

# Notes on Spokes

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2002 FEBRUARY

A rider awaits the start of  
the Chadwick Enduro

# TID BITS

## BJEC

Kevin Henslee and I represented the Ozark Mountain Trail Riders at the annual Black Jack Meeting in Fort Smith, AR on November 16, 2002. Of course, one of the main items of business was the election of officers for next year. And they are as follows:

Chairman: Luther Stem  
V Chairman/Secretary: Bob Diffe  
Treasurer: Lloyd Loux  
Scoring Officer: Brian Jahelka  
Newsletter Editor: Mike Taylor  
Contingency Officer: Jim Holub  
Webmaster: Brian Jahelka

I personally want to thank Jim Holub for taking the helm for the last three years. It's a pretty thankless job and Jim did a good job. You'll notice that Jim didn't get away scott free, he's the contingency officer next year. Did you notice that Brian Jahelka, last year's web master, didn't run fast enough and got himself elected to two positions.

There were two major rule changes. First, in the Junior class, change to read: "Age 14 and under, wheel size 16" to 19", any

cc as delivered by manufacturer (full short course)."

Second, the work average rule is changed to read: "There is only one (1) work average allowed."

There were also several recommendations made:

1. Shorten the C class course, when possible (club preference)
2. Have a class for trail rider or non-competes (club preference)
3. Have a computer class at the events (in the construction stage)
4. Schedule a photo person to take photos at events, for sale (club preference)
5. We are looking into the possibility of mandatory computer scoring. It has worked very well where it has been used and with the purchase of a circuit laptop and Brian's expertise, we could pull off faster scoring and faster posting times. Research is being done to look into this as a serious option.
6. The idea of having the BJEC Banquet at a site other than a race weekend is still being looked into. However, this year's banquet will be held in conjunction with the

*(Continued on page 8)*

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# Chadwick Enduro

By Bob Fuerst

Hell, I don't know what to say. About 150 riders showed up. It was real dusty until Friday, then it rained. Good thing, 'cause it was real dusty. The Ozark Mountain Trail Riders laid out a 40-mile short course and an 84-mile long course.

The speed average for the first 3 miles was 15 mph, hoping we wouldn't have any bottlenecks. We were wrong.

It wasn't bad, but there's only so much you can do about the Chadwick hills. The first check was right at the three-mile mark. We caught more than one person hot. The speed average bumped to 18 mph at three-mile mark. The next check was at 6.3 miles. The A and AA riders didn't have much trouble zeroing the check. In fact, several riders did the trials ride thing into the tie-breaker.

We put an extended reset shortly after the check and dropped the speed average back to 15 mph for safety reasons, since we were riding on trail 101, one of the most popular trails in the Chadwick riding area.

The riders had a 5-mile transport section to the next check where the speed average bumped to 18 mph. The test was 3.6 miles long. The check out was at the end of the extra short course and a reset at the start/finish area. The course went through camp and down the road. With resets at both ends of the road, things were kept pretty safe. Two-tenths of a mile off the gravel road was another check. This section was 3.6 miles long, finishing up going through the trials ride area to a check out on 110. An eleven-mile transport section followed at 15 mph, and the riders got a nice chance to cruise the Ozarks on a beautiful fall day.

Riders had a short reset before heading to the last special test on the short course.



Here's the action at the first check as Aaron Kloppe gets ready to mark a rider's card.

It was 4.8 miles of pure Ozarks pleasure, meaning rocks and hills at 24 mph.

The long course was pretty much a repeat of the short course, only a five mile transport section was taken out and a 9.6 mile special test at 24 mph was thrown in.

In general, speed averages on this loop were higher. The first special test after riders left camp was at 24 mph instead of the 18 mph on the short course.

The transport section bumped from 15 mph to 18 mph. The final special test of the day remained at 24 mph. The last entry on the route sheet was 122.5 Go 30. We were messing with the rider's heads. I was at the last check when the first riders came in. When we told them they were done, a couple of them asked about the speed change. They didn't act too upset when we told them we were just kidding.

We used the scoring program written by Brian Jahelka, the BJEC webmaster. For one thing, it made scoring go real quick. I scored the entire short course by myself and had trophy presentation completed by 2:30. Thanks, Brian.

With the scoring system, you enter the rider's minute (and seconds for tie-breakers) into the computer. So on the Black Jack web site, you are able to compare your scores with your competitors. Or if you are a glutton for punishment, you can compare your score with overall winner Steve Leivan's score. Steve dropped 5:16 in the 9.6 special test, which means, he averaged 19.7 mph, wow. *If I calculated it correctly!* After this test was a twenty-minute reset. Most of the riders were able to get back on schedule. There was one rider that was, shall we say, more than twenty minutes late and had to keep going. He was late at the next check. He rode through two resets and, not realizing he was back on time, he burned the

(Continued on page 4)

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next check.

Steve dropped a total of 10 points for the day. Coming in second was Clint Carr, dropping 11. Jerry Hemann dropped 14 for third. Tracy Bauman came in fourth, dropping 15. Slade Morlang was in the hunt for the top position all day until he broke his fender off in the last special test. He must have rung his bell pretty good, cause he landed his front wheel in a creek, blinding himself with the splash. He still did pretty good, dropping 16 points and coming in 5<sup>th</sup> overall.

There are many people involved in putting on an enduro and many people to be thanked for helping out. We had a total of eight check crews with an average of four people to a crew, that's a total of 32 individuals. There were four pre-riders and four sweep riders. That's a total of 40 people already. That's a lot of thank you's.

I think I'll start with Shawn Hall. First off, the guy spent 10 days in the hospital about 6 weeks before the event. He had already drawn out the loops on maps before his injury. We were pretty much able to stick to his loops for the event. He even came out on Saturday and Sunday to help out where he could, plus visit with all his BJEC buddies.

Thanks to Kevin Henslee, Jon Simons and Terry Brumley for getting out there and running mileage during the week. Also Terry brought a whole crew with him. It's real nice when the

check captain can arrange his entire team. Don't forget Marcie Henslee and Lesa Simons, who were critical at sign up, pre-entries, working checks, trophies.

Speaking of setting up entire teams, Elston and Donna Moore also brought their check crew out.

I had some very experienced folks helping out also. Rusty Reynaud, Max Harkey and Randy Presthus have all promoted this enduro in the past. And they showed up to run a check.

Nick Stine was pre-riding with us when I showed him where his check was. He said, "I don't know what to do." I said, "Just show Rusty where this check is. He'll show you what to do."

June Mathis showed up bright and early Sunday morning, but hubby Randall was not with her. He had come down with the bug. Does the term "explosive diarrhea" mean anything to you. Without getting any more graphic, Randall wasn't going to be there. About that time Ron Shreve walks up. *We didn't know Ron was coming.* We told him for today, he was Randall.

I can't forget Bart Williams. *And God knows I've tried.*

BJEC riders Mike Ward and Patrick Hinkle showed up from afar to help out.

Ken Simons showed up to help and ended up having a great time working a check.

Brad Gann shows up Sunday to go trail riding. (I don't think he remembered the enduro was scheduled.) He ended up pulling a lot of arrows.

Clint and Jennifer Calloway were just driving around on Satur-

(Continued on page 5)



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*(Continued from page 4)*

day night and stopped by to see how things were going. *Dumb.* I put them to work. Clint's brother too.

The pre-riders and sweep riders. Jon Simons, Kreg Simons (wife Cindi was working a check.), Kevin Henslee, Brian Sharp (Brian's wife Pam may have had the toughest job of all, running the day care back at camp.), Karl Harris, Aaron Roberts, Dan Villars and Justin Smith (wife Shelly was working a check.)

The folks with perhaps the least experience working enduros and the most experience working motorcycle races were Mel and Carol Gere. They had never worked a check in their lives, showed up and helped Randy Presthus with the start. Randy had to go to a wedding, so Mel and Carol worked the start of the long course by themselves and never missed a beat.

Don't forget the check crew that got to work three checks. Dale and Judy Willis, Arron Kloppe, Kerri Curl and my wife Linda. A personal extra thanks to her for making sure I had food to eat. Food is good. Dale and Judy also took care of the insurance and paper work with the Forest Service.

I'm sure I've forgotten somebody. And I'm sorry if I have. Anyhow, it just shows you how much is involved in putting on one of these things.

*OK, I have to tell about the picture on the front cover. I woke*

*up Sunday morning, before sun up and the Chadwick Fire Department was setting up their food. Their lights were on. I could see the silhouette of this motorcycle. What in the heck was going on? Some of our more energetic members and one guest had picked up Spud's bike after he went to bed and strung it up from the Pavilion using tie downs. Then they got this stuffed Kermit the frog and put him on the bike. Well, Spud and Lesa managed to sleep through 2 alarms and finally just before 7 I asked Kreg where Spud was. We went over and Kreg woke them up. Spud comes out of the trailer, grabs a Dr. Pepper, sees his bike, has a good laugh and conducts the riders meeting. Then, he gets some help, takes the bike down and starts pre-riding. Never a dull moment.*

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# HBGP - Highlandville

By Bob Fuerst

As usual, you can find the results on [www.HillBillyGP.com](http://www.HillBillyGP.com)

The second Hill Billy Grand Prix of the year took place at Ken Simons' farm at Highlandville on October 6th. Spud had made a 5.6 mile course for bikes and 2.8 miles for the ATVs. It's considered the toughest course of the HBGP series. It's tight, hilly, rocky and unfortunately this year it was dusty.

I didn't race at Highlandville. I helped Spud score this race. We were adapting the system used by the Missouri Hare Scramble Championship series for use by a two-race system. So I didn't get out to see much of the racing going on.

I did get to ride the course on Saturday. It pretty much followed the same course as last year's with a couple of new tight sections thrown in.

Toward the end of the first bike moto, it started to drizzle. This messed up the riders' goggles, but did little good in keeping down the dust. In fact, when I asked some riders after the race if the rain helped hold the dust down, they held their fingers apart about a quarter of an inch, saying there was a little less dust in the bike-only sections during the second moto.

I know there was some trouble on one of the hills. That would be the same hill where there was trouble last year.

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# Knob Noster

By: Frank Leivan

Knob Noster, MO; November 3

In what may be the most impressive championship comeback in the history of the Missouri Hare Scrambles Championship, SCR/Yamaha's Steve Leivan overcame an off-season injury that forced him to miss the early part of 2002 and begin his quest for a 10<sup>th</sup> overall title nearly 70 points down. When the season finale rolled around, Leivan had closed to within two points of leader Brandon Forrester, meaning the final race would basically be "winner takes all."

And Leivan took it all. "This is what I have worked all year for. Every minute of rehab, training, and preparation was to be ready for this scenario, and it worked out. The people who worked with me, kept me motivated, and never counted me out are who made winning number 10 possible," explained the champion.

The just over eight-mile trail laid out by the Brush Busters club was in prime racing condition on a cool and overcast afternoon. A good mix of established trail, narrow creek beds, and a tacky grass track section made the event one of the most fun of the season. The dirt was nothing short of perfect and allowed the podium finishers to complete six laps for an aver-

age speed of 21.2 mph.

Fourteen "AA" riders headed for turn one with Stone in his customary position out front. Pro Circuit/Renthal/Maxima/Factory Effex/M2R-backed Chris Nesbitt got off to his best start of the year in second with Forrester in third. Next came Leivan, who got an uncharacteristic good jump off the line on his YZ250F and was glued to his championship combatant.

For nearly the entire first lap, the top four riders stayed in the same positions until Forrester fell exiting a creek and traded spots with Leivan. Just a mile into lap two, Leivan moved ahead of Nesbitt on the grass track and into second. Stone had the hammer down and had opened up a gap over the field. The gap grew even larger when Leivan encountered trouble in a narrow creek bed.

"I got a log jammed in the rear brake pedal and it took me a while to get it out. By then, Forrester caught me and when I finally got going, a lapper had fallen in the creek and had the trail blocked. So I had an interesting 30 or 40 seconds there," Leivan explained. In less than two miles though, he was back around Forrester and in pursuit of Stone.

In nearly the same place as his trouble the lap before, Leivan  
*(Continued on page 8)*

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caught a glimpse of Stone who was having lapper trouble of his own. Leivan quickly closed the gap and mimicked every move Stone made for the next lap. Forrester had dropped off by about 15 seconds during lap three while Nesbitt was fighting a rear brake fade that came and went for the remainder of the race. Caleb Wohletz was running fifth in his "AA" debut on a Red Bull/AXO/Michelin/Letko Cycles KTM 200.

After hounding Stone for over 30 minutes, Leivan made his move exiting the same creek section where Forrester had fallen on lap one. Leivan's line was straighter and faster, and that, combined with Stone having to paddle his way through a deep rut, moved the Dunlop/Race Tech/Scott/Silkolene/Answer-backed Leivan into the lead with just over two laps to go. The fact that Forrester had dropped off the pace by more than 50 seconds put Leivan in a comfortable position.

"I was feeling good and figured I would try to pick up the pace and make sure Forrester didn't catch back up to us. Doug was on the gas, though, and I couldn't shake him. That was good because it kept me focused on going fast," said Leivan. Fast indeed, as the two friends circulated the track and recorded the two fastest laps of the day on lap five while swapping the lead a couple of times and going into the final lap two seconds apart.

With the championship in sight, a very focused Leivan circulated

the track one last time while inching away from Stone. As it tuned out, the only other rider to complete five laps under the two-hour time frame was Nesbitt. Forrester had stopped in the pits near the end of the fifth lap and dropped out of the race, effectively ending his bid for the title.

None the less, Leivan pounded out a solid lap and took his sixth win of the year, but more importantly claimed the championship that many had predicted he wouldn't. Stone's spirited ride netted him runner-up honors for the second straight race and secured him the number four plate in 2002. Nesbitt rounded out the box despite his problems, with Wohletz and Ken Yount completing the top five.

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*(Continued from page 2)*

White Rock event. Details are being worked on and the announcement will be made at that time.

If you have an opinion on one or more of these recommendations (or rule changes), get in touch with one of the officers and tell them. You can find out e-mail addresses, regular addresses and phone numbers on the Black Jack Enduro website. [www.blackjackenduro.com](http://www.blackjackenduro.com).

The BJEC schedule has changed since last month. It's now up to eleven races and several of the races changed dates, due to conflicts. Check out the Calendar page.

#### Past Chadwick Winners

Speaking of enduros, the Ozark Mountain Trail Riders are trying to find out the winners of all the past Chadwick enduros. I have done a little research and so far, this is what I found out:

- 2002: Steve Leivan
- 2001: Steve Leivan
- 2000: Steve Travis
- 1998: Vince Davis
- 1997: Steve Leivan
- 1996: Steve Leivan

*(Continued on page 9)*



# OMTRA Stuff

(Continued from page 8)

1995: Steve Leivan

1983: Rusty Reynaud

Now, I know some of you folks out there reading this have been involved with Chadwick enduros for a long time, dig through the attic or basement and see what you can find. We aren't sure what we are going to do with the info, we are thinking of adding plaques of some kind to the rafters at the enduro pavilion at Chadwick. We haven't talked to the Forest Service yet, but we've got to start somewhere. If you are wondering why I don't have 1999, but I do have 1983, I was digging through all my old newsletters to figure this out and in 1999, I used a thank you letter that Shawn Hall wrote as my Chadwick article and Shawn didn't mention the overall winner. But, I found in one of Randy Prestus' issues a copy of a clipping from 1983 where Rusty had won.

### Toys for Tots

Surdyke Motorsports is again promoting the annual Toys for Tots race. It'll be on December 15 at Possum Hollow. We think it'll start sometime around noon. If you don't know where Possum Hollow is, we don't have any real directions. But here is what Cliff gave out last year. Get off of I-44 at the Halltown exit. Head north. Pull off to the side of the road. Wait until the first vehicle comes by pulling a dirt bike. Follow them.

Now, you need to bring a toy of least \$15 value. That's your entry fee. There's also a gate fee. That gets donated too.

The race is divided into 2 motos. Each one hour long. The second moto will go the opposite direction from the first. There's usually a kids' race between motos. Bring an extra jersey. You get sweaty during the first moto. Then you get cold. Now you're wet and cold. You get stiff. If you finish your first moto, dry off and change jerseys. You won't get cold and stiff. There's your moto tip of the day, courtesy of Cliff Davis. Who, by the way, will be in Florida the day of this race. *But you will be donating your toy before you leave. Won't you Cliff!*

### OMTRA Hare Scramble

The Ozark Mountain Trail Riders have scheduled a two-hour hare scramble for January 26th. I'm not sure of all the details. It might be at Highlandville, the location of the second Hill Billy Grand Prix. I don't know any more details at this time. Check out the forum on [www.hillbillygp.com](http://www.hillbillygp.com)

### Next Month

I've already got a real neat story about the HBGP at Cassville from Karl Harris

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## OMTRA

**12/6/02 – Christmas Party/December Meeting. INCREDIBLE PIZZA, South Campbell, Springfield, MO - 7 PM**

## Toys for Tots

**12/15/02 – Possum Hollow**

## OMTRA Hare Scramble

**1/26/03 – Highlandville**

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Information 417-537-8406 Frank Leivan

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- 3/30/03 – Bixby
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- 5/4/03 – Kahoka (National)
- 6/1/03 – Marshfield
- 6/22/03 – Knob Noster
- 6/29/03 – Park Hills
- 7/13/03 – Tebbetts
- 7/27/03 – Florence
- 8/10/03 – Polo
- 8/24/03 – Sedalia
- 9/7/03 – Smithville
- 9/21/03 – Eugene
- 10/5/03 – Blackwell
- 10/19/03 – Park Hills

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## 2003 BJEC Schedule

*Tentative*

[www.BlackJackEnduro.com](http://www.BlackJackEnduro.com)

- 3/23/03 – White Rock, AR
- 4/20/03 – Gruber, OK
- 5/4/03 – Nacogdoches, TX
- 5/18/03 – Park Hills, MO (National)
- 6/8/03 – Bismark, AR
- 6/22/03 – Stillwater, OK
- 9/28/03 – Gruber, OK
- 10/12/03 – Oklahoma City, OK
- 10/26/03 – Chadwick, MO
- 11/9/03 – Red River, TX
- 11/23/03 – Scipio, OK

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