

MISSOURI / NORTHERN ARKANSAS / KANSAS



NEWSLETTER

27TH ISSUE

LOCAL DIRT BIKE NEWS

DEC. '96

Leivan wins TWO!

Last month we talked about Steve Leivan winning the Missouri State Hare Scramble Series in a "down-to-the-wire," must win battle between himself and Leigh Letellier at the last race of the series for the Overall win.

On the 10th of November, the Black Jack Enduro Series last event was at Chadwick and again Steve Leivan went down to the wire in a "must win" confrontation between himself and Steve Travis out of Oklahoma. Leivan was up to the task handily taking the win for his second Overall title for 1996 on his Surdyke Racing/Factory Yamaha backed WR 250. See a complete breakdown of this enduro elsewhere in this issue!

'97 Race Dates

We have done a lot of whining and begging and have managed to obtain several '97 series race dates. You can check them out in this issue.

We're also going to include the new '97 officers for the Black Jack Enduro Circuit.

The Missouri State Hare Scramble Series won't have their meeting for '97 dates until January. We'll do our best to get those out to you as soon as we can get a hold of them.

HOLIDAYS

This is where we get to wish everyone a Merry Christmas and a Happy New Year!

Please drive safely over the holidays. We have made a lot of new friends over the last two years of doing this letter . . . and we don't want to lose anyone. Be safe!



New Years Day Poker Run

New Years falls in the middle of the week this year and I just want to make sure everyone gets the word that the "Annual New Years, Chadwick Poker Run" . . . will go!

This is a rain, shine, snow . . . it goes thing! It's free compliments of this Newsletter and all the people who support us through ads. It is a way for all of "us" to say "Thank You" to the people who subscribe to this letter . . . and patronize "our" local dealers.

The course is weather dependant (the crapier the weather the shorter the course) but we do plan to route through some rarely used trails. It may be something new for some of you. Where these trails become difficult, we'll route an alternate around so anyone will be able to get around the course.

As in other years . . . it will be a true poker run where best hand wins. The dealers who support us with ads are coming through with some pretty cool give-aways for prizes!

The thing will start at 10:00 AM with a clean-up along the road getting to Chadwick. Even if you don't care to ride, you can be a part of the clean-up and support Chadwick. We'll have chili and hot chocolate after the clean-up . . . and ride. It's free but we do ask that you be part of the clean-up effort.

It's open to "everyone!" Come join us for a day of just "foolin' around." There will be a bonfire so plan on staying fairly warm . . . no matter what!

See "you" there!

Happy Holidays



Think Dirt!

HARDWOOD "Chadwick" ENDURO

The last event on the BJEC schedule was held on Nov 10. 8:00 AM on Sunday morning meant a pretty chilly start for the 220 odd riders who left the start line.

Short course would ride about 40 miles with three actual test-in, test-out, special test sections while the Youth B and Womens class's were stopped at the 23 mile mark after one test. The long course riders were scheduled to run a little over 80 miles (actual) with the route sheet showing 125 miles.

Things got off to a bang at the first check with nearly everyone burning it. Later converstaions had everyone agreeing there was something wrong with it but no-one could decide just what. It was found to be legal (within 9 hundreths of a mile accurate) but definatly questionable. This check was the check-in for the first special test section in the trail 104 area that lasted about 5 miles with a speed change in it from 18 mph to 24 mph. This section had everyone dropping becoup points with the norm for the AA riders being 2-3 points and C-riders dropping double, and in some cases, triple that. The course from there was fairly laid back at a pace most could keep up without to much hassle. A final check around 23 miles had us back at the reset in camp and dropped the Youth B and Women.

Leaving this reset had the speeds up a little more in light of the terrain and featured another check-in to the second special test section that was about 4 miles long and featured a couple of slick, ledge rock hill-climbs before dropping over to the 171 (county road) area down near the fence on the west border of Chadwick finishing in some especially cool, tight, woods trail into a check.

A reset there let everyone catch up and get ready for a fairly long (8 or 9 miles) transport section which got everyone over to the last special test area which started a CC Camp dropping into the creek (where we were checked in) on Trail 137A and heading down to the fence at 24 mph. It then turned and headed back up 138 ending on 138A and the final tie-breaker for the short course riders.

An easy ride 3 miles back near camp ended the day for the short course at an observation check and dumped the long course riders at the gas for a long reset in preperation for the next loop.

Starting the next loop had the long course guy's running at increased speeds over parts of the second half of the short course with occaisional alterations in the course for short distances. Although there were 13 checks planned, the race was stopped after 9 as the check crews for 10, 11, 12, and 13 were not out on the course. It didn't make any difference in the outcome as the check locations and sections up to that point were excellent and had everyone dropping points.

Steve Leivan and Steve Travis were the ones to watch as the winner of this event decided who would be Overall Champion in BJEC for '96. Leivan started on row 44 with Travis starting on row 47 ensuring neither had any distinct advantage based on row timing. The first test on the Youth loop had Leivan one minute and 48 seconds at the tie-breaker with Travis coming in at 3:01. Jamie Jennings was next with a 2:25, and Clay Boreing with a 2:27. Interestingly enough, Max Harkey slid in there from his row 1 position with a 2:01 beating all but one AA rider and causing a great deal of speculation on how he got through there so fast.

Check 5 was the end of the next special test with Travis dropping one point to Leivans two becoming the only rider other than "that fast Max Harkey" to drop one at that check.

The last section on the first loop had Leivan up about one point on Travis going into the gas. The second loop broadened the spread giving Leivan the Overall with 8 points lost. Clay Boreing was next with 11 points including a burn (2 points) on the first check that Leivan did not have meaning young Clay ws only off Leivans pace by one minute all day. Steve Travis was third with 12 points including the burn on check 1.

An interesting side-note is Leivan replacing his entire clutch assembly at the gas during the reset before the long course guy's took off again due to slippage during most of the first loop! How someone could ride the first loop at the pace he went with a slipping clutch is pretty amazing. Then get to replace it while everyone else is taking a breather and getting something to eat or drink. After all that it seems fitting the Leivan took his Surdyke Racing/ factory backed Yamaha WR-250 to the win!

O/A Event-Steve Leivan

AA-Steve Leivan, Steve Travis, Vincent Davis, Jeff Plunket, Billy Treadwell, Leigh Letellier, Dave Berry, Al Weisenfels.

O/A B-David Gerbes.

O/A C-Stewart Hall

O/A Sr. Short Course-Randy Presthus

A 250-Clay Boreing, Jamie Jennings, Kevin Borts, Jim Ingram, Russel Pace, Alan Corum.

A 200-Darin Montgomery.

A Open-Mike Shown, Jac Richmond.

A Int.-Bart Williams, Kevin Harmon, Randy Williams, Steve Fow, Kenny Williams, Tim Haslet, Doug Youngblood.

A Sr.-Wayne Beindorf, Bud Bieschke, Rocke Weaver, Jimmy Jones, Harold Compton, Roger Lerette, Mike Stanfield, Bill Morris.

A Sportsman-Randy Presthus, Terry West, Tom Hill, Fred Mueller, John Boreing, Kurt Kluin, Ken Thompson, Gary Corum, Bob Diffie, Tony Wood.

A Super Sr.-Lee Glenn, Jack Shoalmire, Bob Sutton, Darrel Judy, Dane Marable, Frank Leivan, Bill Hanson, Charlie Burk.

A Youth-Mike Climer, Jason Harmon, Jacob Hill, Parker Nelson, Robert Kluin, Michael McLean, Christopher Harper.

4 Stroke Long-Max Harkey, Kevin Boyle, Darrin Jerome, Gregg Off.

B 200-Dale Lee Rector, John Twonsend, Joby Windmiller, Craig Kebodeaux, David Pontier, Phill Davis, Nathan Gladback.

B 250-David Gerbes, Karl Gallette, Kreg Simons, Jason Williams, Christopher Sloan, Paul Jackson, Brett Skaggs.

B Open-Kirk Hulslander, Doug Jones, Dale Willis, John Kellerman, John Lawson, Rick Helmick, Lee Moffitt.

B Int.-Jon Simons, David Dillingham, Mike Mills, Scott Duncan, Bob Fuerst, Tom Eidam, Steve Udem.

B Sr.-John Gott, Jim Cook, Herb Faulstick, Dan Wylie, David Pozler, Jim Orbals, Dennis Schell, Jim Willis.

B Super Sr.-Richard Smith, Bob Jones, Dale Price Rector, Carl Bogle, William Britt, Cliff Sage.

C 200-Jesse Faulstick, Adam Bieschke, Luke Manion, Tim Tolliver, Charles Sparks, Bryan Simoneaux, John Stout, Robert Stuckert.

C 250-Stewart hall, Denny Turlin, Tom Ray, Dennis Lacey, Todd Knight, Dustin Jones, Weston Bair, Lee Jones, Mike Mansker, Jeff Slvo.

C Open-Tony Kirkup, Alex Dalton, Mike Chismar, Glenn Ladd, Brad Mason, Darrel Gillespie, Russell Harper, Dennis Brewer, Jeff Mutchler.

C Int.-Jack Lee, Todd Donaldson, Barry Nye, Sean McCarthy, Dirk Wilkinson, Shawn Hall, James Sutlick, Todd Ghan, David Gussberry, Ralph Climer.

4 Stroke Short-Josh Cook, Jon Yarbrough, Jeff Shen, Wayne Crosby, Tim Hall, Buddy Rigg, Jeff Michel, George Wacaser.

C Sr.-Richard Donaldson, Dwain Marple, Steve Gann, Lyndell Brown, Mike Edwards, Mark Handford, Martin Willems, Ton Sutlick, Andy Carrier, Hollis Spinks, Jon Neal.

Super 55-Jim Letellier, Clarence Bonifacius, Marv Donaldson, George Macgregor.

Women-Michele Ediam, Lisa Yother, Rita Harmon.

B Youth-Clint Carr, Clint Gann, Arron Willis, Jeremy Tipton, Marcus Nelson, Jadd Kimbrough, Cody Fow.

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'97 BJEC Event Dates

Texarkana, TX- 2 Mar.

Jimmy Jack, TX- 16 Mar.

White Rock, AR-23 Mar.

Banquet Henrietta, OK- 12 Apr.

Henrietta, OK- 13 Apr.

Little Rock, AR- 4 May

Lead Belt, MO- 18 May

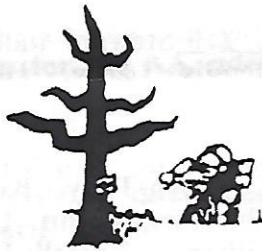
Chadwick, MO- 1 June

Collins, MO- 21 Sept.

Stillwater, OK- 5 Oct.

Oklahoma City, OK- 2 Nov.

Red River, TX-16 Nov.



National Enduro National Scrambles

Feb 16 Coalinga, CA.

Feb 9 Hollister, CA.

Mar 16 Greensboro, GA.

Feb 23 Redding, CA.

Mar 23 Kalgary, TX.

Apr 6 Hurricane Mills, TN.

Apr 20 Shelton, WA.

Apr 13 Good Springs, PA.

May 4 Wellston, OH.

July 27 Kahoka, MO.

June 29 Akeley, MN.

Sept 28 Henrietta, OK.

July 13 Drummond L, MI.

Oct 12 Lynnville, IN.

July 20 Rand, CO.

Nov 2 Millfield, OH

October 26 Delaware City,

nearby Supercross

Apr 5 Supercross/St. Louis Apr 26 Supercross/Dallas

WHAT TO DO IN DECEMBER?

Enduro's are over. Missouri State Scrambles is over. You thought you were going to be bored in December . . . right? Wrong!

Dec. 1 Hare Scramble at Lu's place near Bolivar.

Dec. 1 Poker Run at Russellville

Dec. 15 "Toy's for Tot's" at Possum Hollow MX. This is a Hare Scramble sponsored by Surdyke Yamaha.

Dec. 22 Work Day at Chadwick. Building form for Pavilion. Need workers with skill saws, hammers, shovels, etc. Starts at 10:00 AM.

Dec 31 Camp-out at Chadwick

Jan 1 Clean-up Day / Poker Run / Free Food, at Chadwick. Clean-up starts at 10:00 AM

Jan 12 Blue Springs Resort Hare Scramble, Lebanon.

Jan 22 Collins MO. Hare Scramble

Feb 12 Blue Springs Resort Hare Scramble, Lebanon.

Hare Scrambles are Two Hour. Practice at 9:30-10:30, Racing at 12:00.

Gate \$5.00, Entry \$15.00.

Classes:8-16 Youth, Beginner, 200, 250/ Open, Over 30, Over 40, Intermediate, Expert. 3 Bikes required to make a Class!

Info: 417 887-3524



'96 Missouri State MX Championship Series

This was the best attended series since it began in 1981. There were 1,037 entries during this 6 race series which began August 25 at MXP and ended on November 11 at Possum Hollow. An educated estimate of spectators would be about 2,900.

Thanks to the 15 dealers asked to participate, gift certificates totaling \$1,850.00 were given to the top riders in each of the 21 classes. The top two riders in each class will be receiving top quality jackets with embroidered names on the front and 1996 Missouri State MX Champion, or runner up, on the back. The jackets were so well received that several parents ordered some for themselves, however they were only able to have the name on front and then MSMS on the back. Plaques were given to the top five riders in every class as well as a "number one plate" for the champion.

There were four double champions this year, Jimmy Albertson 50cc 7-8 and 60cc 6-8, Joe David Jarvis was the 80cc 14-16 and 80 Open Champ. Joe Drinnon captured the 250 Intermediate and + 25 titles. Dennis Pollard was the + 30 and + 35 Champion. I was not an easy decision as you can see but the Heishman Trophy from Liberty Cycle for the outstanding rider of the series was Dennis Pollard of Columbia.

Again I want to thank you the dealers, for your continued support during the 1996 season and especially the 1996 Missouri State Motocross Championship Series.

Jerry Sharp

Pee Wee 4-6-Tyler Wayt, Dylan Tomlin, Paul Brackenberry, Derek Johnson, Tallon Gere.

Pee Wee 7-8-Jimmy Albertson, Jeff Crutcher, Logan Swartz, Morgon Guy, Chance West.

60cc 6-8-Jimmy Albertson, Logan Swartz, Jeff Cutcher, Mike Garrison, Derek Chunning.

60cc 9-11-Jesse Liggett, Mike Simmoneau, Jeremy Hansen, Jon Still, Zach Evans.

80cc 0-11-Steve Simmoneau, Jesse Liggett, Ryan Wohlberg, Greg Albertson, Jonathan Tomlin.

80cc 12-13-Adam Young, Chris Graham, Dustin Hampton, Kyle Bax, D J Stansberry.

80cc 14-16-Joe Jarvis, Justin Davis, Cody Henson, Matt Garringer, Jason Strain.

80cc Open-Joe Jarvis, Adam Young, Chris Graham, Ryan Wohlberg, Dustin Hampton.

Schoolboy-Kenson Goff, Brandon Stansberry, Jonathan Chunning.

125 Intermediate-Dustin Taylor, Brandon Stansberry.

125 Beginner-Greg Palmersheim, James Grier, Lloyd Sunderson, Travis Cummings, John Howard.

125 Novice-Charles Hachtel, Doug Sidwell, Kevin Rix, Scott Clark, Kevin Camp.

125 Intermediate-Dustin Taylor, Brandon Stansberry.

125 Expert-Les Brandenburg.

250 Beginner-Roger Sparks, Rick Lisenbe, Darin Weese, Scott Land, George Vandy.

250 Novice-Steve Logston, Randy Southard, Doug Sidwell, Tom White, Scott Clark.

250 Intermediate-Joe Drinnon, Dustin Taylor.

250 Expert-Lance Jones, Sam Henry, Jack Jones.

+ 25-Joe Drinnon.

+ 30-Dennis Pollard. Mike Forkner, Paul Laughlin, Jim Shaddox, Dennis Tomlin.

+ 35-Dennis Pollard. Tom Prenger, Rob Ruble.

+ 40-Rick Chunning, Dan Stansberry, Jeff Davis, Floyd Seibert.

Missouri State Scrambles Year-end Standings

O/A-Steve Leivan, Leigh Letellier, Ken Yount, Chris Thiele, Chad Busenbark, Chris Caplinger, Mike Windmann, Brock Busenbark, Tanner England, Kevin Borts.

AA-Steve Leivan, Leigh Letellier, Ken Yount, Chris Thiele, Chris Caplinger, Chad Busenbark, Jamie Jennings.

A-Mike Windmann, Tanner England, Kevin Borts, Kevin Harman, Charles Thiele, Greg Surdyke.

Open B-David Dillingham, David Haworth, J.R. Hansen, Duane Rambo, Robert Brake.

250 B-Brock Busenbark, Casey Haynes, Chris Nesbitt, David Gerbes, Ash Okorn.

125 B-Derek Zinchuck, Todd Reed, Dale Lee Rector, Nathan Gladback, Terry Meyer.

4 Stroke B-Kevin Boyle, Les Busenbark, Gary Pilant, Travis Pilant, Cornell Porter.

Vet-John Newberry, Jerry McCasland, Kenneth Hulsey, Brent Scrivner.

200 B-Gary Mittelberg, Kevin Borts, Matt Mannering, John Ardrey, Robert Armon.

Senior-Everett Shinault, William Guffey, Jimmy Jones, Jim Yount, Herb Faulstick.

Super Senior-Robert Caplinger, Jim Letellier, Rick Carpenter, Frank Leivan, Jerry McComber.

250 C-Jake Bishop, David Taylor, Nick Crawford, Timothy Metsche, Bryan Roy, Bruce Lange, Ron Terry, Pat Declue, Butch Taylor, Mike Potter.

250 C-John Banes, Terry Diereenfeld, Chris Teegaden, Randy Berry, Chris Teegarden.

Junior-Collin Sheridan, Chris Snidle, Jesse Faulstick, Brandon Forrester, Levi Rawson, Zack Mabery, John Mitalovich, Micheal Hulsey, Robert Duncan, Matt Murray.

"TID-BIT'S"

It seems Joy Reynauds (Rustys wife) birthday fell on the Chadwick Enduro (10 Nov.) so it was celebrated on the 16th of Nov. at their home. Ceremonies included the Simon brothers with the assist of Steve Underwood "helping" Joy do a major "face-plant" into her birthday cake. Happy Birthday . . . I think?

The other significant thing at that party was a blind date for Jamie Jennings . . . and Jamie didn't show! Let's see . . . where's that air pump? . . . we'll get her ready for the next party . . . and Jamie! Word is "she" wasn't a real conversationist!

Mike Mills makes this column for three reasons; 1. he's a long time Springfield rider. 2. he started on my row at the Chadwick Enduro along with Mike Shown (Mike's Machine guy and open A rider) and Vincent Davis (Junior Team 6 days guy and AA rider.) 3. Pecking order on our row quickly sorted itself out as Mike quickly (and politely) passed me, tusseled briefly before passing Mike Shown in tight woods and quickly hooked onto Vincent. The last time I got a glimpse of "them," it looked like Mikes Yamaha was tied to Vincents back fender on a two foot leash. He can go fast!

BART WILLIAMS is going incredibly fast on his new Surdyke Racing KTM. Try 7th O/A for the event! Bart has always been a good rider but now . . . he's flying!

How about STEVE LEIVAN changing an entire clutch assembly at the main gas stop at that event in Chadwick? Is that goofy or what? I really thought about that and came to the following conclusions: A. I don't have a spare clutch to change if I had too. B. I'm always late at checks so there's no reason to believe I would be on time at the gas (which means I wouldn't have time to change a clutch.) C. If I was trying to be on time at the gas I would be too tired to pick up a new clutch to put it in my bike! Maybe that's why Steve is always winning and guy's like me ride the old, fat, slow, short course class?

Koonta-Man rode about 8, 80cc bikes up this loose hill on the kids loop performing his job as sweep guy. He came back babbling about massive power to weight ratios. Look for Koonta to develop this new, trick, old, fat guy, slow, short course . . .cheater bike. I figure tall seat foam along with a heavy flywheel. Listen kids . . . lock up your 80's, Koonta has a plan!

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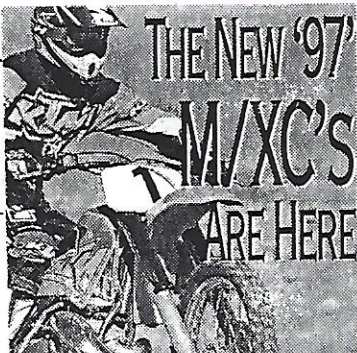
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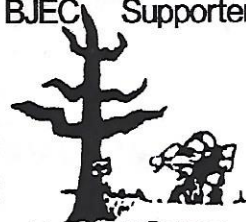
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"BLAST . . . FROM THE PAST!"

My digging in the old scrapbook yielded up a page from a very old AMA Magazine that had an article on Chadwick and featured "O! Glenn."

You notice I said a page, not two? Obviously there must have been two but I, of course, saved only one. It's still neat and brings back plenty of old memories.

For those of you who did not know Glen, he was special. Jim Moon of JIM MOOM YAMAHA (no longer in business) donated an old (it may have been new then) Yamaha trials bike to the Forestry for Glen to use at Chadwick. Glen hung all sorts of tools off that thing. A folding shovel, knippers, machete, hammer and nails (with which he put up most of the orange diamonds on trees you see today) along with more ordinary stuff. That old bike was a moving trail maintenance vehicle.

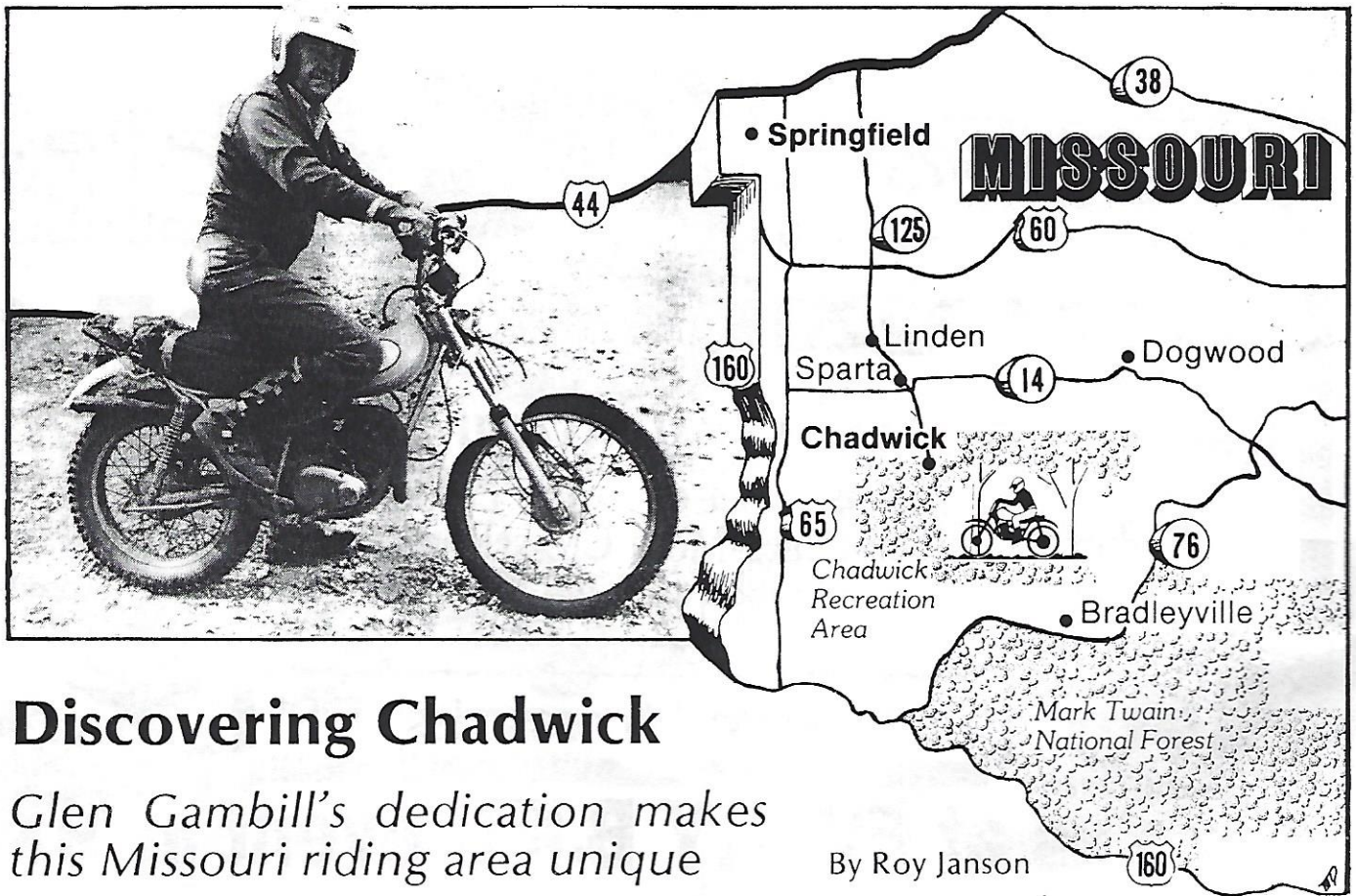
O! Glen always rode standing up, always had a smile, and always stopped for "everyone" and talked.

A friendly guy with a gift for gab. That gab almost always centered around Chadwick, his love of the place and his appreciation for the riders who came there.

A true ambassadore for the Forrest Service, Chadwick, and the sport of off-road recreation. I've lost track of Glen over the years, the last word I heard had him in Ava. If anyone knows, please give us a call.

Wherever Glen is, whatever he's doing, he needs to know he is missed!

Turn the page and check out the old AMA story and while you're there, take a minute to think how it would be without Chadwick, sometimes I take it for granted. "We" shouldn't do that!



Discovering Chadwick

Glen Gambill's dedication makes this Missouri riding area unique

By Roy Janson

Nestled in the Mark Twain National Forest some 30 miles southeast of Springfield, Missouri, is an area many consider to be one of the premier public motorcycle riding sites in America. The site, known as the Chadwick Recreation Area, offers all of the attractions that a motorcyclist could want. And while it may not be as large as some other riding sites, the motorcycle trails in this 8,000-acre national forest recreation area are unsurpassed for diversity and quality.

The Chadwick Off-road Vehicle Area is the only area of the Mark Twain National Forest in which use of motorcycles is allowed off of designated dirt roads and right-of-ways. Motorcycle trail riding has been allowed in Chadwick for decades with constant increases in use since World War II. However, use of the area took a dramatic jump in the 1960s. During this high-growth period motorcycle use was generally unregulated. And, as with all good things, this unregulated use came to an end with an executive order in 1972 which required all government land agencies to officially address the use of off-road vehicles on those lands.

Rather than open the entire forest to off-road vehicle use, the administration at Mark Twain chose to designate this single area for off-road vehicle activity, thereby limiting riding opportunities in the remaining portions of the forest to existing primary and secondary roads. The rest is history, culminating in the development and evolution of the Chadwick off-road vehicle recreation area.

The story behind this quality riding experience goes well beyond a simple geographic description of the area to the people who have contributed to it. While there are various individuals who have contributed to the success of the Chadwick site, the one who clearly stands out among them is Glen Gambill of the U.S. Forest Service. And if ever there was an unlikely candidate to become one of the nation's strongest supporters of off-road motorcycling it would surely be Ol' Glen, as he is referred to by the area's motorcyclists.

Glen started his career in forestry management 43 years ago when he went to work for the Forest Service in the Houston Ranger District of the Mark Twain National Forest, following a 3½-year stint with the Civilian Conservation Corps. Except for a

few years during World War II when he was in the Marine Corps, Glen has been continuously employed by the Forest Service since 1939.

Throughout his career as a forester he has been aware of the use of off-road motorcycles in Mark Twain. In fact, Glen resided and raised a family in a house that sits within the present boundaries of the Chadwick Off-road Vehicle Area. Living in such proximity to one of the most popular riding areas in southern Missouri, it would have been virtually impossible not to be aware of the growth and popularity of off-road motorcycling that came in the years following World War II.

Even though he was not a motorcyclist in his earlier years Glen took the time to get to know the people who came to this area to ride, and from this informal beginning grew one of the most successful user-manager relationships ever to exist between trail riders and government employees. Fortunately, for the thousands of off-roaders who have had the opportunity to ride the trails at Chadwick, this good relationship continues today.

Ol' Glen wasn't satisfied with simply getting to know the folks who came to ride; he knew that to appreciate what it was that motivated motorcycle trail riders he would have to try the sport himself. So, in 1970, at the age of 53, Glen took up trail riding. In the 12 years since, he has developed into a highly skilled rider and one of our sport's strongest supporters.

Once Glen took up riding, he was able to get a better view of the many miles of trails at Chadwick. It became evident to him that with the growing population of trail riders in Mark Twain some environmental impacts were likely to develop if things went on unregulated. With his understanding of the desires of motorcyclists, Gambill knew that simply closing an area accomplished very little, because without proper management the impact would simply be transferred to another area.

Recognizing the need for proper management, Glen and his co-workers began to develop trails that could withstand high levels of use. Glen's success in providing quality recreational opportunities was surely a function of his desire to learn what it was that motivated motorcyclists to come to Chadwick. And that raises the question of what motivates Glen Gambill.

MORE "TID-BIT'S"

SHAWN HALL, a local rider with an address in Chadwick makes this column because he has stepped up and volunteered to be SCORING CHAIRMAN for the BJEC in '97. This is easily one of the hardest jobs going! Way to go Shawn!

MAX HARKEY goes for another year as Secretary YO . . . Max!

If any of you noticed the mileage as being a little funny at the recent Chadwick Enduro . . . It might be because Rusty layed out the mileage with a front Mousse tube so soft it finally came of the rim, tire and all. YES . . . that's goofy!

Word is Rusty might be in training for the "Paris to Dakar" race next year. Why? He had this goofy looking, HUGE roll chart holder on his handlebars! Wonder where he got that?

Max Harkey either had the ride of his life at Chadwick . . . or his energy level on Row 1 allowed him to "levitate" his big DR up some hills for 9th O/A. I say Max should from here on out be known as; "That fast, leaf riding Max!"

I lost one of my contacts in the middle of the first test section at Chadwick. An "eye guy" could probably explain this but with it out, all trees moved two feet to their left. Not really cause I hit them where they shouldn't have been. Closing that eye moved all trees back two feet to the right . . . but made the ground "level" no matter what was there. All bumps came as a surprise. Shutting both eyes seemed to be the ticket! . . . Try it sometime!

At the reset after this section I dig the by now dry contact out of the bottom of my goggles and after four trys . . am unsuccessful getting it in. Vince Davis takes pity on me and sticks his face (helmet-to-helmet) against mine to give me directions. Out of my other eye I notice the other 25 guy's in the reset looking at us with suspicion and growing disgust . . . all I could think was; Vince, don't hug me!"

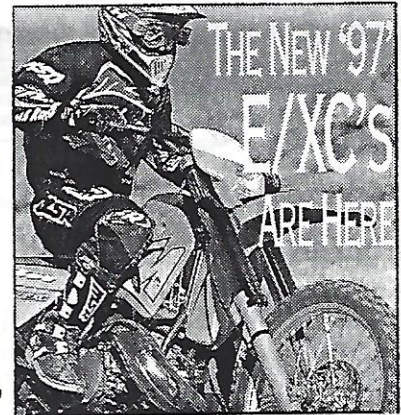
Jac Richmond dropped 50 some points after receiving advice from Wayne Beindorf, to wear his coat. Wayne didn't have a coat on? Jac might have only dropped 20 without the coat!

MOTOSPORTS

5605 South 14th Street - Ft. Smith, AR. 72901
Phone: 501 646-7000 - 1 888 646-7000

MOTOSPORTS

"1997 Contingency Programs-BJEC"



KTM

O/A Event- \$500.00	1st- \$100.00
O/A A- \$250.00	2nd- \$75.00
O/A B- \$250.00	3rd- \$50.00
O/A C- \$250.00	4th- \$35.00
O/A Sr. Short- \$250.00	5th- \$25.00

All BJEC Classes Eligible!

Husaberg

\$1000.00 O/A Circuit Champion

O/A Event- \$500.00	1st- \$100.00
O/A A- \$250.00	2nd- \$75.00
O/A B- \$250.00	3rd- \$50.00
O/A C- \$250.00	4th- \$35.00
O/A Sr. Short- \$250.00	5th- \$25.00

1. '96 or '97 KTM must be purchased from MOTOSPORTS.
2. Must be BJEC member.
3. Minimum of 5 riders in class at event.
4. MOTOBUCKS can be used on "anything at MOTOSPORTS."
5. MOTOBUCKS will be issued quarterly.
6. 50% contingency will be paid if also competing in AHSS.

1. '96 or '97 Husaberg must be purchased from MOTOSPORTS.
 2. Must be BJEC member.
 3. Minimum of 5 riders in class at event.
 4. MOTOBUCKS can be used on "anything at MOTOSPORTS."
 5. MOTOBUCKS will be issued quarterly.
 6. 50% contingency will be paid if also competing in AHSS.
- '96 Husabergs-6 mo. warranty, parts & labor on the powertrain and parts on the chassis.

See our other ad for the best prices on Dunlop tires and MSR gear!

Hey Santa!



What do I want for Christmas?

1. I want to be fast! I figure most guy's that are fast . . . are young so I'll get that as a bonus! It also means I'll be skinny, most fast guy's are. Of course . . . fast guy's get new, free bike's . . . for life (look at Cooper.)

2. I want a free mechanic to take care of my free bike, put on cold, stiff, fresh tires whenever I want (tires are automatically free!) The mechanic would bring his own factory equipped box van so I don't need to wish for that.

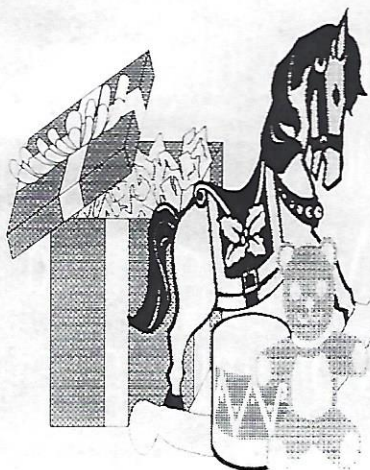
3. I want to be able to spell words correctly so all the reedars on this leter wood quitt laphing at me! Hell . . . I would settle for a spell check system on this computer that I understand!

4. Being rich wouldn't hurt, only because I wouldn't have to work. Work has a way of interfering with quality riding time! I hate that! That probably means a "sorta-job" like that Pete Denison guy at MOOSE/A-LOOP. He doesn't "seem" to work. Or maybe Dick Burleson! I know his work. He gets paid to go ride bikes and evaluate them? I could do that . . . OK burm . . . let's evaluate you! Or . . . well, the handlebar/seat relationship is a hair off on this \$8000.00 Husaberg, but I suffered through the test in the Colorado mountains and rode it anyway! Ha! What a life!

That wish list is a little "lofty." My true wish for my Christmas is much simpler. I want to always have fun when I ride my bike . . . slow or fast. I don't want to ever lose the friendships I have established through riding dirt bikes. I want those friends to never get sick or endure unnecessary hardship.

In fact about the only thing from the first list that "maybe" applies is the thing about not working!

I think that one may be a keeper! Where's Burleson's phone number, maybe I can carry his bags or something?



It is the time of year where wives, girl friends, and mothers are trying to figure out what to get the important people in their lives for Christmas.

This may be translated into: The time of year where wives are trying to decide what to get the geek in their lives, that won't contribute to the habit of bringing dirty riding cloths into the house. Something that will turn the volume down when "he" starts his whiney thing about the latest injury (or perceived injury) suffered while riding that stupid dirt bike.

So, Guy's! I've incorporated a simple wish list for you! Fill in the blanks and then nonchalantly lay the thing out where "she" can see it . . . cool or what!

Honey, this is what I want for Christmas:

1. _____
2. _____
3. _____

Wives, mothers, and girl friends,

Read This!

Well . . . "he" gave you this list or you wouldn't be reading it! All you need to do is turn to the "Race Date's" section (that's the calendar) in the back of this issue. All the area dealers are listed along with their phone numbers . . . in case of an emergency just like this! Give them a call, they're all good people or they wouldn't be advertising in here!