

Notes on Spokes

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It doesn't get much better than this. Here's our trail guide on the Colorado 500, "Big John" Fitzpatrick.

TID BITS

I know, it's November and I'm just now getting the October newsletter completed. Things have been pretty busy. Since the September newsletter, a couple of series have wrapped up with Steve Leivan winning both the Black Jack Enduro Circuit and the Missouri Hare Scramble Championship. Great job, Steve. I think if memory serves me correctly, Steve has won the BJEC 6 times and the MSHC an astounding 10 times.

The Arkansas Hare Scramble Championship Series has one more race left, the 8th Annual River Front Grand Prix. Josh Weisenfels is the current leader of this series.

Another series has just started. The Hillbilly GP series has already completed the first three of six races. Rusty Reynaud and Anthony Meyer are in a tight race for the expert class. The intermediate class is having some very tight racing going on.

I've gotten involved with the scoring of the Hillbilly GP series. In fact, as soon as I finish this newsletter, I am going to program the season standings for the series. I'll send them to Gabe to put on www.HillbillyGP.com.

ISDE

For those of you that don't remember, Steve Underwood qualified for this year's International Six Day Enduro in Czechoslovakia. From listening to Steve, it sounds like one of the most grueling experiences one could ever encounter. Imagine riding in a freezing cold rain, in deep, deep ruts, up and down ski slopes for six days and you might get some picture of what Steve got to do. Unfortunately, Steve did not complete the entire six days. After four days, he had a mechanical problem with the clutch on his motorcycle. Despite the harsh conditions, Steve really enjoyed the experience and wants to do it again! He doesn't plan on going next

(Continued on page 8)

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Colorado 500

By Bob Fuerst

I was home for two weeks between the OMTRA trip to Colorado and leaving for the Colorado 500. This was my second Colorado 500. Now, if you remember all this from last year, this might get a little old but here is the skinny on the Colorado 500. In order to get to go to the Colorado 500, you must be invited by a vet. In my case, Terry Brumley invited me last year. The second year, the organizers of the 500 invite you back, but you are not yet able to invite a rookie. Terry Brumley was able to invite another rookie, Kevin Henslee. *Note: This has changed for next year and Kevin will be able to invite a rookie. Plus up to three rookies can be invited by a vet.*



Every trip to Colorado requires a mountain top photo. Here's myself, Kevin Henslee and Terry Brumley at the top of 13,114 foot Imogene pass.

I've got to publicly thank Steve Underwood for loaning his van to us for the trip to Colorado. It is one sweet ride.

We loaded up and left early on Sunday morning, making our traditional breakfast stop in Collins and then pointed the van toward Kansas. Kansas didn't get any smaller since the last trip. Anyhow, after one long day, we made it to Dillon, CO before dark.

On Monday, we made a short trip to Basalt, CO for sign up and tech inspection. That's when I came to love jetting for Colorado. I was running the same jetting that I ran two weeks earlier. Only this time, the bike wouldn't run. It would start and idle, but give it a little bit of gas and it would die. Was it too rich? Too lean? With the help of Dale Smith, I got the thing running. Thanks Dale!

Tuesday was our first day of riding. The trip actually started in Basalt, but we were staying in Snowmass and we didn't feel like making a 20 mile road trip in order to turn around and make the same 20 mile return ride. Once you leave Snowmass, you have to head to Taylor Pass because you have to make it to Crested Butte for the night. After Taylor Pass riders could choose any route they wanted to get to Crested Butte. We went to Taylor Park Trading Post by way of Timberline Trail. The first rule of trail riding in Colorado is, don't pass gas. I'm not being rude. I mean, if you see a gas station, fill up your gas tank. Get you mind out of the gutter.

Then, we were off to Dinner Station campground to pick up Spur Trail. This takes you up to Doctor's Park where we picked up the trail to Doctor's Gulch. Boy, it sure was dusty. I also think this is where Kevin started having problems with his shifter. We headed up Deadman's Gulch Trail to Rosebud Gulch Trail to Roaring Judy Trail. All good single track trail. The middle part of Roaring Judy takes you up over Cement Mountain. It was evident this part of the trail had been worked on since last year.

Unfortunately, the single-track trail was over for the day. We took Jack's Cabin Cutoff to highway 135 into Crested Butte.

With the help of Team Green, Kevin started taking apart his bike to fix his shifting problems. Every year, Team Green provides two support trucks and technicians to help riders with any mechanical problems. It doesn't matter what color your bike is, either! After much digging, Kevin found his shifter return spring had broken. Bummer. No one had an extra one of those. How do you fix a shifter return spring? If you're Terry Brumley, you borrow a welder from Team Green and weld it! Amazing. A big thanks goes to Team Green for the use of all tools needed to get the bike fixed.

By the way, the weld held all week!

The next day, we had to make the trek from Crested Butte to Ouray. We also decided to run down the highway to Gunnison to see if the KTM store in Gunnison had a shifter return spring in stock. Then we went through the desert and down the highway to Lake City for lunch.

After lunch, it was time to find some single-track. In this case, we picked up Pole Creek Trail. This trail is a lot different than the single-track back in Missouri. It has lots more off-camber with toe catching rocks. Finally, over Engineer Pass into Ouray.

The next day, Thursday, was going to be our easy day. We started and finished in Ouray. In fact, we went over Black Bear Pass into Telluride for lunch. You might notice that we

(Continued on page 4)

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don't miss any meals. Then, back to Ouray by way of Imogene Pass. Like I said, a short day, but that hot tub sure felt good.

Friday, we were heading back to Crested Butte. We hooked up with another group from Missouri. The folks from J&W Cycle acted as tour guides through the desert. This was the first time I had ever been on this trail and it was a real cool trail. Well, it would have been cool, if it wasn't for the dust. There were times the powder was 8 or more inches deep. The trail ended at Gunnison, just in time for lunch. Do you notice a theme here?



The ever-so-graceful Kevin Henslee crossing Texas Creek.

you ever are in Crested Butte with a dirt bike, put Green Lake on your must-do list.

Early Saturday morning, it rained! Usually, the last day is pretty easy. Not this time. After a total of nine days of riding in Colorado, here was my chance to ride dust-free. We started out riding the reverse of day one by heading up highway 135 to Jacks Cabin Cutoff to Roaring Judy Trail. Riding dust free was great! We were able to string together quite a few single-track trails. We took Roaring Judy Trail up to Deadman Gulch Trail to Bear Creek Trail to Flag Creek Trail. This is an

After lunch, it was up Ohio Pass Road to Green Lake Trail. If

excellent section of trail. We got in some fun rat racing on Bear Creek Trail. Then, Flag Creek Trail had this little hill climb. Everybody took it one at a time. Then, we took a little detour up to the top of American Flag mountain. The weather turned a little nasty, so we put on our jackets and headed to Widner cabin for lunch. Every year Steve and Lyndi Widener put on this char-

(Continued on page 5)



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(Continued from page 4)

ity lunch for the Colorado 500 riders. They have a beautiful cabin high in the mountains. This year, we got a little shelter while some more rains came through.

After lunch, we headed down Reno Divide Road, cutting off on the trail to Dorchester Campground. Our ride was almost over. We took the "road" over Taylor Pass. This really isn't a road that you would want to



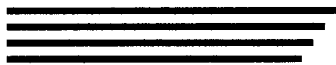
A welcome sight at the end of every day was the Team Green support truck. They helped with all kinds of bikes. They had everything ready for oil changes, air filter cleaning, tire changes and so forth.

Kansas, again!

take the family station wagon on. There were sections of bowling ball-size rocks. Then, it was down the dirt road on the other side and some pavement through Aspen to Snowmass.

We loaded the bikes up and relaxed for a little while before the banquet started. Lots of good food and bench racing. We were up at four in the morning to battle the winds across

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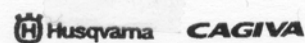
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Tyler Bluff

The Razorback Riders put on the 7th enduro of the BJEC season at Gruber, OK on September 15th. Unfortunately, the thing I remember most about this enduro is the dust. And the promoters can't do a thing about that.

They made the most with a limited amount of land, running a qualifier-style enduro. The course consisted of a 13 mile loop. The short course rode the loop three times and the long course 4 times. Well, almost four times. There were three special

tests per loop. The Razorback Riders did their best to avoid the worst of the rocks during the special tests.

On the fourth loop the first and second special tests were combined. It turns out the finish of the first special test was about fifty feet from the start of the second special test. By



A little extra motivation for Brian Sharp.

trail, however, they were miles apart. It wasn't until my last loop that I realized that they were so close together. So, the promoters quickly threw up some arrows and ribbon, making a very long special test. It's funny, when you're riding you don't even notice anything off the trail. Of course the riders were expecting to be done with the test, only to be turned and find out they were only about half way to the finish of the special test.

Steve Leivan got first place, taking 77 minutes and 0 seconds to complete

the special tests. Clint Carr came in second with a 79:51 and Johnny Rhodes picked up third with 80:52. You need to check out www.blackjackenduro.com for complete results.

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SMITHVILLE

By: Frank Leivan
Smithville, MO; October 6

In what may have been the closest finish among three “AA” competitors in the history of the Missouri Hare Scrambles Championship, Steve Leivan and his SCR/Yamaha YZ250F held the lead when it mattered most and claimed the overall victory. The win was Leivans’ fifth of the season and 75th of his career and could not have come at a better time.

“We had a heck of a race today. The course was tight, short, and pretty crowded. It came down to staying out of trouble and not making mistakes,” Leivan explained. By virtue of his win at round 15, Leivan goes into the series finale trailing by just two points after trailing by nearly 70 after five events. “I’m just happy to still have a chance. I’ll try my best and what happens, will happen.”

For their 2002 race, the Platte County Trailriders moved the Smithville Lake event across the water to a new piece of property. The trail was just over seven miles and was much more technical than past Smithville races. Lots of single-track with loose rocks, many ditches, and a grass track section was the order of the day. The front runners put in six laps with the leaders averaging just under 20 mph.

One of the two riders with whom Leivan diced the entire race was Doug Stone, who grabbed another holeshot. He kept his Stoneworks Honda in the front position for much of the first lap before series points leader Brandon Forrester came calling and worked his way into the lead. Leivan was up to third by the end of a lap and the battle was on.

During lap two, the trio stayed in their same positions and worked their way through the back portion of the nearly 300 rider field. Stone took a brief lead on lap three, but willingly handed it back to Forrester. “I didn’t want to wear myself out, so I figured I’d just follow him (Forrester),” Stone mentioned. That worked until Stone clipped a lapper and went down, moving Leivan into second.

It was then Forester’s turn to have trouble as he, too, tangled with a slower rider and went down, taking the lapper with him. This was all fine with Leivan as he took the lead but was in no real hurry to get away due to the traffic issue. Stone was back up and in second with Forrester in third after three laps. Just over a minute back was Team Green rider Chris Nesbitt with Nebraska native Walker Luedtke on his KTM in fifth.

Leivan maintained the lead on his Dunlop/Silkolene/Answer/Race Tech/GPR Stabilizer-shod machine for nearly the next

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two laps, but was surprised by a charging Stone, heading into the final lap. Stone had his CR250 on the gas and had slipped around Forrester with a nice inside line and then caught Leivan off guard and took the lead in the final turn before the checkpoint.

"I hadn't seen Doug for a bit and I figured we had gotten away from him. He passed me and I was like 'where did he come from?' but I was happy to see him up there," Leivan explained. Forrester was right there as well as the top three headed out for the final lap, although he stopped for fuel just past the check.

Up front, Stone was "rock solid" and had the course dialed. Leivan was also hard on the gas searching for an opportunity that would allow him to overtake his friend and competitor. Forrester had pulled all the stops and was on a mission as well.

Over half a lap had passed and Stone was still performing flawlessly and holding Leivan at bay. Then Stone missed an alternate line that had formed through a particularly tight and rocky section of trail, giving Leivan the opening he had been looking for. The nine-time champion took the lead, a position he would never relinquish.

"Steve just out-thought me today. I followed him through there three times in a row, watched him pass Forrester there, and I still missed it," Stone admitted. Leivan had nothing but praise for the runner-up. "Doug and I have both been waiting all year to go at it like that, it's just a shame we had to wait until the end of the year. But all in all, three guys going for the win and finishing

within six seconds is a pretty cool thing to be a part of."

Indeed, that was the separation at the conclusion of the penultimate round. Leivan-Stone-Forrester, 1-2-3, and just six seconds amongst all three. Nesbitt brought his Scott/Pro Circuit/Renthal/Maxima/Moose-backed KX250 home in fourth while Luedtke rounded out the top five, despite riding with a broken clutch hose.

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year, though. It's going to be in Brazil with more desert-like conditions, plus expect temperatures in the 90s. I talked to Steve's good friend Kevin Henslee over the weekend and now, Steve might try to ride in Brazil. More later. Bob

Shawn Hall – Update

If you remember from last month, Shawn Hall hurt himself pretty good (or is that pretty bad). Any-

how, I'm not going to go into details of the injuries. You can look back at your vast archives of Notes on Spokes to see that. They have removed the external device from Shawn's arm and it's getting stronger every day. They think he should be able to start putting weight on his leg shortly.

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OMTRA Stuff

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The November OMTRA Meeting:
Mexican Villa
November 21
7 pm

The December OMTRA Meeting:
INCREDIBLE PIZZA
December 6
7 pm

Let's see, the last meeting was held at Shawn's house just before the enduro. It was a work meeting. We made up markers for mileage, resets and speed changes. We also had to make the back up books for all the checks. It's a lot of work putting on an enduro.

We had a membership drive going on. Actually, it's more of a renewal drive going on. Since Shawn can't do much riding, I sent him a file with everybody that hadn't renewed. Within a couple of days, Shawn sent out 91 renewal notices. Response has been very good. But not 100%. If you got one of those notices and haven't sent your money in, GET OFF THE COUCH AND DO IT. NOW!

The Christmas party is at The Incredible Pizza on South Campbell in Springfield, MO. It should be real cool. There's all kinds of games and even indoor go-carts. There's a pool going right now. We're placing bets on how long it will take for them to kick us out once we get in the go-carts. See ya there!

It looks like 4 OMTRA members finished in the top 10 in the Black Jack Enduro Series. *Which means they get to ride in the AA Class next year.* Congratulations to:

Jon Simons
Kreg Simons
Steve Underwood
Brian Sharp



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OMTRA

11/21/02 – November Meeting. Mexican Villa, South Campbell, Springfield, MO – 7PM

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

Arkansas Hare Scramble Series

www.arkansasharescramble.com

12/1/02 – River Front Grand Prix, Fort Smith, AR (501) 648-1696

2003 BJEC Schedule

Tentative

www.BlackJackEnduro.com

- 3/23/03 – White Rock, AR
- 5/4/03 – Nacogdoches, TX
- 5/18/03 – Park Hills, MO
- 6/8/03 – Bismark, AR
- 6/22/03 – Stillwater, OK
- 9/7/03 – Scipio, OK
- 9/21/03 – Gruber, OK
- 10/12/03 – Oklahoma City, OK
- 10/26/03 – Chadwick, MO
- 11/9/03 – Red River, TX

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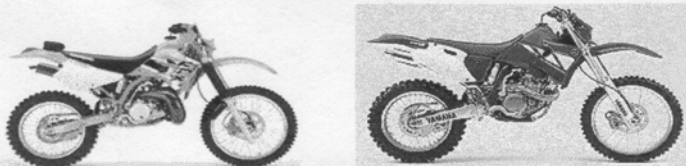
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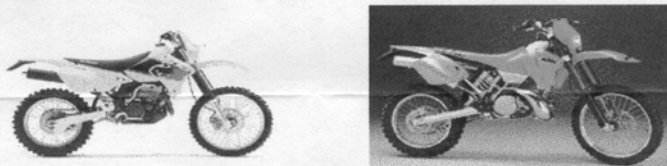
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