

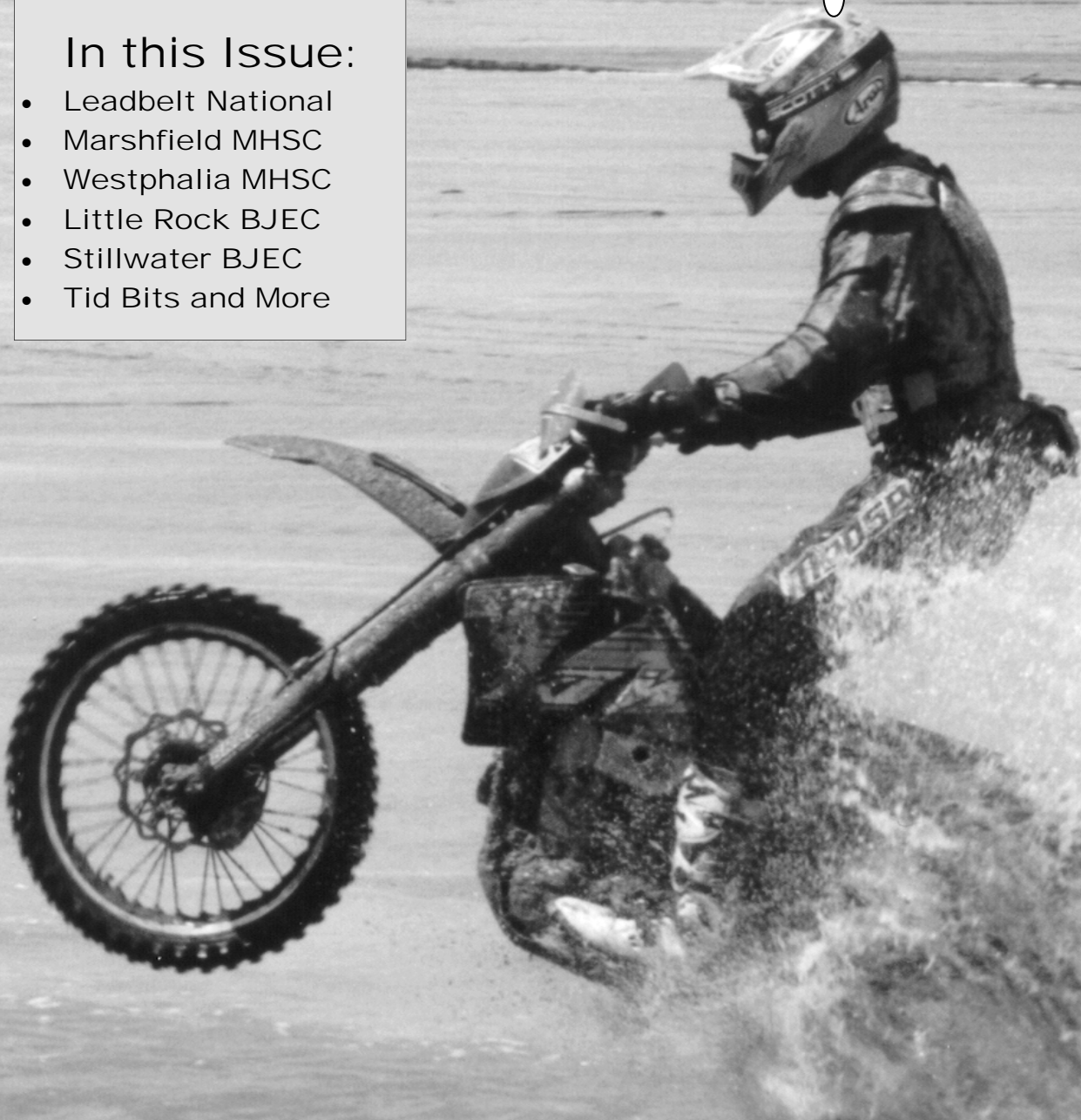
Notes on Spokes

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Mike Lafferty after
winning the Leadbelt
Enduro



TID BITS

CHADWICK NEWS

If you haven't noticed, this is a combined issue. Things have been real busy for me lately and I haven't been able to get to the newsletter.

BJEC NEWS

The BJEC/TSCEC race scheduled for October 6th at Red River, TX has been rescheduled for October 13th.

The BJEC is looking for a new editor for the Keytime newsletter. Anyone interested should call Jim Holub at (501) 835-2677.

AMA National Enduro News

The next national enduro scheduled for July 14 in Rand, Colorado, has been cancelled due to unusually dry conditions and wildfires. Considering the wildfires, it could give a whole new meaning to hitting a check hot.

ISDE

One of our own, Steve Underwood, has qualified for the senior team at this year's International Six Day Enduro in Jablonec nad Nisou, Czech Republic. Steve, owner of Surdyke Motorsports in Marionville, MO, ran all three qualifiers in Ohio, Idaho and Texas.


This letter is to inform the users of a fee increase for the use of the Cobb Ridge Campground at the Chadwick Motorcycle and ATV Use Area. Current fees are \$5 for a non-electric site and \$10 for the electric sites per night. Effective July 1, 2002 the non-electric sites will be \$8 per night. Electric sites will remain at \$10 per night. Raising the non-electric fees will bring the campground in line with all other campgrounds in the Mark Twain National Forest which charge \$8 per night for similar services. This campground is under the Fee Demo program which means 80% of the fees collected are returned to the area to improve the area. Several improvements have already been accomplished and more are planned for the future.

Questions can be directed to Jim Voyles at the Ava Ranger District.

Sincerely,

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Westphalia

By: Frank Leivan

Westphalia, MO; May 5

For the second time during the 2002 Missouri Hare Scrambles Championship campaign, Dell's Honda-backed Doug Stone proved he is a force to be reckoned with for this year's championship by taking the overall victory. Back in April, Stone won round four on a somewhat tight and technical course. This victory at round six was on a very wide open and fast track, and allowed Stone to show that he is a contender no matter what the conditions are.

Behind Stone in the runner-up position was Ryan Wuebeling. The Kawasaki rider spent considerable time leading the event and actually held a lead of more than 20 seconds going into the final lap, only to crash and lose the top spot to Stone. Chris Thiele battled with Stone early in the two-hour affair, but lost touch with a couple of laps to go and settled for third.

The 9.4-mile trail laid out by the Missouri Dirt Riders was a bit different than in years past and included several new open field sections. Lap times for the lead pack were around the 22-minute range meaning a six-lap race for the top 10 riders. Traction was good in most places with dust being a slight problem in the open sections. Stone averaged an eye-watering 25.4-mph.

"I pulled the holeshot and led until somebody started screaming behind me. I looked back and saw Wuebeling, so I just moved over and let him by. I didn't really want to set the pace anyway, since I was afraid that I might go too fast and wear myself out," Stone recounted.

At the end of a lap, the top eight riders were just 20 seconds apart. Behind Wuebeling and Stone came Aaron Shaw, Thiele, and Brandon Forrester. Series points leader Chris Nesbitt had his Pro Circuit/Renthal/ Moose/Scott/Factory Effex-backed Kawasaki in sixth just ahead of SCR/Yamaha's Steve Leivan on his YZ250F. Matt Pursley had recovered from a turn two spill to hold eighth.

Nothing much changed during the second lap, although Thiele and Shaw swapped places. During lap three, the race lost its "fun factor" for Shaw and the KTM rider pulled out of the race. Wuebeling held the lead after just over an hour with Stone close behind followed equally as close by Thiele. Forrester, Nesbitt, and Leivan were battling for fourth, 35 seconds down.

Leivan was able to overtake both Nesbitt and Forrester starting lap four when the Kawasaki pilots both stopped for fuel.

The nine-time and defending series champion thought that this might be the break he was looking for.

"I had been eating dust the whole race, but I finally had a clear track and thought I could make up some time. But I got together with a lapper, went down, and those guys passed me back. So I had to start all over again," explained Leivan.

Forrester dropped out of the race with mechanical problems during the fifth lap, making the running order at the white flag, Wuebeling by 24 seconds over Stone, Thiele, who was another 23 ticks back, followed by Nesbitt, who was an additional 32 down, and Leivan, who had turned in the fastest fifth lap and had reeled Nesbitt in.

Stone pulled out all the stops in an effort to catch Wuebeling and did just that midway through the final lap when Wuebeling went down. Stone maintained his torrid pace and turned in a blistering 21:41 lap time to take the victory.

"The track was brutal. Wuebeling was going good and I had to ride hard just to keep him in sight. If he hadn't fallen, I don't know that I would have won," Stone said.

Wuebeling held on to finish second, his best result of the year. Thiele completed the top three with his solid ride, despite riding with a rear flat in the late stages of the event.

With the exception of Stone, Nesbitt and Leivan were the two fastest riders on the track the last lap. The two friends pushed each other to within eight seconds of Thiele, but in the end Nesbitt settled for fourth with Answer/Dunlop/Silkolene/Scott/Race Tech-backed Leivan finishing fifth.

In sixth was Yamaha rider Dale Rector. The winner of round two tangled with Honda-mounted Lars Valin less than 30 seconds into the race and had to fight an uphill battle all day. With lap times very similar to the riders ahead of him, a better start might have made the difference.

Pursley finished his ride in seventh with the winner of the "A" class, Rick Matteson in eighth. Ninth went to Mike Windmann on his YZ426 while David Taylor turned in his best ride of the year rounding out the top 10 and runner-up in the "A" division.

Leadbelt National



Justin Smith, left, and Elston Moore take off across the normally dry sand flats at the start of the Leadbelt Enduro

By Bob Fuerst

On May 19, the Missouri Mudders hosted a co-sanctioned enduro. It was both a Black Jack Circuit Enduro and an AMA national enduro. As most of you know, it was wet. The area had received about 7 inches of rain in the days before the race. I've been racing at Park Hills for over ten years now and I've never seen the sand flats covered in water before.

Due to laser surgery on my eyes ten days before the race, I had not pre-entered. *By the way, the laser surgery is awesome.* So, when I got there and saw all the water, I signed up on row two! The course was one fifty-mile loop, ridden once by the short course riders and twice by the long course riders. The gas available was about 21 miles into the loop, directly across the flooded sand flats so pit crews could walk to the gas available.

Usually, I write my race articles in the first person. This isn't appropriate this time. *My wife says that if I tell one more person that I was on row two, they might hit me.* When I talked about the race with my friends (who were 30 rows behind me) I thought I was on a different course. They would say, remember

(Continued on page 5)


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Cindy Simons (left), Lesa Simons (center), Race Simons (at Lesa's feet) and Judy Willis, the OMTRA pit crew

(Continued from page 4)

this or remember that. I didn't know what they were talking about. Well, it wasn't that bad when I went by. Don't get me wrong, the course deteriorated to the point that entire classes did not finish.

The speed averages were high. Overall winner Mike Lafferty

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was 19 rows behind me, and he caught me before the end of the short course. They have to set the averages high just to take points away from riders.

One of the stories I heard in the pits after the race was about one of the AA riders. He had forgotten to fill up his gas tank at the end of the short course. He came pushing his bike into the gas available on long course. He got gas and took off. He came back, riding backwards on the course a few minutes later. He hadn't put the gas cap back on. He was screaming, "pour water on me!" They poured all available water on him. He ended up face down in the flooded sand wash.



Here's Randy Hawkins with his mechanic at the gas available. Notice the high-tech footwear worn by his mechanic (Wal-Mart bags).

(Continued on page 6)





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(Continued from page 5)



Here's Randy Hawkin's mechanic washing the bike between loops. Yeah, that's Randy's hauler. It looks like a pretty nice way to get to the races.

Mike Lafferty ended up winning the race. Both he and Randy Hawkins dropped 18 trail points and Mike won on tie-breakers.

If you haven't been to a national enduro or national hare scramble, you've got to do it. What other sport can you participate with some of the best athletes in the sport? You can pit right next to them. Watch them work on their bikes. Actually, watch their mechanics work on their bikes. Talk to them about racing. Get their autograph. Neat Stuff.



Here's a picture of Mike Lafferty's bike hauler. It's pretty nice too. But Mike actually flew to the race and his mechanic drove this rig down from Michigan.

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Phillip Gilliard finds out how deep the water is.

from breaking his arm in the Hill Billy GP series last winter. It wasn't an easy win by any means. Steve got a bad start and had to work his way through the pack.

The grass track section was a few miles from the finish and on the last lap, Dale Lee Rector came through with Steve hot on his tail. Dale went down in the last few miles, giving the overall to Steve.

By Bob Fuerst

I worked the MHSC race at Marshfield, MO. Unfortunately, I didn't get to ride the whole course. I heard parts of it got pretty nasty. I was working one of the grass track sections, keeping the corner-cutting to a minimum.

Steve Leivan was the overall winner. This was Steve's first overall since coming back

On a side note, John Gott would come by and yell something and point to his front

forks. Eventually, I figured out that he was saying he didn't have any rebound damping in them. After the race, I asked about it. It turns out the damping was fine. He just didn't put the bolts back in the triple clamps and they were slamming into the bottom of the handle bar with every bump. Of course he blamed it on his girlfriend Linda, because she was sitting there talking to him the whole time he was working on the bike. Yeah, right, John.



Things got a little messy coming out of this one creek.

Train Robbers

By Bob Fuerst

The Train Robbers enduro outside Little Rock, AR was a tri-sanctioned event, by BJEC, SERA and TSCEC. Enduros are such social events. I rode down with Dale and Shawn. At the Missouri/Arkansas state line, we met up with Spud and the newlyweds Kreg and Cindy in one vehicle. In another were Chili, "Fourth Gear Tapped", Dan and Mick. We turned the CBs to channel 30 and entertained ourselves for miles.

But for real pre-race entertainment, you need to talk to Stewart "Two Toes Gone" Hall. He was going to get his shock rebuilt at the race. In taking off the sub-frame he broke the long bolt holding the sub-frame to the frame. Remember, we're in the middle of nowhere and nobody had a spare. Somehow, Stewart and the guy that was rebuilding the shock managed to turn a tent stake into a bolt. They cut it to size and cut threads into it. Unreal. It held up through the race and Stewart was able to take first BJEC in the B-Senior class.

The Train Robbers Enduro was BJEC enduro of the year for 1998, 1999 and 2001. Promoters the Arkansas Dirt Riders may have the event of the year for 2002. Unlike the previous BJEC events, they were blessed with almost perfect weather. It was hot, but the trail conditions were perfect. A few soft

spots and a little dust in the open areas.

The course was laid out in three loops. The extra short course rode the first loop, 20 miles. Short course was two loops, 41 miles, and long course went all three, 64 miles. The whole course was rideable. Maybe not quickly. Much of the course was very tight. There were very few places where this rider could maintain the speed average.

There were a few riders that could maintain the speed. One of which was overall winner Steve Leivan, dropping only five points. Second was Stephen Reed with 6 and Landon Carter was third, dropping 7. Dale Lee Rector, also dropping 7, was fourth overall and second BJEC rider, only 9 seconds back.

Steve Underwood had an interesting day. Before the race even started, the cab of his truck got locked with the keys inside. Then, he broke his toe while racing, and finally, a motorhome backed into his truck after the race. But, on the upside, he did win the A Senior class, winning a plaque. Maybe he can put the plaque over the dent. Of course, if you're trying to apply logic to off-road racing, you're doing it wrong.

Golden Eagle

By Bob Fuerst

The fifth BJEC enduro of 2002 was a qualifier-style event held at the public riding area at Stillwater, OK. There were about four vehicles of OMTRA members caravanning down on Saturday. We had to be quite a sight.

The weather turned out real nice for this time of year. It was warm, but not too hot. The condition of the dirt was just about perfect also. There was a little dust in some places and a little mud in some places. But traction was just about perfect. It was also just right for camping or taking a test ride on the motocross course, as one of the OMTRA members did in his shorts with motocross boots on. I think he was trying to make a fashion statement. I'm just not sure what language his statement was in! Anyhow, he came back with a bloody knee.

The folks from Stillwater laid out a twenty-mile loop. The extra short course went around one time. Short course went two times and long course made three circuits. There were three special tests per loop.

With a qualifier-style enduro, your time, down to the second, is recorded when you enter the special test and it is also recorded when you exit the special test. The folks in scoring add up your test times giving your total time for all special tests. Any time lost in a special test can really hurt your results. You have to go

all out, but you don't want to stall or fall, considering how close the final scores were.

Clay Boring won with a final score of 55 minutes and 7 seconds. Steve Leivan was 7 seconds back in second. Nolan Knight took third place, only ONE second behind Steve. With times like that, stalling the bike one time in one special test out of nine could have dropped Clay from first to third.

I want to give Karl Harris a special congratulations on taking home the Overall B trophy on his KTM 520. Karl, if you keep that up, you'll be riding the A Class in no time.

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OMTRA Stuff



By Bob Fuerst

The June meeting of the Ozark Mountain Trail Riders Association was held at Cielito Lindo's Restaurant in Springfield. Even with no newsletter going out last month, the word got out and more then twenty people managed to make the meeting.

Possibly the most important thing discussed at this month's meeting was next month's meeting, when the elections will be held. It will be held on SATURDAY NIGHT, July 20, at Steve Underwood's farm outside of Marionville. *I don't have directions, so keep an eye on the forum on www.hillbillygp.com.*

It's also going to be a club camp-out with some informal club members-only racing happening on Sunday. I'm not sure of all the details, but it should be fun and set up so everyone can compete.

It's also time to renew your membership. Memberships run July 1 to June 30. So bring money!

We also discussed the Hardwood Enduro scheduled for October 20. Right now, it looks like Shawn Hall is going to be trail master. He talked me into handling scoring. Terry Brumley said he would help lay out the trail also.

The Next OMTRA Meeting:
Steve Underwood's Farm
July 20 at 7PM



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OMTRA

7/20/02 – Meeting, 7 p.m., Steve Underwood's farm, Marionville, MO

2002 Missouri Hare Scramble Championship Schedule

- 7/14/02 – Show-Me Motorsports \$\$\$, Tebbetts, MO (573) 761-4296 or (573)295-4326
- 7/28/02 – Poor Boys, Florence, MO (660) 668-2114
- 8/11/02 – Old Son Racing, Polo, MO (816) 365-5585 – BIKES ONLY
- 8/25/02 – Lake Creek, Sedalia, MO (660) 668-3578
- 9/8/02 – Spare Parts, Eugene, MO (573) 395-4655, (573)348-1157, (573)392-3221 – BIKES ONLY
- 9/22/02 – Smithville Lake, Smithville, MO (913) 856-4015 – BIKES ONLY

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- 8/25/02 – Turkey Ridge, Searcy, AR (501) 843-2836
- 9/8/02 – Frog Pond Hare Scramble, Smackover, AR (870) 725-3966, (870)-725-2328, (870) 612-8186
- 9/22/02 – Possum Trot Hare Scramble, Harrison, AR (870) 741-3131
- 10/13/02 – TO BE ANNOUNCED
- 10/27/02 – Ten Bends (888)-844-9440
- 12/1/02 – River Front Grand Prix, Fort Smith, AR (501) 648-1696

2002 BJEC Schedule

www.BlackJackEnduro.com

- 9/15/02 – Indian Nations, Gruber, OK, Email: jaingram@earthlink.net
- 10/13/02 – Red River, Muenster, TX (940) 387-8123
- 10/20/02 – Hardwood, Chadwick, MO (417) 581-4046 or (417) 833-6672
- 11/03/02 – Crosstimbers, Oklahoma City, OK (405) 793-1547 or (405) 292-0633

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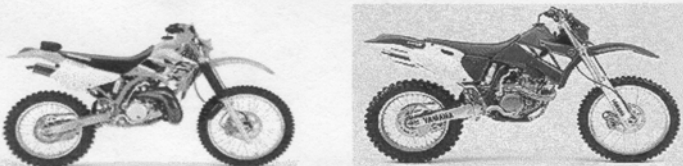
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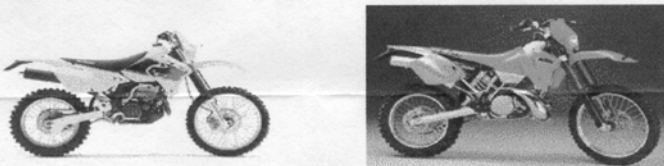
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