

# Serving Missouri / Northern Arkansas

# Notes on Spokes

# NEWSLETTER

## Local Dirt Bike News

## May 1998



The first couple of pages in this issue have assorted stuff. A few race reports that didn't become full blown articles. My OMTRA minutes, if I had been to the last OMTRA meeting. *It was that work thing again!* And, something that I DO NOT want to become a regular part of this newsletter – an Injury Report.

### **BJEC - STILLWATER**

The Tulsa Trail Riders put on a qualifier style enduro at the Stillwater riding area on April 5. There was a twelve mile loop. The long course riders got to ride it five times and the short course riders made four loops. Each loop had a timed special test, about one mile long each. Blah, blah, blah

The first couple of loops the speed averages were kept pretty low, but on the third loop the speed averages picked up. And the trail started to get beat up. A few of the softer areas became bogs. Bikes started to get stuck. One of the bogs just a few miles into the loop started to get bad. Steve Travis showed up on the third lap and started helping riders. It made the best of a bad situation. I asked Steve after the event if he had worked this hard to win an overall at an enduro. He said that with that much effort he could have won two events. **Steve Travis – Worker of the Year!**

I goofed: I did not pick up the results. If there is enough room, I will put them in next months issue.

### **AHSCS - DESERT MOUNTAIN**

It was one of those days. The weather was so perfect on April 19 that if you own a dirt bike and did not ride it, you should receive a \$50 fine. So rather than get fined fifty bucks, Stewart Hall and I talked Shawn Hall into taking his rig to the second race of the Arkansas Hare Scramble Champion Series race at Bee Branch.

It was great: Stewart and Shawn were in a class by themselves. Literally — they had signed up for the open class with two other riders, who happened to be on KDX 220s. Wrong! After those riders were moved into the 250 class, that left Stewart and Shawn all by themselves. It didn't matter though; the trail was fun, about seven miles long with a good mix of open and tight. Lots of elevation changes and off-camber sections.

Almost 100 riders showed up for the event, including several riders from Southwest Missouri. Jeff Fisher won the event.

Shawn was eating a sub sandwich after the event. It looked great and after I told Shawn how intelligent he was for having the forethought to bring such a delectable morsel to the race, he gave me part of the sandwich. Among other things, it had onions and peppers. After a two hour hare scramble, my stomach was not ready for any onions or peppers. Three retail establishments in two states will never let me use their restrooms again.

### **THE INJURY LIST**

# OMTRA Meeting - May 28

(Continued on page 2)

*(Continued from page 1)*

Randy Presthus is recovering from shoulder surgery. After a fall at work, the doctors went in for a look and ended up performing major surgery.

Jamie Jennings is also on the road to recovery. He hit a tree pretty hard helping get ready for the Bolivar Hare Scramble. There was no bone damage, but he could barely move his right arm or hand. Fortunately, the feeling in his right hand is slowly returning.

I called the Forest Service to get the scoop on anything happening at Chadwick (I keep missing Jim Voyles, but I'll keep trying) and found out Rick Moon had knee surgery. If I find out anything more, I'll pass it on.

**OMTRA STUFF**

The club is planning on having a

float trip and night ride this summer. Shawn is still working on the Articles of Incorporation. The rider awareness day is still in the works for the this fall at Chadwick.

The next meeting is May 28, at the Repair Shop on Kearney. TAKE NOTE: THIS IS THE FOURTH THURSDAY OF THE MONTH, NOT THE USUAL THIRD THURSDAY! Donna Moore took some neat videos at the hare scramble at Bolivar. If she remembers to bring the tape, and VCR and TV are still in the meeting room, we will have some entertainment during the social hour after the regular meeting.

**TRAIL RIDIN'**

I called Max the other night and asked if he wanted to go to

Chadwick and ride.

After he committed, I told him that I needed about half a page of stuff for the newsletter. Max's comment was something like, "Only half a page, I may not need to unload the bike."

Well, Max came through. First off, he has already started thinking about this fall's Chadwick enduro. We rode what I expect will be the super short loop. Otherwise known as the women and kids loop. It should be fun trails, low speed averages and "rideable" by almost anyone.

Then Max really came through; it was just kind of a tip over on a hillside, but if you do it in front of Dale Willis, Bob Fuerst and your own son, it is cause for major ribbing. Max picked up the bike and starts it. He lets out the clutch and looked like a top fuel dragster doing a burn out. He did this several times. Finally, I yelled, "Max, do you have your parking brake on?" Sure enough, he had pushed the bark buster on to the front brake lever, locking up the front brake in the process.

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*Randy, thank you for writing about Vernon. I appreciate it and I am sure the readers of Notes on Spokes appreciate it.*

*Bob*



# Vernon

By Randy Presthus

On April 7th, 1998, every dirt enthusiast on this planet lost a friend. Vernon Boatwright was killed while riding his street bike in Oklahoma. If you knew Vernon . . . you have your own stories. If you didn't, listen to a couple of mine.

Vernon was a character in a very good way. He, along with Virginia, could always be found at nearly any Black Jack Enduro event helping. When I say helping . . . it means they did whatever it took to make that event happen from Virginia taking over and running sign-up to Vernon arrowing 30 miles on Saturday before the event. Vernon was always quick with a story. Never too busy to talk to anyone. Ready to ride at a moment's notice, and faster than the average (or even above average) "youngun".

More than that, Vernon was real. He loved to ride anytime, anyplace, and died doing what he loved: riding. A friend to everyone he ever met, I know he is my friend . . . and he is missed. Picture a wheelie in the clouds through the gates right now . . . it's what I'm thinking.

The first time I met Vernon was at Chadwick, Missouri. Climbing out of his Winnebago in swimming shorts and cowboy boots, white legs shining did not prevent him from "getting after us." We were all camping, wearing shower shoes, and Vernon got talking about "the guys in sissy shoes." That "getting on to us" for me, lasted for the next 17 years.

My best memory is of Vernon's "gauge." At the time I lived in Lawton, Oklahoma, (near Vernon) and frequently rode with him at Draper Lake and occasionally Red River, Texas. The scenario was always the same . . . run into someone else out riding, visit a while, then ask them to come along with us. Within one sentence, Vernon had already "gauged them." If they were above the age of about 50 . . . you were in for a pretty sedate ride. If they were above the age of 30 . . . you were going to ride about a 24 mph pace, which could be modified if they were good to about 36 mph. If they were below the age of 25 and on a fairly new bike . . . a AA rider would not keep up with Vernon's pace.

Just as I learned to predict the "gauge" I also learned the outcome. Vernon would ride hard enough to get away from them and be able to wait on them before stopping to chat and proudly show them his helmet with "sponsored by Social Security" on the back before telling them about his triple bypass heart surgery. How old was Vernon? I don't know but I do know I got shown that helmet enough to last a lifetime . . . and always enjoyed it.

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# TID BITS

## REOCCURRING THEMES

First off, last month I mentioned that Vince Davis had a little problem backing up his trailer. Well, I think Vince doesn't even think about backing up. It is not his philosophy. One of his buddies asked to borrow his bike stand and Vince says, "No problem." Vince takes it off the stand and backs it up right into Mike Shown's bike!

Also last month, I mentioned that Danny Overturf didn't know how many speeds were in his transmission. Well, at the Stillwater enduro, Danny was figuring the times to be at the checks, since it was a qualifier type of enduro. He added 32 minutes to 8:29 and came up with 8:61. Danny, how many minutes are in an hour?

## ON TO NEW STUFF.

Casey Haynes has this really neat truck. It is a big Ford Turbo Diesel, with crew cab and four wheel drive. It also has this big brush guard on the front. Well, Casey has to get up on this guard to check the oil in the beast. Casey just jumped up on the guard and wham! He gets slammed on the head and is thrown to the ground. He thought he was getting mugged. No, the wind caught the hood of the truck and closed it on Casey's head!

Speaking of big Ford trucks, Shawn Hall also has a big crew cab. Did you know the horn works when the key is out of the ignition? I personally checked this out one time while Shawn was checking the oil.


**The next OMTRA meeting  
is May 28 at  
The Repair Shop  
2251 E. Kearney  
at 7:00 PM**

ally checked this out one time while Shawn was checking the oil.

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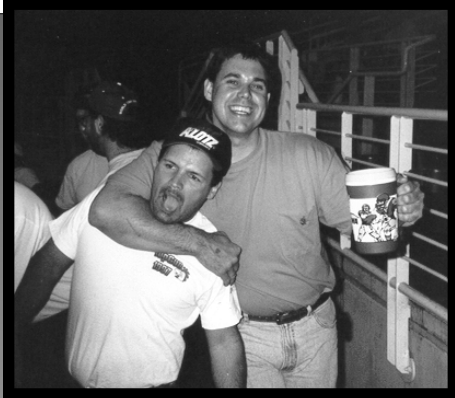
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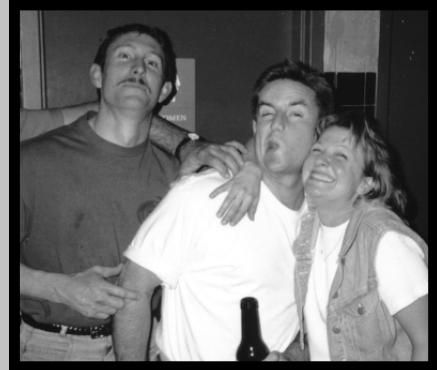
Dwayne Barker got a new pre-owned motorcycle. I guess he thought that with a "new to you" motorcycle you don't need to put gas in it. WRONG. Dwayne ran out of gas on the practice lap at the hare scramble at Bolivar. He wanted me to give him some gas. No problem, except I had straight gas and he needed pre-mix. I gave him a ride back to the pits. Someone with a four wheeler gave him and the gas a ride back to his bike. He fueled up and got back to the starting line just as the row in front of him was starting. Shoot, he had a minute to spare.

Here's a Tid Bit from Bart Williams, the Famous Luggage Cart Racer. Bart's wife Rita has only come to see him race, a hare scramble, one time. She brought the video camera and the kids. She found a great place to take the videos, right by a jump off a pond bank. She thinks she has Bart spotted, the last guy off the line in the Beginner class. Bart had a good ride and puts the video in as soon as he gets home. Wrong guy! *Bart was riding in the Expert class. He can even see himself in the background of the video.*

# On March 28, Supercross came to St. Louis Excitement was in the air



Spud and Tony were hyped



Rusty, Bart and Joy were excited

# Everyone was getting READY



Bart was ready

*The sign on the kart says "Please return to Lobby". Is that after Bart is finished racing it?*



Team Kawasaki of Mexico getting ready and blocking a major street in downtown St. Louis



The Barstool racers were ready



# Let's Race



# What a day

# WINDMANN WINS NASTY CREEK HS

Submitted By: Frank Leivan

Steelville, MO; April 19, 1998

The third round of the Missouri Hare Scrambles Championship saw KTM mounted Mike Windmann hold off the late race charge of Chris Thiele to claim his first ever overall victory and become the third different rider in as many events to claim the top position.

A very rocky and technical course, measuring right around 10 miles, greeted the 229 riders on a calm and sunny day. Trail conditions were near perfect and lap times for the front runners measured right around the 30 minute mark. The top four riders consistently turned in laps just below 30 minutes and were the only guys to go five laps.

Thiele pushed his J&W Cycles backed Kawasaki into the lead at the start followed by Chris Caplinger, Chris Nesbitt, Windmann and defending series champion Steve Leivan on his Sport Cycles YZ400. Windmann and Leivan moved past Nesbitt quickly and these five riders distanced themselves from the rest of the AA class.

Near the four mile mark of lap one Leivan suffered a minor problem. "Something pulled the shifter snake in under the flywheel cover and I couldn't upshift. I stopped and was able to break it loose by hand and only loose one spot," stated Leivan. Thiele continued to lead and Caplinger held second until just slightly over a mile from the end of the lap when he went down in a rocky turn. Windmann moved into second, Leivan took over third, and Caplinger recovered to hold on to fourth.

Windmann overtook Thiele for the top spot on the second circuit while Leivan and Caplinger dueled over third on their thumpers. Lapped traffic became an obstacle near the end of the lap for the leaders, and with not many places for the slower riders to move over, lap times increased slightly. After the race, Thiele said, "I was kind of happy to be following Mike, because he was doing all of the yelling and the lappers were moving for him and letting me by too."

Nothing much changed up front on the third lap, except that Caplinger suffered a nasty get off that banged up a finger and forearm, and he lost a little time to Leivan in the battle to go after the leaders. Windmann's lead after

the third time around measured only two seconds over Thiele, while Leivan was another 45 seconds back. Next came Caplinger and Chad Busenbark had taken control of the fifth spot from Nesbitt who was suffering a power loss due to a smashed exhaust system.

During the fourth lap, Leivan was able to whittle the margin down to only a second from Thiele and 19 seconds from leader Windmann, partly due to a confrontation with a lapper just before the scoring barrel. "There was a fence up in the creek that we had to go around the corner of and Chris was leading when we got there. This lapper stopped right in front of Chris and I went around both of them but couldn't get through the opening and had to get off my bike and drag it around. Thiele tried going up the rock bank and flipped his bike upside down and I went through and got a little gap on him," said Windmann.

Thiele and Leivan both pitted at the completion of the lap, allowing Windmann to gain even more of a lead. Thiele stopped for fresh goggles and Leivan got a splash of gas and goggles before heading out on the final circuit. Thiele picked up the pace and set out after Windmann.

(Continued on page 7)

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(Continued from page 6)

"I had to push it and I rode over my head a few times trying to catch up," claimed Thiele. And catch up he did. With only the final creek section that led to the finish remaining, Thiele was right on the rear fender of Windmann. Windmann held his ground and rode error free for the last few hundred yards while Thiele's last ditch effort came up short when he went down in the rocky creek bed.

Windmann, as expected, was very happy with his ride and victory. "I had a pretty good start and rode comfortable all day. I thought that if I was that close, I might as well see what it was like to win one of these." Thiele was a little disappointed with second, but realized how close he got to the win. "I tried that last ditch move and just lost the front end. It was close."

Leivan brought his Yamaha home in third, two minutes up on Caplinger, who soldiered on to fourth after his crash. Busenbark claimed the fifth spot after spending most of the day riding alone, hoping to catch the leaders, but it never happened. Nesbitt rode his YZ250 to sixth ahead of Ken Yount.

Jason Counts proved to be in the right place at the right time in the battle for the A class win. After leading most of the day, Counts was

overtaken by hard charging Kevin Boyle and Dale Rector midway through the last lap. The race was not yet over, though, as Boyle got tangled with a lapper only two miles from the end of the lap. To make matters worse, Rector was too close to avoid the carnage and became entangled in the mess as well. Counts took the only line left and moved around the downed riders. Boyle made a valiant attempt to reel Counts back in, but came up six seconds short. Counts took the win followed by the Scott/RK Chain backed XR400 of Boyle and Rector in third. These riders also finished eighth, ninth, and tenth overall.

#### Results

**O/A:** 1. Mike Windmann (KTM); 2. Chris Thiele (Kaw); 3. Steve Leivan (Yam); 4. Chris Caplinger (Yam); 5. Chad Busenbark (Yam); 6. Chris Nesbitt (Yam); 7. Ken Yount (Yam); 8. Jason Counts (Kaw); 9. Kevin Boyle (Hon); 10. Dale Rector (Hon)

**AA:** 1. Chris Thiele (Kaw); 2. Steve Leivan (Yam); 3. Chris Caplinger (Yam); 4. Chad Busenbark (Yam); 5. Chris Nesbitt (Yam)

**A:** 1. Jason Counts (Kaw); 2. Kevin Boyle (Hon); 3. Dale Rector (Hon); 4. Dan Burgard (Yam); 5. Charles Thiele (Kaw)

**125 B:** 1. Brandon Forrester (Yam); 2. Levi Rawson (Yam); 3. Jason Dill (Kaw); 4. Rick Daubenspeck (Suz); 5. Luke Manion (Yam)

**200 B:** 1. Dan Dohogne (Kaw); 2. Everett Shinault (Kaw); 3. Steve Crews (Kaw); 4. Jesse Faulstich (Kaw); 5. David Haworth (KTM)

**250 B:** 1. David Wilfong (Yam); 2. Matt Weis

(Yam); 3. Ryan Wuebbeling (Yam); 4. David Dillingham (Yam); 5. Nick Crawford (Yam)

**Open B:** 1. Tony Kirkup (KTM); 2. Tom Drenger (KTM); 3. Karlan Kastendieck (Suz); 4. Kelly Eye (KTM); 5. Jeff Deeken (Hon)

**4-Stroke B:** 1. Neal Vanway (Yam); 2. Chris Hutson (Hus); 3. Ralph Gerdirig (Hon); 4. Gary Pilant (Hon); 5. Joseph Armon (Hon)

**Vet:** 1. Ricky Matteson (Yam); 2. David Gerbes (Yam); 3. Dwayne Miinch (Hon); 4. Jon Simons (Yam); 5. Kevin Harman (Yam)

**Senior:** 1. Ron Ribolzi (Yam); 2. Brad Barnett (Yam); 3. John Newberry (Hon); 4. William Guffey (Yam); 5. Bill Gold (Yam)

**Super Senior:** 1. Bob Caplinger (ATK); 2. Rick Whelove (Hus); 3. Carl Donelson (ATK); 4. Bob Jones (Kaw); 5. Frank Leivan (Yam)

**Junior:** 1. Zack Mabery (Hon); 2. Jeremy Wisecup (Kaw); 3. Matt Wampler (Hon); 4. James Sloan (Yam); 5. Mike Rozier (Kaw)

**250 C:** 1. Denny Turlin (Kaw); 2. Tim Gibson (Hon); 3. Gary Wolf (Suz); 4. Bryan Roy (Kaw); 5. Josh Murray (Kaw)

**Trail Rider:** 1. Jeff Shrader (Kaw); 2. Josh Shipley (Kaw); 3. Todd Heckt (Hon); 4. Greg Gulley (Hon); 5. Josh Walters (Kaw)

# The Big Show

By Coy Workman

Little did I know 10 years back when I joined this unknown club called the Mid-West Trail Riders, that it would lead to being literally the on ground level of a MAJOR sporting event. I know this is March Madness and the BIG SHOW is the Final 4, BUT!!! For motorcyclists it means something else.

Almost 50,000 people showed up for this year's big show. For me, member 081, my day started early. As probably the farthest member west, my wife and kid left the house by 7:30 AM to arrive by 11 AM in the pit area. The first thing to do is check in with the club headquarters. It would also be the beginning of a 12 hour day standing and waiting. BUTTTTTT for a few minutes it would be a pure adrenaline rush.

First thing is track crew meeting where we are told how important we are from one of the AMA officials. This is probably the same thing that was told to the medic team, the media staff and so on.

After that the entrance to the track. Every one talks about their first time; well, for me, I'll never forget stepping onto the track at the HUGE TWA dome. What a sight and feeling . For

this race,it was a little different. My secret was out; we went from not having enough people to work the track to having almost twice the help. That meant that I was delegated to semi-management for a while. Finally, due to a call of nature, I replaced a track worker on the inside table top and never went back.



Coy Workman

The race: I don't know whether the riders are getting better or the track was easier or what, but I didn't have near the action that I 'd had in the past two years. But still it was cool having Jeremy McGrath and company whip past you within an arm's length.

As everyone knows Mr. NAC NAC was taken out by a Honda rider and lost to a younger Yamaha rider, but just ask around; he's still the master. He 's a bad loser according to the wife; he used certain hand gestures toward said Honda rider.

After the race is over, workers are responsible for bringing in the hay bales. By the way, they are foam this year. The dirt comes in from Illinois and is used every year. A local farmer RENTS it to the promoter.

My tip for autographs!!! The best place, with the help from my magical wrist band, is the men's rest room. There is a captive audience then, but don't stay too long; it might start rumors. My one and only autograph is from the legendary Scott goggle rep Bevo Forte, my hero from the 70's, my real moto-cross days.

My next future event will be with my new club the OZARK MOUNTAIN TRAIL RIDERS working the new Springfield supercross at, of course, the John Q. Dome.

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# Mark Your Calender

**May 28** - OMTRA meeting at The Repair Shop at 7:00.

## Missouri State Hare Scrambles

Frank Leivan  
417-537-8406

- May 3 - Westphalia
- June 7 - Collins
- June 14 - Flat Rock Creek
- June 27&28 March of Dimes
- July 12 - Eldon
- July 19 - Tibets
- August 2 - Alton
- August 23 - Diamond
- September 13 - Platte County
- September 19&20 - Flat River Grand Prix
- October 11 - Extreme Motorsports Park
- October 18 - Platten County

## El Dorado Cycle Midwest Trial Series

Rick Cantrell  
417-859-4158

- May 10 - Collins
- August 2 - Cape Girardeau, MO
- September 13 - Marshfield, MO
- October 10 - White City, IL
- October 25 - Park Hills, MO

## Arkansas Hare Scramble Championship Series

- May 3 - Levin Pointe (Pocohontas)
- May 31 - Old Supply (Maynard)
- June 14 - Crossroads (Durham)
- June 28 - Turkey Ridge (Searcy)
- August 30 - Sturkie Road (Salem)
- September 6 - Old Crow (Russellville)
- October 18 - Lost Creek (Amity)
- November 28 - Annual Promoter Meeting
- November 29 - River Front G.P. (Fort Smith)

## MO-ARK Hare Scrambles Mini Series

Tony Supine  
870-931-3763 (home)  
870-935-3700 (work)

- May 3 - Pocahontas, AR
- May 24 - Maynard, AR

## 1998 BJEC Schedule

Lee Glenn  
913-441-6522

- May 17 - Flat River, MO
- May 31 - Collins, MO
- September 13 - Little Rock, AR
- September 27 - Tulsa, OK
- October 11 - Red River, TX
- October 25 - Chadwick, MO
- November 22 - Oklahoma City, OK

## MO State Championship MX Series

- July 18 - Kingsville
- July 26 - Columbia (MXP)
- August 8 - Billings (Sprout Patch)

- September 7 - St. Louis (Cycle World)
- September 20 - Halltown (Possom Hollow)
- September 27 - Moberly (HLR MX)
- October 25 - Grain Valley (X2)

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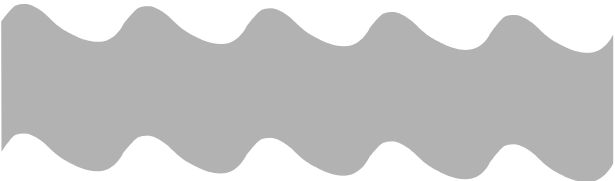
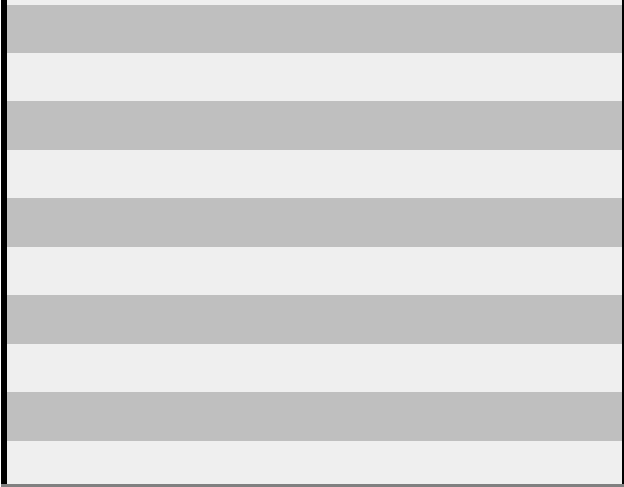
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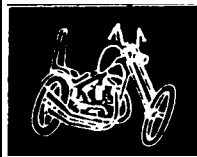
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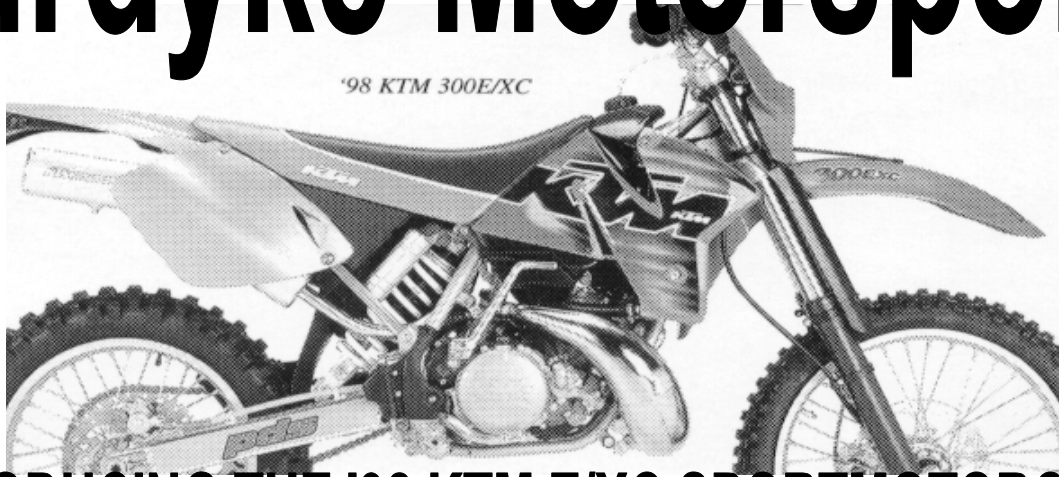
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