the riders attrition due to injuries and bike DNFs. The US Trophy team slipped to 8th and the Junior Team continued next to last again due to their lost rider. Vincent slipped to 37th place for the day and I'm pretty sure it was this day that Tommy and I went to a terrain test and did some filming. Vincent gave

us a little footage in the middle of that test as he came around a corner in the woods and did a perfect auger into the ground for us.



DAY 4 brought some excitement as an Italian Trophy rider (Tullio Pellegrinelli) broke his collar bone and continued to ride. This brought immediate concern over switching riders as Italy's Trophy team was in 1st place. Hearing this on the radio I went to intercept off the 1st grass track of the day. Waiting for him to come off the test so I could follow him had me thinking that this wouldn't be too bad. How fast can anyone go with a broken collar bone? **DAMN FAST!** I knew I was in trouble within a quarter mile! By the time we got into the pits for his noon gas (only 3 or 4 miles) I had recieved a significant lesson in humility. Leaving the gas for the 1st check (about 12 miles out) did nothing to relieve that feeling, although I managed to stay close enough to see him occaisonly on highline sections (3 or 4 hills ahead.) Jon King was along and able to keep up so I dropped off, sat down, and wondered how I would ride next year. I had used up an entire season of Enduro energy chasing this one-armed guy! It made me feel a little better at the end of the day to find out he was 4th in the 250s up to now. One place behind Ty Davis and one place in front of Rodney Smith, I shouldn't be able to ride with this guy. The US Trophy team finished the day in 8th again and Vincent on the Junior team moved up to finish 20th for the day.

Scott Summers broke his hand leaving the final grass track. Hit a rock and did a gemendous endo that left very little plastic on the front of his XR 600. We brought him in via ambulance and upon X-ray found the broken bones. That ended the Trophy Teams hopes of overall placement.

DAY 5 was again on the Green loop and it was here that I found a US club team rider stopped along side the trail...just sitting. When I asked him if he was okay, he just looked through me. We both sat there a couple minutes and he started his bike, looked at me and slowly rode off. Apparently he was okay but it felt goofy! Vincent stayed consistant and finished the day at 25th in his class.

DAY 6 was wild! The riders went out for about 25 miles with no special tests before coming back to impound to get ready for the final motocross. Four, 125 class's ran before the first 250 moto which was *the race for me!* Stephane Peterhansel (France) led the first two laps with Ty Davis in hot pursuit and Cooper sliding out in a corner, putting him in about sixth. On the third lap Ty Davis passed the leader and Cooper came from out of nowhere to sit on Davis's rear fender. Cooper showed him his wheel on every corner until lap 4 when he tried to pass on the outside on a left hand sweeper. Probably a fourth gear corner and Cooper kept his left handlebar in Davis's ribs the entire way around it, nearly taking them both down in the process! Cooper slid out a little and Davis opened up a two bike length lead which he kept to the finish. I got that part on film and still can't believe it after watching it at home. NEAT! We stayed for several more moto's before heading to the Winne to try and beat the crowd out, but none of them compared to that first 250 moto!

AFTER THOUGHTS Had to take a minute and let some final thoughts fall out on paper concerning the **Six-days**. Your going to hear a lot of different stuff regarding the event in the upcoming months, and have probably already heard some negative stuff about the spectator deal. I worked with those guys organizing the medical end and saw nothing but class acts whose sole motivation was to make the event as good as it could be. Skip Seals, Harold Compton, Vern Street, Bob on the Red loop, Larry Bolander, and the list goes on and on. Undertaking an event of this size willingly, defies logic. Give them all credit **for one hell of a job! ! ! !**



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TIMES CHANGE! Can't help but talk about **Action Cycle** some more. Stopped by today and went in with a sack of curly fries and a coke. Saw Mel at the end of the counter; "**Hi Mel.**" Mel looked up; "**Hi, and don't get crumbs on the carpet.**" As I looked at the cellular phone on the counter, I couldn't help but think of the old days (like one month ago in the old shop.) You could drop a whole sandwich there and not feel bad cause you knew something that lived close to the ground would come out and get it, drag it back to it's nest and feed all it's youngin's for a week. Don't even consider going in there with chicken.....John would wrestle you for it....and he's big! I like the new shop....but.....I'm going to miss the old one, they didn't even have carpet!

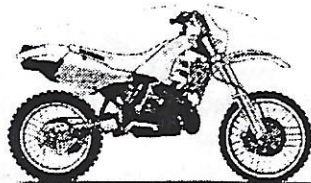
QUOTE! I consider my day a total loss.....unless I get Hell from someone!

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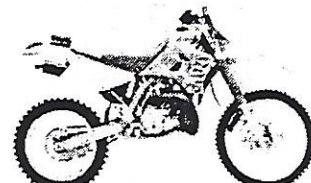
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See You At The Races!!

Where are my keys? One other thing that has value happened while at the Six-days. Dave Uebele, an old Army buddy, came down to pick up his '85 Husky 250 WR only to find the ignition had fried. After evaluating the price of Motoplats, he decided to buy a brand spanking new **DR 350 ES**. Whats the E stand for? **ELECTRIC START!** We weren't at Tulsa long before I got to ride the thing. It's a little heavy..... **but did I tell you it had electric start?** The stock dual-sport tires aren't very good on trail (shush.....wasn't supposed to be on trail).....**but I told you it had electric start, right?** The suspension is a little soft.....**but you know there's a button under your right thumb, push that and it starts.** There was a constant battle between about four of us initially (the number grew based on anyone who saw it start) who fought over it. Dave finally put the key in his bellfold, and then sat on it for the rest of the time. Him putting the key in there coincided with him catching me in the bathroom of my Winne trying to make an impression of the key on a bar of Ivory soap, you don't think that's what made him do it? I don't want to give up my KTM, but to say I liked it would be an understatement! Now all I have to do is convince my wife that I need one to chase cows because my four-wheeler is too wide to fit between trees cows go through. My KTM is too fast to chase them safely.....hmmm.....might work. Anybody got a cow for sale? Gonna need one if this story's going to work with her. Have to be an old, crippled cow. Chasing a young one might rip my turn signals off, or (God forbid) hit a tree and break my electric start button!



SPRINGFIELD MOTORCYCLE LANDMARK

COMES TO AN UNTIMELY END!

WELL.....NOT QUITE! It seems like it though. **ACTION CYCLE**, in the same place on the corner of National and Kearney for the last twenty-some odd years....has moved. Any motorcycle establishment that lasts twenty years ought to be made a monument! Put in the Springfield register as a historical landmark, and let people come look through the windows at the organized carnage. We could even get the environmental types involved. Just think of all the misplaced spiders, bugs, and other crawly things pushed out of their nice established homes in old CZ boxes, condo's made of Penton small end bearing box's. Quiet places because Mel had forgotten he had them. Oh well. All is not lost, the new place on **2111 S. Campbell** is neat. In this case it means neat (as in tidy,) and neat cause it looks like a real '90s motorcycle store. Everything up in an orderly fashion. No piles of unknown treasures on the floor.....You know.....I'm going to miss that!

Why is that?

Living at Tulsa for over a week required some long term accommodations. One thing we did was put a 20'x12' Tarp off the back of the Winne so we wouldn't take up all the room under the awning with bikes. Dr. Hills (our Chief Medical Officer for the Six Days) KX 125 was on the left. Toms KDX 200 was next. Kevin Christians RMX 250 was next to it followed by my KTM 300 on the right. It rained. The kickstand on my 300 has always held the bike up too straight and has too little of a foot on the kickstand to put in soft dirt. We were peacefully talking when we heard this **CRASH!** Yes, mine had went, taking the others with it like domino's, and breaking a tent pole in the process collapsing our makeshift awning. As we all ran out to this junky looking pile of \$4000.00 motorcycles upside down in a pile in the rain, Tom's KDX caught my eye, sandwiched on the bottom. I swear it's headlight had the most pitiful look. In fact it seemed to be asking.....*why is that?.....what have I done?* Tom took it to the carwash the next day. It looked much happier!

We need to take a minute and **Welcome** some new advertisers to the letter. Sam Lorenz from **MOTOSPORTS, FT. SMITH ARKANSAS** is on board....Welcome! His shop is the one I always "used to" compare Action Cycle with cause it's so Cool in a '90s way. It's like an upscale version of a motorcycle shop in layout, and he has everything for KTM's!

POSSUM HOLLOW TROPHIES is also on board. Jerry Sharpe and his wife have provided the trophies for Chadwick Enduro's for many years. Quality stuff....and he'll make them the way you want.

Look for these new ad's in this issue and give them a call!

RACE DATE'S

HARDWOOD ENDURO, Chadwick, Mo. Nov. 6 (BJEC SERIES FINALE.) Info: 417 345-6211

RIVER VALLEY MX, Ft. Smith, Ark. Oct. 18. **FALL SERIES** Oct 2 and 16th. **ENDURANCE RACE IV** Oct. 30th. Info: 501 646-3659

BEN GEREN GRAN PRIX Ft. Smith, Ark. Nov. 27th.

GNC SUPER CROSS Ft. Smith, Ark. Oct. 21, 22, and 23rd. Info: 501 452-4110

SPROUT PATCH MX Billings, Mo. Oct. 15, and 29th. Info: 417 744-2593

POSSUM HOLLOW MX Oct 23 Info: 417 887-3524

If you are planning an organized event (or unorganized) send it in and we will include it in this section. Get the word out!

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DICK BURLESON

Everyone's Enduro idol 10 years ago was there riding on a club team. I caught up with him at the Team Suzuki pits as he finished Day 3. Riding a trick looking KLX 250 with a white seat.....he looked **old!** I watched him change a rear tire and brakes, check the fork bearings, change air filters, all with sweat pouring off his head as probably 100 people looked on. There's not much hair left on the top of that head, but ...he finished. I didn't wait to see the final scores but he was 19th in the 350 4-stroke class at the end of Day 5.

Add to your genuine NICE GUY LIST: Steve Hatch. Talked with him several times at his truck behind the **MOOSE RACING** semi. Always up, always smiling, always happy, and always wishing for more tight tree's!

MALCOLM SMITH I had my head down trying to put the axle back through my front wheel at the Moose semi only to see Malcolm looking at me with an amused look. Couldn't decide if the look was for the image of me with sweat running down my face, bleeding from one finger to the point it was dripping on the ground, or the look was because it wasn't him? Talked to him later at the Pavilion and realized he's a very down to earth guy. **Add him to your genuine nice guy list too.**

CHADWICK NEWS

No I didn't forget about this. Talked with Jim Voyles the other day and he told me this was his year-end so was very busy. With the ISDE info filling this month up, I let him off the hook.

THE CHADWICK "NEWS" is the **HARDWOOD ENDURO** on the 6th of November at Chadwick. Wayne Beindorf, Tommy Johnson, and I do this one, plus a **ton** of friends. I want to tell you right now that this will be the easiest Chadwick Enduro in years....maybe ever! Trails have been selected to avoid bottle neck uphill. Speeds have been set to be slow(trail-ride like) with many resets. So if it's that easy how are we going to score it? Easy, a couple of special tests that border on impossible to make. Hopefully everyone won't zero it. If you haven't ridden an Enduro in a while come on out. We're making this one for you.

Jim Voyles promised me some more story next month. Aggie (Chadwick lady) sent me an article on Chadwick from 1962(its neat!) We'll wait until about the 10th of November to get this out and include all of this **plus** results of the Enduro!

Carol Williams

Who is that?
Carol is a club team rider from

Washington state who I spent the better part of Day 5 following because she had dislocated her shoulder. Our Medic at Check # 3 put it back in place and wrapped it and she never once considered quitting. Riding a 125 CR at a trail pace that had us passing many club riders she only slowed (and let me take a break) in the tight woods sections where she didn't seem to feel comfortable. Anywhere else she was **fast** enough to keep me very busy. I followed her about 30 miles until she assured me she would be alright. It was very impressive to see a woman ride that well in our sport! A new category: **add carol to your genuine nice person list!**

RUMORS

Italians in a rental car on a county road very near the trail with a rider fully dressed to include helmet laying on the floor in the back seat...coincidentally, at the very time their broken collar bone Trophy rider came by. It didn't work. US spectators were sitting in a car behind them.

A British club rider spent all of Day 5 in the hospital...and rode the final moto????? Twins?????

The shock on a XR 600 was blown on day two in the morning and seemed just fine in the afternoon??? How is that???????????

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TECHNICAL STUFF ABOUT THIS NEWSLETTER

Another item has surfaced that needs to be talked about and that's this Newsletter. We are developing a mailing list for distribution and need to know who wants to receive this letter? The best idea I've been able to come up with is charging \$6.00 per year as a subscription fee. The whole idea behind this is non-profit (but we can't lose money either.) This fee will be used to offset printing and mailing costs. We will keep track of whatever money is generated (including advertisements), subtract out operating costs, and publish it in the last issue before the end of the year. The reason for that is so you will know how much we have to spend on the ANNUAL CHADWICK FUN-DURO to be held at Chadwick on New Years Day. (This "non-event" will be open to anyone who wants to come out and ride.) We will spend whatever money we have down to the last penny on hot-dogs, buns, charcoal, soda's, cards for the event, and fixing's for a barbeque after the Fun-Duro (No, we won't cook for you.) Let everyone cook their own....and have a friendly get-together. That should insure we stay non-profit. (non-profit to me means ending, and starting the year broke.) Since we're starting this thing close to the end of the year, our budget is zero. We'll have to get donations for this year. Subscription year will run from December to December so if you want on the mailing list, send \$6.00 and your address, before 15 Nov, '94 to receive the December issue. (Advertisers will automatically get one free.) Send to: Newsletter, R3 Box 381-A, Buffalo, Mo. 65622 We will spend whatever money we have on the Barbeque so the subscription is free, you help pay for the meal. You can't beat that!

More "T" stuff The "more technical stuff about this Newsletter," is to talk about our intent. We decided to do this because it looked like it could be fun, people might like to read it, and it would be nice to have a consolidated event listing for our area. I'm not at all concerned about time (can't really call this labor although sometimes it feels like it) but I am concerned that this have some value to you, the reader. In that vein I encourage "you" to send in items for inclusions, stories, events, whatever. The only requirements are that it be in reasonably good taste, and you sign it and give me permission to print it. Have idea's?

We've recently started to get subscription requests, Thanks, those are encouraging, hopefully it means "we" won't continue to go in the hole doing this. We have several new advertisers who have came on board and that really helps.

The bottom line is that on December 1, we'll have to evaluate our subscriber base and/or advertisement income, and make sure we can break even for '95. There's no penalty for sending in your subscription fee now (it'll only make us rest easier) as the

fee is for calendar year '95. These issue's are free. It is my hope that in the future we can gather enough advertisers to make this thing free to you, the reader. We'll just have to wait and see how that goes. Anyway on the 1st of December this Newsletter will be sent out to subscribers, only. "If" the decision then is that we don't have enough reader base to at least break even, we will publish that and refund your money. We'll see on the 1st.

Enough of that. We're going ahead with a "Fun-duro" on New Years Day, no matter what. It all has to come from donations this year anyway as any income generated is for '95. It doesn't sound like getting the dealers to kick in will be a huge problem. I did get a suggestion (which I like) to give it a twist as "Jim Moon Day." Jim put on the Chadwick Enduro for years, sold tons of bikes, put on an annual New Years fun ride, and was active and instrumental in many of us being able to enjoy Chadwick today. Doesn't matter if you love him, don't know Jim, or are somewhere in the middle.....he has done alot for us!

See you at the ENDURO on 6 Nov. at CHADWICK!

SHO-ME TRAILRIDERS

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Bob and Linda Fuerst
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