

Notes on Spokes

**Stewart Hall at the start
of the Lead Belt Enduro**



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Grand Prix!

I have received several e-mails from Cliff Davis, Jerry Sharp and Casey Haynes on the subject of Grand Prix racing. I have edited several of these to make an article on this subject.

Cliff states:

I feel that there is a void out there in off road racing.

Let me explain. There are many riders like me who are falling in the gap of not being able to compete in motocross and now finding ourselves not being able to compete in hare scrambles. The obvious next step is Enduros but that really isn't workable for many folks out there given the traveling, etc.

I believe we need to develop a type of racing that is old hat in California. It is called Grand Prix racing. It is run and scored like motocross but it resembles some grass track racing, some old style motocross, and some mild woods racing. I've mentioned it to many folks—both has-beens like me and those who are real racers—and they like the idea. Basically, you take an area like Lou's (for example) and lay out a track that incorporates much more of the grass track but more in the spirit of old-style motocross and only use open trails/roads that one can go through without barkbusters. Ideally, you would have a two to four mile course.

As already mentioned, it would be run and scored like motocross. Each moto would either be timed (30 minutes) or a set number of laps chosen (2 or 3 depending of length of course). You limit the number of classes to four or five because of the way it is being run. I suspect you could run two classes at a time starting them a

minute or so apart.

Jerry, a guy like me can go 30 minutes hard, twice a day, and have a great time. It would not be as taxing as hare scrambles but garner more riding time than motocross.

The only negative is securing the land (old news, huh?) and so few riders getting trophies. However, there is something to be said for the good old days when you had 30-40 riders in a class and 14th was a good showing. I am convinced that riders care more about a good time dicing the entire race than a trophy.

It strikes me that you'd have better turnouts at these events and your planning time (compared to hare scrambles) would be less. You'd probably need a flatbed full of haybales to design the grass track, but other than that, it is like setting up an open hare scrambles track and scoring it like MX. I'd encourage you to think back to the early 70's when racing was so appealing and ask yourself why. I think those folks would tell you that this kind of racing was fun and most had the ability to do it. I'd love to see the days of 200 or so riders showing up at a local race.

Jerry's response: "It is not the first time I have heard it and believe me I have given it some thought." It would be "Easy to set up," but he is concerned that "perhaps some opposition from land owners about damage to hay crop from switchbacks in the fields." Casey asked "Any thoughts on a few man-made jumps?" Jerry said he wouldn't want to bring out equipment to make any jumps and tear up the land even more.

When this format was discussed at the May OMTRA meeting, there was quite a bit of interest and feedback. Several riders were concerned about possible high speeds. With fewer obstacles to slow the racers down, speeds would go up.

The last time I talked with Jerry, this winter series would be a Grand Prix series. That gives us some time to come up with a format. How many classes? What classes? How long are the motos going to be? Let's use this newsletter as a sounding board on the format for the Grand Prix series. Drop me an e-mail or letter.

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TID BITS

The Missouri Hare Scramble Championship race scheduled for May 16 at Columbia, MO was postponed. I talked to Frank Leivan and they are still working out the details. But, they will get the word out on the new date, etc... plenty early. Other MHSC news, the final results from Marshfield will be posted on June 6 at Florence, MO.

Leamon Havens, Jr. has purchased Davis Motorsports of Bolivar, MO and has renamed it HAVENS Motorsports. If you don't know Leamon, he and his family are long time motorcycle enthusiasts. In his younger days he spent many hours riding dirt bikes in enduros and qualifiers.

I received this in an e-mail from Casey Haynes. "I wanted to take a minute and brag on my wife. As some of you know, Rhonda has been working on her master's in math. Well, Friday the 14th she graduated!! She had a 4.0 as well. As you can imagine I'm very proud of her accomplishments."

The day of the Lead Belt enduro was also Bart Williams 40th birthday. On Saturday, we went to a steak house in Park Hills for dinner. When we told the waitress that it was Bart's birthday, they made him stand on

a chair while they sang Happy Birthday to him. Of course he was dancing on the chair. Loving every minute of it.

Speaking of birthdays, Bart had a surprise party for his wife Rita's birthday at a restaurant/bar in Springfield. Unfortunately, the Las Vegas Supercross was on a couple of the TVs. So, when Rita got there, everyone yelled "surprise" and waved. All the dirt bikers in attendance also yelled "surprise" and waved, but it wasn't until a commercial that we would take our eyes off the TV.

Ron Shreve had his own senior moment at the Lead Belt enduro. He took off for the start. He came back. Took off his helmet and goggles. Then, put on his chest protector. And he was glad he remembered it before he started.

Rusty Reynaud (will he ever learn) left his bike at Alan Haynes' house. Alan's three year old son Kaleb thought it was great fun to get into dad's stickers and plaster Rusty's bike.

June 24— OMTRA meeting at Buckingham at 7 PM on South Campbell.

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3rd Annual Perch Jerk



Coy, left, and Troy smoke me off the line!

By Bob Fuerst

At the 3rd Annual Perch Jerk Invitational Scramble, I lined up on row four with Troy Deck and Coy Workman. I was on my KLX 300, you know, a four stroke. Which took two kicks to start, leaving me in third at the start. I was keeping up with the two of them. Troy was proving difficult to pass. His KDX 250 was hooking up. I found out



Steve Underwood didn't even take his helmet off for the fishing portion.

he was using a secret weapon, called Bi-modular Universal Traction Technology, otherwise know as B.U.T.T. When he placed B.U.T.T. over the rear wheel, that bike hooked up, even though rains the day before had made things sloppy and slippery.

I was having some problems that day. If you remember, the format of the event is to ride two laps then stop and catch a fish and ride two more laps. OK, I didn't remember. Two years ago, the last time I rode this event, it was three laps then fish, then three more laps. So that's what I did this time. I reportedly had the check crew chasing after me trying to get me to stop and fish.

The third member of our row, Coy, had problems of his own. When he stopped to fish, he declared he was given a left-handed fishing rod, because the crank was on the wrong side. Course workers informed him the rod was upside down and if he would turn it over, it would be just fine. After that, he demanded a protest sheet.

The event took place at Greg and Denise Lowe's house outside West Plains, MO. Greg got a curve thrown at him about ten days before the event, when he lost the use of some adjacent land. Luckily, another neighbor let him use her land, enabling Greg to lay out a four-mile long course consisting of grass track, woods and motocross. They had things set up very professionally with typed instructions and rider numbers.

A total of 54 people were served at the BBQ. Lots of families were there. The kids had a good time fishing or running around on mini-bike or ATVs. Two of the West Plains area bike dealers provided their support. Stan Ellison of D&S Cycle donated the tent and Brian Powers of Central Cycle donated the flags and arrows. Everyone had a good time and will return next year.

The Big Fish award went to Jeremy Johnson. Doug Meyer won both the Little Fish award and was the overall winner. *Alan actually had the faster time, but didn't catch a fish.*

Rider's Elapsed Times: Alan Haynes, 58:20, Doug Meyer, 58:57, Rusty Reynaud, 59:19, Steve Underwood, 1:01:08, Anthony Meyer, 1:03:09, Derik LaFevers, 1:05:16, Dale Willis, 1:09:48, Shawn Hall, 1:11:08, Jeremy Johnson, 1:11:11, Barry Nye, 1:12:36, Troy Deck, 1:13:46, Bob Fuerst, 1:14:13, Coy Workman, 1:18:04, Willie Wells, 1:18:59, Max Harkey, 1:24:58, Daniel Harkey, 1:25:03, Jake Harrison, 2 Laps

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More Perch Jerk Pictures



One of the riders airs it out over one of the jumps on Greg's motocross track. This is one of the neatest personal motocross tracks I have ever ridden.



Kaleb Haynes may have had the most fun.

NEWS FLASH SEARCY ARKANSAS

May 16, 1999: TURKEY CREEK was the place for a demanding 6.5 mile rocky, part grass track, sharp turned down hill, rocky, little dusty, off camber, rocky, well-laid-out, rocky, two hour test of wills course. But for the fresh out of semi-retirement racing team of ELSTON and DONNA MOORE, better known as KICK MOORE BUTT RACING, it was just another play day in the yard. The dynamic duo walked away with not one but two number one trophies for the day.

FIREBALL MOORE riding B250 class finished a full 9 minutes before the second place rider in his class, almost lapping old having-a-bad-day MATHIS. Flaming into the pits after a hard two hours of riding, the modest Moore was heard to say and I quote, "BOY, I'M ON FIRE TODAY."

Iron Woman Donna came in rested and wanting more, not knowing first place was hers in the TRAIL RIDERS class until she bounded up to receive her well-earned prize, much to the surprise of fellow riders who did not realize that Iron Woman Donna was a girl, as many shouted WE WERE BEATEN BY A GIRL?

Plus first race OMTRA member CR125 rider Ronda Griggs finished first in the Womens class with TTR Jamming June Grier bringing home third. Good job by all!

Keep on racing!
Bad Day Mathis

LEIVAN CONTROLS "COMPETITION"

By Frank Leivan

April 18: Competition, Missouri

For the second time in as many races, SCR/Yamaha rider Steve Leivan claimed the overall win in a Missouri Hare Scrambles Championship event. Leivan battled the first half of the race with Mike Windmann and Chris Thiele, the number two and three riders in the series in 1998, before pulling away and securing the overall victory.

The Missouri Dirt Riders laid out a 7.5 mile course at Elk Valley Raceway, near Competition, MO. Very rocky and loose terrain, with many off camber hills, kept speed averages for the leaders just over 18 miles per hour and the front runners completed five laps. 45 of the 198 riders finished on the lead lap.

Results

Round 2 Missouri Hare Scrambles

O/A: 1. Steve Leivan (Yam); 2. Chris Thiele (Kaw); 3. Mike Windmann (KTM); 4. Chris Nesbitt (Yam); 5. Leigh Letellier (KTM); 6. Dwight Maggard (Yam); 7. Dan Burgard (Yam); 8. Brandon Forrester (Yam); 9. Tanner England (Yam); 10. Ken Yount (Yam)

AA: 1. Chris Thiele (Kaw); 2. Mike Windmann (KTM); 3. Chris Nesbitt (Yam); 4. Leigh Letellier (KTM); 5. Dwight Maggard (Yam)

A: 1. Ryan Wuebbeling (Yam); 2. Rusty Reynaud (Yam); 3. Matt Faletti (KTM); 4. Borts (Suz); 5. Gary Mittelberg (Yam)

125 B: 1. Shawn Sanders (Yam); 2. Josh Murray (Suz); 3. Jason Dill (Kaw)- 4. James Sloan (Yam), 5. Mike Hulsey (Kaw)

200 B: 1. Steve Crews (Kaw); 2. Brett Skaggs (KTM)- 3. Troy Taff (Kaw); 4. Robert Armon (Kaw); 5. Sean Palmer (KTM)

250 B: 1. Jason Stegall (Kaw)- 2. John Struckhoff (Suz); 3. Tim Gibson (Yam)- 4. Danny Crawford (Hon)- 5. Matt Weis (Yam)

250 C: 1. Lars Valin (Hon); 2. Kermit Turner (KTM); 3. David Danz (Yam); 4. Michael Hamilton (Yam); 5. Sam Cook (Hon)

Open B: 1. Brian Richardson (Hus); 2. Karl Harris (Hon); 3. Tom Prenger (KTM); 4. Duane Rambo (Hon); 5. David Taylor (Kaw)

4-Stroke B: 1. Aaron Shaw (Yam); 2. Neal Vanway (Yam); 3. Danny Herberlie (Yam); 4. Larry Miinch (Hon); 5. Les Busenbark (Yam)

Vet: 1. Dave Berry (Suz)- 2. Rick Kinkelaar (Yam); 3. Kreg Simons (Yam); 4. Brian Sharp (Kaw); 5. John Banes (Kaw)

Senior: 1. Brad Barnett (Yam); 2. Steve Underwood (KTM); 3. Bill Gold (Yam); 4. Jay Williams (Yam); 5. Jimmy Jones (Kaw)

Super Senior: 1. Lee Glenn (Hon); 2. Bob Caplinger (Yam); 3. Frank Leivan (Yam); 4. Rick Carpenter (KTM); 5. Gerald Frericks (KTM)

Women: 1. Sherri Declue (Kaw), 2. Michele Eidam (KTM); 3. Rebecca Jackson (Kaw), 4. Amanda Lappe (Hon)

Junior: 1. Zack Mabery (Hon); 2. Steve Akers (Kaw), 3. Jeremy Hansen (Yam); 4. Derrick Scott (Yam); 5. Sam Lawson (Hon)

Trailrider: 1. Mike Dieckhaus (Yam); 2. Brent Walter (Hon); 3. Sam Boenker (Kaw); 4. Matt Urness (KTM); 5. Rick Adams (Hon)

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BJEC Leadbelt Enduro



The Missouri Mudders' Lead Belt enduro was held on its traditional date of the Sunday before Memorial day weekend. They had laid out a comparatively long loop of 45 miles. The extra short loop went just over 20 miles to the gas available. The short course made a complete loop for 45 miles. The B classes cut off the last part of the second loop, giving them just over 80 ground miles, and of course the A and AA riders went a total of 90 miles.

Trail conditions were very good. Weather was the biggest concern, as usual this spring. It threatened to rain all day, but never really did. A few sprinkles fell, but never caused the problems that it could

have. It reportedly made some sections of the course slick, but it could have been much worse.

Overall, the course was marked well, but this must be the most difficult area to arrow. Some intersections might have five or six different trails going different directions.

Speed averages were high and resets were short, so high scores were common. But as they say, everyone has to ride the same course. Chris Thiele won overall, dropping a total of nine points. Alan Haynes finished second with 11 points and Rusty Reynaud got third. Alan and Rusty were tied until the last check, after Rusty missed a turn and went some distance before turning around.



LEIVAN KEEPS ROLLIN'

Missouri Hare Scrambles Championship Round 3

By Frank Leivan

MARSHFIELD, MO; MAY 2

It took over two hours for SCR/Yamaha rider Steve Leivan to make it to the front of the pack in Round 3 of the Missouri Hare Scrambles Championship. When the checkered flag flew, Leivan had his third consecutive victory in hand, due to a last second pass on Chris Nesbitt, who led most of the muddy race.

A nine-mile course that was in perfect condition early Sunday morning turned into a six and a half mile rutted quagmire due to a thunderstorm that started around 9:30 A.M. and continued on throughout the afternoon. Quick thinking by race promoters took some of the more technical sections of the trail out of the event, instead utilizing the entire ATV course. 116 riders started the event; nearly half of those failed to take the checkered flag, and only four riders, all AA's, completed seven laps.

When the 14 rider AA class blasted off the line, Chris Thiele controlled the first turn with KTM rider Mike Windmann and Brock Busenbark, on a borrowed Husky 360, in pursuit. Jerry Hemann, in his first race in several years, held fourth with Leivan close behind. Just minutes into the race, Hemann and Leivan went down.

"Hemann fell in a turn and I must have clipped his rear wheel when I tried to go around, because I went down, too. It took me a few seconds to get going and by then nearly everyone in the class had gone by," said Leivan. "It was bad enough to go down and lose positions, but I had a

hard time passing guys back. It was early in the race and nobody was wanting to follow and be in the roost. I just had to be patient and capitalize on others' mistakes."

The running order after the first 19 minute lap was Nesbitt, who had come back from a two kick start, Windmann, Busenbark, Brandon Forrester, and Hemann. Leivan completed lap number one in 12th position, but moved up a couple of spots when some of the riders in front of him missed the scoring lane and had to loop back around.

Up front, Windmann moved around Nesbitt and these two picked up the pace, knocking nearly two minutes off of the previous lap time. Leivan moved all the way up to third on the second go around, but was nearly a minute behind the leading duo. A rapidly deteriorating race track and many stuck or broken down riders and machines added to the difficulty in negotiating the course at this time.

Once Leivan moved into third, he picked up the pace and reeled in the leaders while turning in the fastest lap of the day, a 17:32. As the fourth lap began, Leivan moved around Windmann in a rutted section and thought that he had passed Nesbitt as well.

"I was right with those guys at the check and got by Mike when he got a little cross rutted. That section had bikes stuck everywhere and when we got back to clear trail, I couldn't see Chris, so I figured that he was one of those 'stuck bikes'. I kinda cruised, thinking I was leading, then at the end of the lap, I caught Chris and the race was on," explained Leivan

Windmann had some problems and dropped off the pace by a minute and a half, but still held a firm grip on third place. Two minutes back from him, Forrester was putting in his best performance to date, while

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(Continued from page 7)

another minute back, Tanner England had his Yamaha in fifth place.

Now, an hour and a half into the race, most of the riders were struggling with vision and the lack of adequate brakes. The constant rain made it all but impossible to keep clean, usable goggles and the gritty mud wreaked havoc on brake pads. The rising water in the creek sections was also causing problems for those bikes that weren't well water-proofed.

"I had no brakes for the last half of the race, so I was just trying to go fast enough to keep Steve behind me. I had no goggles either, so it was better to be in front," said Nesbitt. Leivan noticed this as well. "When we got to the tight sections, he would just slow down since he knew I couldn't pass him, then when we got to the open stuff he would pick it back up."

With a lap and a half to go, Leivan made his bid for the lead. The original trail turned into a creek bed for a few yards, then exited. Most riders crossed the creek, rode along the bank then crossed again. Leivan proved that the original line was fastest by moving ahead of Nesbitt, who had chosen the more popular route. Leivan's time in front would only be brief.

"I finally made it to the front and decided to try and make a break. I guess I was trying too hard, cause I lost the front end and fell. Chris yelled at me to see if I was okay when he went around me," Leivan stated.

Now with only a lap to go, Nesbitt and Leivan were in a position to settle the race between themselves. They had distanced themselves from Windmann by three and a half minutes and Forrester had whittled the deficit between him and Windmann, to less than a minute. These four riders would be the only ones to go out for lap seven.

With Nesbitt riding smooth and picking all of the good lines, Leivan had his work cut out for him. Each time that Leivan tried a pass attempt, Nesbitt would have an answer and keep his Moose/Scott/Trelleborg YZ250 in the lead. It was with only a few hundred yards left in the race that Nesbitt opened the door, and Leivan was there to go through.

"I held him off everywhere I thought he would have a chance to get by. Then in the last section of trail, I made a mistake and picked the wrong rut. I didn't fall or get stuck, but it slowed me down enough that Steve went around. I thought I had it won," said a slightly disappointed Nesbitt.

"I was waiting for a mistake and it took all the way to the end for him to make one. He was just as fast as I was, maybe faster today, and I just wanted to be close enough to take advantage if he messed up. That's probably the best that I have seen Chris ride and I hope getting this close doesn't motivate him too much," Leivan jokingly said.

Leivan and his Dunlop/Pro Action/NGK/Answer backed WR400 crossed the line with five seconds over Nesbitt. Just over five minutes later came Windmann with Forrester breathing down his back. Only six seconds separated the battle for the final podium position, with the 1998 ISDE silver medalist Windmann, getting the nod.

England finished a season-best fifth, the first rider with six laps. Kevin Boyle charged all day long on his Larry's Honda/Bell/Scott supported XR250 and was rewarded with sixth overall. The winner of the A class, Bobby Duncan, finished seventh overall while nursing a poorly running machine that had taken on its fair share of water throughout the day. He managed to keep his bike running long enough to overtake Ryan Wuebbeling on the final lap. Wuebbeling finished eighth, second in the A class, just three seconds up on Suzuki rider Kevin Borts. KTM 200 rider Leigh Letellier rounded out the top ten.

Results

0/A: 1. Steve Leivan (Yam); 2. Chris Nesbitt (Yam); 3. Mike Windmann (KTM); 4. Brandon Forrester (Yam); 5. Tanner England (Yam); 6.

Kevin Boyle (Hon); 7. Bobby Duncan (Yam); 8. Ryan Wuebbeling (Yam); 9. Kevin Borts (Suz); 10. Leigh Letellier (KTM)

AA: 1. Chris Nesbitt (Yam); 2. Mike Windmann (KTM); 3. Brandon Forrester (Yam); 4. Tanner England (Yam); 5. Kevin Boyle (Hon)

A: 1. Bobby Duncan (Yam); 2. Ryan Wuebbeling (Yam); 3. Kevin Borts (Suz); 4. Walker Luedtke (Yam); 5. Derek Zinchuck (Gas)

125 B: 1. Jason Dill (Kaw); 2. Casey Hinkel (Yam); 3. Luke Manion (Yam); 4. Matt Jameson (KTM); 5. Mike Hulsey (Kaw)

200 B: 1. Steve Crews (Kaw); 2. Justin Smith (Kaw); 3. Dale Griesinger (KTM); 4. Pat Declue (KTM); 5. Matt Mannering (Kaw)

250 B: 1. Danny Crawford (Hon); 2. Bryan Roy (Kaw); 3. Joe Straatmann (Kaw); 4. Jason Stegall (Kaw); 5. Matt Weis (Yam)

250 C: 1. Kevin Mathis (Yam); 2. Michael Hamilton (Yam); 3. Aaron Hightower (Yam); 4. Roger Robinett (Yam); 5. Sam Cook (Hon)

Open B: 1. Chris Sloan (Yam); 2. Duane Rambo (Hon); 3. J.R. Hansen (KTM); 4. Karl Harris (Hon); 5. Jeff Kuechenmeister (ATK)

4-Stroke B: 1. Nick Crawford (Yam); 2. Gary Pilant (Hon); 3. David Gay (Yam); 4. Joseph Armon (Hon); 5. James Troy Hancock (Yam)

Vet: 1. Dave Berry (Suz); 2. Rick Kinkelaar (Yam); 3. Tom Summers (Yam); 4. David Dillingham (KTM); 5. Carl Dobson (KTM)

Senior: 1. Jay Williams (Yam); 2. Brad Barnett (Yam); 3. Everett Shinault (Hon); 4. Andy Nored (Kaw); 5. Jimmy Jones (Kaw)

Super Senior: 1. Lee Glenn (Hon); 2. Frank Leivan (Yam); 3. Gerald Frericks (KTM); 4. Rick Carpenter (KTM)

Junior: 1. Zack Mabery (Hon); 2. Steve Akers (Kaw); 3. Jeremy Hansen (Yam); 4. Sam Lawson (Hon); 5. Cameron Mittelberg (Kaw)

Women: 1. Sherri Declue (Kaw); 2. Amanda Lappe (Hon); 3. Kellie Crawford (Hon); 4. Rebecca Jackson (Kaw)

Trailrider: 1. Shay Cardin (Kaw); 2. Damian Mahoney (Hon); 3. Rusty Callaway (KTM); 4. Marcus Nelson (Suz); 5. Justin Wilson (Suz)

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OMTRA Stuff

OMTRA meeting was held on May 20 at Diamond Head on S. Campbell. There were around 25 members present. Shawn Hall reported on the Perch Jerk event that was held in West Plains at the home of Greg and Denise Lowe. Everyone had a great time. The overall winner was Doug Myer. The club decided to give Greg and Denise a gift certificate to Big Cedar Lodge as a thank you for all the effort they put forth so everyone, riders and their families, would have a good time. Shawn read a letter sent to the club by Greg stating his expenses and the possible question of liability, a concern of some of Greg's neighbors who also allowed us to use their land. The club discussed the possibility of an entry form excusing liability to be used next year. Also that would help with estimating the actual number of people to expect, as this year there was quite a bit of food left over due to a smaller than expected turnout.

Jerry Sharp reported he will be promoting Grand Prix style races this coming winter instead of Hare Scrambles. He says there has been quite a bit of interest in this as it takes less skill, and it would be a change of pace for the riders. There would be smaller number of classes, but the classes would be bigger. No jumps, moto format 2-3 miles long. He feels that format is more spectator friendly. The biggest concern seemed to be top speeds and how to keep them under control. If you have any ideas or concerns feel free to contact Jerry and discuss them. It was again brought up to do an Enduro riders class at some of the local motocross tracks. Dates for these will appear elsewhere in this newsletter as they are scheduled. Door prize was donated by Mel Gere of Action Cycle. It was a can of plastic polish and was won by J.D. The next meeting will be held on the last Thursday in June due to some scheduling conflicts. The place has not yet been decided. Remember elections are in July.

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Mark Your Calendar

June 24 The next OMTR meeting will be on Thursday June 24th at Buckingham on South Campbell across from Bass Pro and just down the road from Action Cycle. The setup is a little different and here are the particulars. Each individual will need to order downstairs; however, we will be eating upstairs. The meeting will start at 7:00 as usual and need to conclude at 9:00 as that is closing time. Now here's the kicker: no liquor license. The good part is we can bring in our own beverage even in a cooler. This means beer.....Spudly. See ya there. Bart

1999 BJEC Schedule

Lee Glenn
(913) 441-6522

- 8/8 Breezy Hills, Breezy Hills, LA
- 8/29 Little Rock, Little Rock, AR
- 9/12 Tulsa, Tulsa, OK
- 10/3 Crosstimbers, Oklahoma City, OK
- 10/17 Hardwood, Chadwick, MO
- 10/31 Red River, Muenster, TX

Arkansas Hare Scramble Championship Series

Mike Lorenz
501-648-1696

- 6/6 11 Point – Pocohontas
- 6/20 Crossroads – Durham
- 7/11 Oil Town – Smackover
- 8/22 Hidden Valley – Wynne
- 9/19 Bee Branch
- 10/10 Sturkie Road – Sturkie
- 10/24 Lost Creek – Amity
- 11/28 River Front GP – Fort Smith

Ozark Region – Ponca City Qualifiers

Mel Gere – Regional Mgr
417-889-4794
417-863-2294

- 6/12 Challenge Track – Kingsville, MO
- 6/26 Racer's Edge MX – Baxter Springs, KS
- 7/3 Challenge Track – Kingsville, MO

Missouri Hare Scramble Championship

Frank Leivan
417-537-8406

- 6/6 Florence, MO
- 6/13 Fairfax, MO
- 6/26-27 Park Hills, MO (Racers for Research)
- 7/11 Tebbitts, MO
- 7/17&18 Kahoka, MO (National Hare Scrambles)
- 7/25 Knob Noster, MO (Motorcycle Only)
- 8/8 Cole Camp, MO
- 8/22 Lebanon, MO
- 9/19 Smithville, MO (Motorcycle Only)
- 9/26 Westphalia, MO (ATV Only)
- 10/10 Festus, MO



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