

Notes on Spokes

November 2003

Zack Bryant @ HBGP,
Cassville

TID BITS

Not much Tid Bits this month. I just got back from the BJEC race at Red River, TX. It was a cool event. The trails were harder than most enduros. OK, it was tough. I'll do a write-up for next month.

Things are busy on www.blackjackenduro.com. The topic of conversation is the future of enduros. Pretty important stuff for an enduro circuit.

The Missouri Hare Scramble Championship meeting is November 22. Hopefully, I should have a list of any rule changes and next year's schedule.

The next OMTRA meeting is November 20th at Ebbett's Field in Springfield. From the activity on www.hillbillygp.com, it's going to be a popular meeting. Be There.

I just got off the phone with Elston Moore. He hurt his knee at the Crosstimbers Enduro and finally, after a month of seeing doctors, they told him that he's going to have to have it scoped. He's got to stay off of it for three weeks. Bummer.

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The other Colorado Trip

In last month's newsletter, I wrote about the Colorado 500. We weren't the only group from Missouri riding in Colorado. The other group consisted of Rusty Reynaud, Mike and Jeff Mills, Kevin Henslee, Karl Harris and Brian Sharp. They also got hit by the snow. Our group had to avoid the passes and the snow



I'm not sure who this is. But there is a trail underneath all that snow.

c o v e r e d trails. They didn't avoid anything. They rode or at least attempted many of the trails. Sometimes with over a foot of snow on them.

Don't ever tell Rusty that a trail is unrideable on a dirt bike, as



Brian Sharp moves a little snow

Kevin Henslee found out trying to struggle up one of the trails for hours.

Brian Sharp gave me a few of the pictures to include. As you can see, there was some real snow out there.

A Few Words about Chadwick

I received the following letter from Jim Voyles. In a nutshell, Jim works for the folks that run the Chadwick Motorcycle and ATV Use Area, so when they have something to say, I listen.

Date: October 20, 2003

Notes on Spokes
702 Hwy T
Aldrich, MO 65601

Dear Bob:

Just received our copy of the Notes on Spokes for October 2003. Was reading the Tidbits when I came across a statement that bothered me quite a bit and I quote: "Later, YZF, Phillip, Anthony, and myself showed him some hill climbing. He got a big kick out of that, "You guys are crazy." Since this was referring to riding at Chadwick I can only assume that they were doing illegal hill climbing since none of the trails would be classified that way. I quite often hear the statement: "I heard that you are going to close Chadwick down." My standard answer is, no, but if it is closed it will be because of the users. We have people watching the area all the time, Sierra Club for one. They love to point out illegal riding, hill climbs etc. to whoever will listen. We watch these areas and will cite anyone who we catch, but we can't be everywhere at once. My point is, we should not have to go to these lengths. If you, the users, do not care enough about the area to abide by the rules and regulations, I wonder sometimes if it worth our effort to fight the battle to keep the area open.

Sincerely,

W. James Voyles
Supervisory Forester

Jim makes a good point here. I don't know what trails they were riding on. They don't know either. I've seen them get lost on the way to the bathroom.

As it says on the map of the Chadwick Motorcycle and ATV Use Area: "Use only trails marked with diamond-shaped orange markers and areas marked with rectangular orange markers."

So stay on the trails. Let's keep Chadwick open so Dalton can ride there when he's our age.

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BJEC - Oklahoma City

On October 12th, the Oklahoma Dirt riders held the eighth enduro of the Black Jack Enduro Circuit season. It also looks like this will be the last enduro at the traditional location of the Cross Timbers enduro. The Draper Lake OHV area just outside Oklahoma City is being closed so a golf course can be put in.

There will be a much smaller riding area available to ride. The Oklahoma Dirt Riders are concerned that the new riding area will be overused since the same number of riders will be using less land.

Anyhow, back to the enduro. The course this year may have been fewer ground miles, but all the miles were trails with almost no roads used to connect the sections. The Oklahoma Dirt Riders set it up with check in and check out test sections with ample resets between.

The first section, about six miles in length at 18 MPH, was pretty do-able by most riders. All the top riders zeroed the first check. If they weren't all stiff and tight like I was. There were a few mud holes to catch up riders. This was followed by a ten minute reset.

A ten-mile special test followed at 18 MPH. As with most of the trails, it was sandy, with some mud. Again, most of the top riders zeroed the check out. The check out was also a tie-breaker check and out of the top five finishers, two came in with a perfect 30, two more were at 31 and the other rider was at 32 seconds. There was nothing so far to separate the contenders.

The third test was the points taker on the short course, approximately 12 miles at 24 Miles-Per-Hour. This section included the infamous sand box. It also included some brand-new single track. This section took points from all riders. Michael Wilson managed to get through the special test dropping only 5 points and 45 seconds. Steve Leivan and Clint Carr followed with six points. The check out was at the emergency gas and with only 9 miles remaining on the short course, most riders were feeling pretty good.

The last section was run at 18 MPH. Riders left the reset looking for a check-in to a special test. There was none. There was

a regular secret check as riders got back to camp. All top riders zeroed this check.

Short course riders dropped out at this point. Of course most of them were ready for a rest at this point. The riders pitting near me were sitting in lawn chairs and hydrating. Of course Overall C rider Shane Roberts was bouncing around with way too much energy. We can't wait for him to go long course!

Long course riders left for three more special tests, all at 24 MPH. The first of the long course special tests was 6 miles long. Most of the top riders dropped two points in this section. Steve Leivan managed to get through this section only dropping one point.

The next section was approximately ten miles in length with an emergency check at the end. Michael Wilson dropped 3:59 at the check out. Steve Leivan had his own challenges going through this test; with about three miles to go, he lost his rear brakes.

He said, "I was going to try to bleed them (at the next reset) and get them cooled off when I noticed that the sight glass had come out of the master cylinder, allowing all of the fluid to leak out. I don't know that I have ever heard of that happening and didn't know what to do about it, so I headed into the final test (9.5 miles) with no sign of a rear brake. Without question, it was difficult to carry the same amount of speed, but I rode hard and went fast where I felt like I could get slowed down. There was a long grass track section leading to the finish and I was hard on the gas and dirt-tracking through the turns, trying to make up time. I went from 2:40 down entering the grass track to 1:25 by the end and dropped a single point coming out."

In the end, Michael Wilson won, dropping 11 points and 525 tie-breaker points. Steve Leivan came in second and first BJEC rider dropping 12 with 597 tie-breaker points. Clint Carr came in third with a 14. Mark Faulk and Cole Kirkpatrick each dropped 15, coming in 4th and 5th. A special mention must go to 6th place finisher Dave Fogle, the only rider to ride the AA class in the 70s, 80s, 90s and 00s.

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Hardwood Enduro

The Ozark Mountain Trail Riders held the 36th annual Hardwood Enduro on October 26 at the Chadwick Off-Road Motorcycle use area at Chadwick, MO in the Mark Twain National Forest.

Rains on Saturday made the rocks slick and held the dust down. It also may have changed the mines of a few potential riders with only 142 riders participating in the event.

The extra short course, run at 18 MPH, was designed to be extra easy, at least by Chadwick standards. There were a few hills on this course, but for the most part, riders went down the hills. The first check, a tie-breaker at 5.1 miles caught a few riders early. And, very few riders managed to hit it right in thirty. This was followed by a reset at 8.5 to 11.5. The final check on the extra short course was at 16.5. This being a secret check, most riders were able to zero it.

The speed average dropped to 15 MPH for a transit across the riding area to the first special test of the day. It was approximately 5 miles in length with a tie-breaker for the check out. In fact, all the special tests had tie-breaker checks for check outs. None of the top riders dropped any points at the check out. It did challenge many of the c-riders. This was also the section where many riders missed a corner. If they didn't notice the lack of arrows, they looped back on to the same trail they had ridden 5 miles earlier. Unfortunately for them, the corner was well marked and the ability to follow the arrows is part of an enduro.

This was followed by a short reset and a transit section to the emergency gas. The emergency gas was followed by a 3.9 mile special test at 24 MPH. Caleb Wohletz set the fast time through this special test dropping 3 minutes and 2 seconds. Steve Leivan and Brian Jahelka also managed to drop threes in this section.

The final special test on the short course was 3.6 miles in

length at 24 mph. There were some pretty tough trails in this section with Steve Leivan setting the fastest time dropping 3 minutes and 43 seconds. Caleb Wohletz was the only rider getting through the section with a 4.

The long course riders got to do the course again, less the extra short course. There were a couple of course changes thrown in to keep the riders on their toes. There were three special tests on the long course. The first special test started in the same area only this time it didn't stop after 5 miles. It went all the way to the emergency gas for a total of five miles. Oh yeah, this time had a 24 MPH speed average to contend with. Leivan was flying through this section dropping 3 minutes 39 seconds. Wohletz came through the section dropping 5 and Jahelka dropped 7.

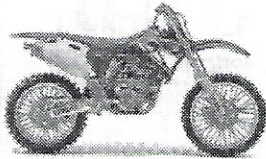

Need to mention Caleb Wohletz and Brian Jahelka were riding on the same minute. Brian must have wondered what happened to Caleb when he got to the reset at the emergency gas. Caleb rode right past the emergency gas and into the next check 13 minutes hot. That's a 62 point penalty.

The next special test was a repeat of the second special test on the short course. With fewer riders on the course and having the opportunity to have ridden the trail earlier, Steve Leivan was able to go through this test dropping 2 points, better his 3 points on the short course.

With one special test remaining, Steve Leivan had a pretty good lead. But, that didn't stop him from keeping on the gas. He dropped 5 points. Brian Jahelka and Bart Williams each dropped nines.

Steve had a great ride only dropping 18 points on the day. Jim Ingram came in second with a 30. Brian Jahelka finished third dropping 33.

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Dunfee Ranch



Caleb Wohletz leads Anthony Meyer out of the first corner in moto one.

for four hours. So, what did I do? I loaded it up anyhow.

Luckily, Cassville is a very hilly track. There is this very long down hill road that goes to the bottom of the valley. I had someone follow me on an ATV with a tie down and I pushed off. IT STARTED!



Karl Harris leads Brian Jahelka in the expert class

Of course now I was going to race

a bike that nobody could hear, with the same oil in it that had ridden all over Colorado. Luckily there was little dust in Colorado this year, so the air filter really didn't look that bad. *Alternate plan B was to borrow a bike and put in at least one lap in each moto to get points for the race. I was hoping that I wasn't going to have to ride the 1978 Suzuki PE 250 trail trimming machine.*

Unfortunately, I wasn't able to make it to the race site Saturday night. Evidently there was a pig roast and a live band. I was told about 250 people showed up for the party.

With all that messing around, I didn't get to ride a practice lap. Fortunately, the trail didn't change much since last year, hills and rocks. The course was a little more open than the first two races. Riding in the over 40 class means starting at the back of the grid, just in front of the beginners, giving us time to watch the experts and intermediates take off before getting our race faces on. There isn't much room to get started at Cassville. After a short start straight, the first corner is a tight right turn around a cedar tree. Then, after a couple of quick right turns, the course loops around the start area and scoring, giving a good view of the riders jockeying for position.

The course then drops down to the road and crosses it. *Note to self: that jump down to the road is the biggest drop you ever want to do on a DRZ.* This is followed by a pretty steep downhill with a log crossing to the creek. The trail down the creek crossed it a

(Continued on page 7)

Spud and crew had perfect weather for the third race of the 2003-2004 series at Cassville, MO.

My weekend did not really go as planned. First, I had sent the suspension off on my WR to have it re-valved to my weight and riding style. So I was going to ride the DRZ. The plan was: Saturday afternoon, I would start the bike and warm it up so I could change the oil and filter. Then, clean the air filter and finally, swap the stock muffler for my FMF Q series. Did I mention that I hadn't started the bike since I got back from Colorado almost eight weeks earlier?

The bike wouldn't start. I did everything. I messed with that bike

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Dick Roberts

Aaron Roberts

(Continued from page 6)

few times, lots of rocks. The big ones did get moved out of the way as the race progressed. The made a sharp right turn after coming out of the creek and straight up a steep, loose, rocky hill. Once you got to the top, the trail made a few zigs and zags, before it went downhill. The downhill was just as steep, loose and rocky, making a right turn at the bottom into a short bumpy field.

Then, we dropped into guess what, another creek. It's gravel with a few football-sized rocks thrown in for good measure. Out of the creek into another small field. Spud put in a few posts to make some turns. We wouldn't want to make it too easy. Then, out of the field and into a creek. Out of the creek and up a steep climb. A new line formed to the right of the existing line. It was a much smoother line. Then, Spud has the trail do this little side hill thing, over the ridge, more side hill with flat rocks and down the other side.

At the bottom of the hill, the trail picks up an old motocross straightaway. It was nothing very radical, but there were a few little jumps thrown in. The DRZ handled the jumps OK. At the end of the straightaway, the trail got very close to another section of the course, so there were a lot of spectators. I think they could see the riders at three different points on the course without moving very much.

The course made another steep uphill. More than one rider had to make multiple attempts at this hill. The 4-Stroke power of the DRZ really hooked up here. At the top of the hill, the trail did this side hill thing (again). There was this log across the trail. It took out more than one rider. Make a right turn and up another hill. There was an old hay bale rolled out covering the top part of the hill climb. Every time I went over the hay, I figured a hidden rock was going to take me out. At the top of the hill, take a right turn and down an old logging road. Not for very long, we wouldn't want to make this too easy. Then, a left turn for some more side hill stuff, followed by an uphill. Right over the top and down the other side. The downhill abruptly stopped with a sharp right turn on to an old logging road. A few interesting holes thrown in to keep you from getting any rest. Then, it was turn right for some more side hilling, with a few little climbs around trees. Then we hooked around a downed tree. At least the first moto we went around the downed tree. By the second moto, everyone was going over the tree. The tree was followed by a loose climb and a couple of fast side hills.

Then things got gnarly; the longest downhill was followed immediately by a short steep uphill. Then, down into a creek bottom



These riders had a freight train going heading up the hill back to the scoring trailer

that was cut in last year. It had these nice little drop offs. But it was wet and the bikes would just spin, making it very hard to keep the front wheel up going down the ledges. Going out of the creek, riders had to duck under a log. To make things more interesting, the promoters put up a Carmen Electra poster just before the tree. If you looked at the poster, you'd hit your head on the log. And you didn't want to not look at the poster!


The trail opened up after this with a nice little creek trail, up a hill and a whooped out straightaway to scoring.

Things were pretty tight in the expert class. In the first moto, Caleb Wohletz came through the barrels one second before Anthony Meyer. Four seconds separated the next pack of riders, Mark Gay, Karl Harris and Chili Roberts. In the second moto, Wohletz managed to pull almost a minute lead over second place Meyer, giving Wohletz the overall for the day.

The next round is December 7th at Thayer, MO. Be There!



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BJEC Meeting

The 2004 Black Jack Enduro Circuit planning and scheduling meeting was held the day before the Chadwick enduro. I took some notes and started writing an article. Then I saw the write-up on www.blackjackenduro.com from BJEC President Luther Stem. And, I thought, "Boy, it would be a lot easier to Copy and Paste that post into the newsletter than to write my own article." So here is Luther's post, with his permission. Bob

The meeting was held at the pavilion at Chadwick, a little cold but we did get everything done in two hours.

Lloyd Loux gave us a financial report which let us know that we have a little over \$10,000 in the bank with three races remaining. We're about \$4,500 ahead of where we were at this time last year.

I am going to be brief on the rule changes and we can discuss them later on. But here is what was voted on.

1. To have the Jr. Exp Class fee be the same as the other super short course classes. Youth, Women, etc. (YES)

It was felt that this is where we need to be growing the sport from and if we can help the moms and dads then that is the right thing to do.

2. Consecutive rows for the AA riders (NO) It should be their choice.

3. Throways (NO) It was voted to leave the 70% rule alone.

4. Trophies and Plaques Having top five positions overalls; It was changed to have a minimum of five trophies in the AA class at each race. (YES)

5. End of the Race; It was suggested that each promoter or club be required to have a sign at the end of each segment of the race (Super Short, Short, Long) saying "FINISH" for that particular segment. (YES)

6. Overall Scoring or moving riders into AA .

List was discussed at length and tabled to a future date to give time for Brian to see how scoring could be worked and how it would affect things as they stand now.

7. Sound; It was voted to adopt the AMA rule that would be no more than 99 decibels at 20" at a 45 degree angle. (YES)

The BJ circuit would buy the sound meter Approx. \$120.00 and bring it to each race. BJEC would oversee and assist in sound testing.

It was suggested that BJ could adopt what SERA does. They have stickers that each bike is given, all bikes must either have a sticker for that year or pass the test before the race. Random tests could be done at each race to prevent cheating. Tests on the course etc. Repeat offenders could be tested at every race.

8. Sportsmanship Rule. Each club would be able to DQ a rider from an event (no points), give a written warning that the second time will result in a ban from any BJEC event for a period of the rest of the season plus one additional year. In cases where an individual feels that the sponsoring club has done nothing or not to the satisfaction to the parties involved, they can bring it before

the BJEC officers and they will have 1 week to make a ruling. Any club that has had a problem with a rider can decide not to accept his or her entry. If the rider feels he is being wronged he can appeal it to Circuit officers. (YES)

It was felt that since there was not a specific rule dealing with this subject that this was the way to give the clubs some control over situations that can come up.

9. It was suggested that we needed to have another C class, perhaps a C rookie or a C four-stoke class. This was discussed at length and nearly all felt that we had enough classes as it was. (NO)

We are going to look into the C classes and see if we need to do something in the future concerning the amount of C riders compared to the B classes. Maybe we need to adjust the advancement points or something. This will not take place next year but we are going to be looking into trying to balance the classes out better. We may find that we don't want to do anything at all but we are going to be discussing this with your input as we go through the next year.

The schedule for next year has changed. We have added a race in Louisiana. The Acadiana Dirt Riders will be putting on a race on March 28th the week after White Rock. We know this is back to back but it couldn't be worked out any other way. You do not have to go but from what I have heard you will be missing a good time and a great race. It was National this year. For those of you who remember Breezy Hill the conditions are similar.

Most of the other races have remained the same time of year as this year except for Indian Nations which penciled in March 7th as their preferred date. Since they will be the first race of the year Harold Compton said they could arrange the banquet, probably at McAlister. If this should change I will let you know. I will be posting a final schedule in a few days but it looks to be the same as what Bob Fuerst posted on Monday.

Also the Razorback riders are looking at their second race to be in the NW Ark area on private land. It would still be a qualifier style race.

Harold Compton said that the TTR would look into having a second race at Gruber but that he didn't know if it would take place or not. That will be decided on at a later date.

It was decided that the end of the year awards this year will be helmets. It has been at least five years since we have given helmets as the base award and with the shape we are in financially it was felt we could do it this year. We are going to try and do something different this year with maybe a black helmet or a dark blue with gold lettering or something like that. The class winners in SERA got black helmets this year and I have been told they were really neat looking. (Note; only the class winners got helmets not everybody that rode 70% like we do in BJEC!!)

I want to thank all the club representatives that showed up and participated in our meeting. It was a pleasant surprise to see as many there as there were.

(Continued on page 11)

Since last month's meeting was a work meeting for the enduro, there were no minutes taken. So, I thought that I might cover how some of the OMTRA members are doing on the racing scene.

First off, those Roberts are doing pretty good. Uncle Chili wrapped up the Overall B Award in the Black Jack Enduro Circuit. He also picked up second in the 4-Stroke B Class in the Missouri Hare Scramble Championship. Nephew Shane got the Overall C Award in BJEC. In his first race in the B Class, Red River, TX, Shane picked up the overall B Award.

Kreg Simons won the A Senior class in the MHSC series.

Jon "Spud" Simons is going to be riding AA in both the MHSC and BJEC series. He finished 4th A rider and 10th overall in the MHSC series.

Elston Moore picked up third in the MHSC A Vet class and he is dueling for first in the BJEC A Senior Class. His wife Donna finished second in the MHSC Women's class.

Aaron Kloppe and D.A. Spickard are dueling for first and second in BJEC's C-250 Class.

Things are up in the air for Mick Spickard's finish in BJEC's C-Open class. He is caught up in a tight three-way race for first place.

Three OMTRA members are dueling in the BJEC B-Senior class. Greg Lowe has the class won with one race remaining. Stewart Hall looks like he's got second place, depending the results of the last race at Scipio. And it looks like I'll end up somewhere between 5th and 8th depending on Scipio. *I shouldn't dwell on the fact that I came away from last year's Scipio race with 7 stitches in my face.*



**NEXT OMTRA MEETING
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NOVEMBER 20**



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OMTRA meeting November 20th at Ebbett's Field, on Walnut Street just west of National in Springfield, MO.

2003 BJEC Schedule

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Round 6 (Sponsored by R.E. Cycle and ATV)
2-15-04 Mile High Ranch—10 Miles South of Seymour on K Hwy, look for arrows on right.


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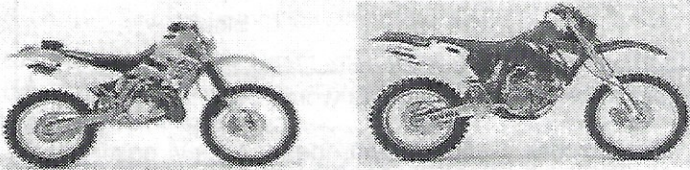
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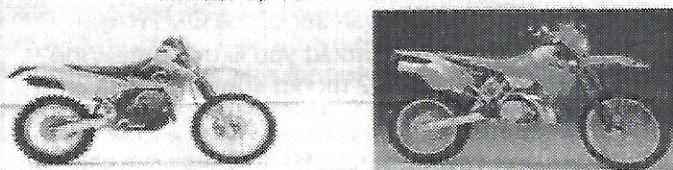
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(Continued from page 8)

O.K. There you are.

I almost forgot, We did have elections for new officers. There were no new nominations and it was voted that all the present officers would serve one more year. I want to thank all of you that have e-mailed me with your vote of confidence in the present officers. We all appreciate it and will continue our best to make your circuit the very best it can be.

Luther

Thanks, Luther. Here's the schedule from my notes, Bob.

- 3/7 - Scipio, OK
 - 3/21 - Combs, AR
 - 3/28 - New Race in Louisiana
 - 5/2 - Nacogdoches, TX
 - 5/23 - Park Hills, MO (It is a national also)
 - 6/13 - Bismarck, AR
 - 6/27 - Stillwater, OK
 - 9/12? - A POSSIBLE race in NW Ark by the Razorback Riders
 - 10/10 - OKC, OK
 - 10/24 - Chadwick, MO
 - 11/7 - Muenster, TX
- The Tulsa Trail riders were going to discuss having a race at Gruber in September.

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