

Notes on Spokes

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Aaron Shaw leads
the start of the Pro
Class at Seymour

TID BITS

First off, we have a new contributor this month, Jed Hunt. Jed goes by Loopout on the HillbillyGP forum. I noticed his humorous write-ups on his riding escapades. So, when I was going to miss the latest Hillbilly GP at Highlandville. I gave Jed a call and he said he'd be glad to do a story. Enjoy the reading: it's funny stuff. Plus, a thanks to Dwayne Miekley for the Highlandville photos. Thanks also go to John Humphrey and Judy Willis for their contributions.

The reason I missed the Hillbilly GP was to attend the BJEC event at Draper Lake outside Oklahoma City. It would be the last enduro at this location. The city-owned land is scheduled to be developed into a golf course. The city has allocated other land for an off-road riding area.

I went to Oklahoma with Shawn Hall and Stewart Hall. A drizzle started Saturday afternoon, but it ended about dark. And we were able to go about our prerequisite socializing.

Making sure we were back in the RV in time to catch the weather forecast. In fact, we caught three different forecasts. The first one said rain would start about noon." We thought OK, we'll be about done. The next forecast said rain all day. Not good. The final forecast just said it's going to be a nasty, rainy day.

Unfortunately, the last one was right. The rain started about 1:30 in the morning. And it kept up all night.

We never even unloaded our bikes. We walked over to the starting line and watched the bikes slip and slide their way off the line. We were driving away from the race before our minute came up.

Oh well, that's life.

The Hillbilly GP season is under way. The first two races have been completed and the turnout has been great. And the weather has not cooperated. I'm sure the heat and dust kept down attendance at the first race and showers kept some people at home for the second race.

The Hardwood Enduro @ Bull Creek will be here soon. Lots of work has been done and there is quite a bit to go. If you aren't working the event, you really need to ride it. It's going to be epic.

If you've heard it's going to be hard, we've worked hard to make sure Extra Short course is really fun. We figure if mom and the

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Leivan Tames At The Wild Cat

Black Jack Enduro Circuit
Round 10: Wild Cat Enduro
By John Humphrey
Photo by Darren Bignar
Decatur, AR, September 12th

In the presence of some fast company in Northwest Arkansas, Steve Leivan put the hammer down and won every test except one en route to a victory at the qualifier format Wild Cat Enduro. The Wild Cat ranch had hosted an OMA National earlier in the year, but this day would bring drier and dustier conditions and make cornering, braking, and accelerating tougher on the loose, rocky trails. Although this enduro was shorter in length than most, the trail was consistently technical with steep ravines and rocky creek beds to navigate as well.

The race would consist of three loops with a total of six tests; three of them being 2.5 miles long and the other three at 6 miles long. The competition level escalated as former Arkansas Hare Scramble Circuit Series champion and WORCS racer Josh Weisenfels and current AHSCS champion Clint Carr were both in attendance. The added pressure would test Leivan once again on the enduro circuit that he has dominated for years.

On the first test, Leivan rode his SCR/Renthal/Answer/Aria/RaceTech Yamaha smooth and cautious to a time of 6:14, besting the field. Eventual Overall A winner and BJEC veteran Johnny Rhodes would follow him up with a 6:27, while Carr, Matt Lane, and Weisenfels would loosen up with times of 6:29, 6:32, and 6:36 respectively.

Test 2 would be an interesting one. Weisenfels would start the test 30 seconds behind Leivan and catch him before the finish,



Steve Leivan on his way to the overall win

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giving him a time of 18:23 to Leivan's 19:00. The pass would fuel Leivan for the remainder of the race. The third fastest time would be split by Carr and Lane at 20:04.

Continuing to set the pace, Leivan would improve his times in the second loop on tests 3 and 4, recording a 5:58 and an 18:21. Carr would follow him up on test 3 with a 6:18, while Weisenfels rode consistently and repeated his time of 18:23 in test 4. Near the end of the loop, the technical terrain took its toll as Leivan lost his rear brake. He would use the time between loops to flush his brake fluid and cool the system off. With one loop left, Leivan and Weisenfels had distanced themselves from the rest of the field, with just 17 seconds separating them. Carr, 2:18 behind Weisenfels, was a distant but solid third place.

On the third and last loop, Leivan continued to improve his time and rode strong to a time of 5:48 in test 5. Weisenfels would improve his pace, but still lose ground with a 5:56. On the sixth and final test, Leivan waited for a clear track. "Weisenfels was the only rider left behind me and I was determined to not let him catch me again." He didn't. Leivan blistered the section with a 17:59, while Weisenfels nailed a 18:30, handing Leivan his 7th win of the season. Carr finished a strong third, while Rhodes and Lane rounded out the top five.

RESULTS

- O/A:** 1. Steve Leivan (Yam); 2. Josh Weisenfels (Yam); 3. Clint Carr (Yam); 4. Johnny Rhodes (Hon); 5. Matt Lane (KTM); 6. Robbie Johnson (KTM); 7. Shane Roberts (Hus); 8. Slade Morlang (Hus); 9. Bart Williams (Yam); 10. Brian Sanders (Kaw).
- AA:** 1. Steve Leivan; 2. Josh Weisenfels; 3. Clint Carr; 4. Matt Lane; 5. Bart Williams.
- A:** 1. Johnny Rhodes; 2. Robbie Johnson; 3. Shane Roberts; 4. Zach Bryant; 5. Karl Harris.
- A VET:** 1. Slade Morlang; 2. Todd Corwin; 3. Aaron Roberts; 4. Chad Echols; 5. Steve Dean.
- A SR:** 1. Kreg Simons; 2. Steve Underwood; 3. John Wade; 4. Rick Owens; 5. John Myrin.
- B:** 1. Johnn Murphy; 2. Jordan Dobbs; 3. Jeremy Mayes; 4. Brian Combs; 5. Mark Micheals.
- B VET:** 1. Kevin Betts; 2. David Barclay; 3. Michael Polley; 4. Todd York; 5. Scott Frazier.
- C 200:** 1. Brett Yother; 2. Rebecca Fox; 3. Sean Noll; 4. Jason Fleming.
- C 250:** 1. Justin Riley; 2. Shane Martin; 3. Eli Patterson; 4. Shelby Gragg; 5. Jim Lovett.
- C OPEN:** 1. Jason Frazier; 2. Sam Alberg; 3. Fred Martin; 4. Michael Hullinger; 5. Dwight Martin.
- C VET:** 1. Woody Hearn; 2. Brian Wood; 3. Robert Campbell; 4. Jim Lemmon; 5. Aaron Finney.
- C SR:** 1. David Maestas; 2. Ray Campbell; 3. Steve Wohletz; 4. Kimball Stone; 5. Robert Stiles.
- EX SHORT:** 1. Stewart Hall; 2. Jon Yarbrough.

- A MSTR:** 1. Ken Hetherington; 2. Jim Willis; 3. Michael Ward; 4. Kenny Williams; 5. Phil Norman.
- B SR:** 1. Paul Pendry; 2. Chuck Howard; 3. Bob Fuerst; 4. Danie Hurlbert.
- S/SR:** 1. Luther Stem; 2. Earl Schnell; 3. Raymond Hogan; 4. Frank Leivan.
- S/55:** 1. Dwain Marple; 2. Jerry Bohannon.
- S/60:** 1. Don Gempler; 2. Henry Polley.
- WMN:** 1. Kris Waugh; 2. Gina Polley; 3. Barbara Zehner; 4. Anna Langley.
- JR EX:** 1. Michael Pitts; 2. Clint Woodard; 3. Zach Ingram; 4. Evan Williams; 5. Stephen Pitts.
- JR NOV:** 1. Walker Gragg; 2. Bradley Williford; 3. PJ Waugh; 4. Sean Waugh; 5. Ty Morlang.
- YTH:** 1. Jacob Zehner; 2. Kole Henslee; 3. Trevor Hicks; 4. Harrison Helmick; 5. Jonathon Owens.

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DUST RACE

The first race of the Hillbilly Gran Prix season will always be known as the dust race. When Jon "Spud" Simons made up the schedule for the 2004-2005 season, little did he know it would be the second driest September on record. With less than an inch of rain in the month prior to the event, the ground was turning to powder.

The race was held at the Mile High Ranch south of Seymour on September 26th. The bikes and ATVs had separate courses. The bike course was 4.5 miles in length. It consisted of a single track with some grass track thrown in for some variety.



Karl Harris shows that it's always good to keep a little weight over the front wheel.

About 120 bikes and 55 ATVs showed up, making an excellent turnout. As usual, the bikes would run a 45 minute moto, followed by the ATVs for 45 minutes, then the bikes again, the ATVs again. The Pee Wee's ran the final race of the day.

Dust this thick makes for very different conditions. With the ground so dry, there was no moisture to hold the rocks in the ground. Good sized rocks the size of basketballs were popping out of the ground.

The dust was so blinding at times, it became impossible to see and riders had to stop while the dust settled.

With 12 bikes in the Pro bike ranks, it was going to be a tough race. With the dust being so thick, a good start was very important. And in the Pro class Aaron Shaw got those good starts,

leading every lap of both motos. If you were in the lead, it was a big advantage. Steve Leivan, 12-time MHSC champion, moved into second place by the end of the second lap of the first moto, coming through the check five seconds behind Shaw. And he remained five seconds behind at the end of the third and final lap. Tracy Bauman and Sammy Gosnell, both Missouri Hare Scramble Championship regulars, finished out third and fourth. Local racer Dwight "Dumplin" Maggard came out of "retirement" to finish fifth in the first moto.

In the second moto, Shaw made a repeat of the first moto. This time Maggard finished second, one minute 45 seconds behind. Zack Bryant made a strong showing, picking up third. Karl

Harris had his YZ250F ping the rev-limiter to finish fourth in the moto. Leivan rounded out the top five in the second moto.

Final positions for the day were Shaw (1,1), Maggard (5,2), Leivan (2,5), Bryant (7,3) and Harris (8,4).

Thirteen riders turned out for the A class. Kreg Simons and Travis Pilant dueled it out. Pilant took the win in the first moto with Simons coming in second. Positions swapped for second moto. Of course, the second moto is the tie breaker, so Simons took the class win for the day. Steve Underwood finished third for the day with a fourth and a third.

The B Class had fourteen riders participate. In the first moto,

(Continued on page 6)



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Shane Martin jumped out to an early lead and never looked back, winning by more than two minutes. Jesse Funlstich picked



Travis Pilant styles a little for the camera.

up second and Brad Ghan third. In the second moto, Funlstich took the lead with Scott John second and Martin Third. Overall, it was Funlstich (2,1), Martin (1,3) and Johns (4,2).



Things got pretty dusty!

The over 30 class started next. There were 15 riders in the class and Todd York from Oklahoma won both motos. Second in the first moto was Brian Mayfield. Scott Frazier picked up second in the second moto. Final positions for the race were York (1,1), Mayfield (2,3) and Roger Cummings (3,5)

Following the over 30 riders were the really old riders in the over 40 class. Dwayne Miekley and Mike Herbert swapped positions with Miekley winning the first moto and Herbert the second. So it ended up Herbert (2,1) and Miekley (1,2). Tony Siler picked up third for the day with two fourth place finishes. *Editors note: I ride the over 40 class. So I thought I would throw in a few extra little comments. First, Herbert and Miekley beat all the pups in the over 30 class! Plus, I want to congratulate Nick Stine for picking up fourth with a third and fifth. Way to go, Nick. If any of the racers saw the big hole on the hill past Carmen, it was the fault of Malcolm Wood. I passed him while he was stuck on this hillside on the second lap. When I came around for my third lap, there was a two-foot-deep hole where he had been stuck. Think there was a little roost flying trying to get out of there?*

C riders started next with 25 riders. In the first moto, Michael Everhart took the lead and never looked back, winning by over three minutes. Chris Thomas was second with Jason Henne third. In the second moto, Thomas finished first, Jordan Whitmar second and Everhart third. Overall Thomas finished first with a second and first. Everhart second (1,3) and Whitmer third (4,2).

David Ross and Todd Mallow swapped positions in the Trailrider class where 17 riders showed up. Mallow finished second and first to win the class. Ross picked up second with his first and second. Stacy French picked up third with two fourth place finishes.

That leaves the Youth riders. Six riders signed up for the race. Sam Davis is picking up the pace this year finishing first in both motos and winning the day. Tyler Mallow got second place, finishing third in the first moto and second in the second. Tinsley Quinten took home third with a second and a third.



**Tyler Mallow, Youth Class. Ouch—
No Bark Busters!**

Loopout's Race Report

Hillbilly Gran Prix Round 2 – Highlandville – October 10, 2004

A few nights ago I got a call from our very own Bob Fuerst and he so graciously asked me to do a Highlandville race report for the infinitely famous "Notes on Spokes" newsletter. He was going to be racing in Oklahoma and wouldn't be able to make it himself.

I was flattered. You see, I'm a fresh-baked rookie in the world of



Mike Herbert leads Kevin Henslee in the Over 40 class

off-road racing and, quite honestly, a relative newcomer to the motorcycling scene as a whole.

"What do I know about racing that anyone would want to hear about?" I thought to myself as Bob's voice crackled through my Motorola. Heck, I still wonder what it means when someone says

"shooting triangles." (I don't know what that is, but it sure sounds dangerous to me.)

Anyway, not being one to turn down a challenge, I gladly told Bob that I'd write something up for him. So here we go.

Oh, and by the way, it turns out I know more about racing than I thought.

My wife Sarah and I rolled out of bed Sunday morning and prepared to head to the race. While I stood outside in the cool darkness loading my truck with lucky socks and (ironically) first aid supplies, the frigid drizzle found its way past my collar and trickled down the middle of my back. As the cold tingle in my muscles broke into a full-on shiver, I began to wonder why I was such a glutton for punishment. Why do I put myself in these precarious situations? I mean, after all, I *could* still be nestled away in the warmth of my soft, comfy bed. I could hear the mattress calling my name as I walked back inside.

Jim, Josh, & Gabe Cook
Sam Robertson



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"I'll miss you, bed, but I'm going racing whether you like it or not," I said quietly, making darn sure not to wake up my recliner. It would have undoubtedly invited me to take a quick break and kick my feet up.

Sly recliner.

Anyway, we arrived at ground zero uncharacteristically early and parked next to Dwight and Shane Martin, Mike Davis and family, the Henslees, Karl Harris, and Elston and Donna Moore. I really don't think there was a better parking spot in the whole place. What a great bunch of folks! It rained for most of the day and the mercury crept down the thermometer as the sun headed west.

Such conditions would force mere mortals to huddle around the woodstove and drink hot cocoa. But did these folks let a little cold rain slow them down? Nope. Not only did these people keep at it the whole day, they did it all with smiles on their faces!

Are they crazy? Or just determined to have a good time despite their circumstances?

The jury's still out regarding a couple of them. Well, Karl anyway.

But despite the perceived 'craziness' surrounding them, there are many things about motorcycle racers, and the game they play, that directly correlate to simply living a better life. I hope the density of my skull doesn't prevent me from picking up a thing or two.

Okay, enough of the philosophical gibberish - back to the racing.

Well, it spit rain most of the day. Gee, did I already mention the drizzle? Sorry, I've been known to repeat myself. Sorry, I've been known to repeat myself.



Things do get steep at times. I heard this hill did bottleneck at one point.

Anyway, despite the slightly less-than-favorable weather, the racecourse only improved as the day went on. Not to take away from the quality of the course in the first place! I think everyone loves the way this course is laid out. There are plenty of flowing corners with deep, loamy berms from which to roost your buddies. (And who doesn't love that?) The place was beautiful, too. The trail blended with the landscape so seamlessly that it just 'fit' the scenery perfectly.

fectly.

The woods offered some tight stuff for the die-hards, some not-so tight stuff for the rookies (Yaaayyy!) and just enough rutted, off camber, uphill, rocky creek bed, grass-track, flat, downhill chicane-type stuff to confuse every tire manufacturer that every stepped knob into dirt. It was just plain great if you ask me.

Speaking of tires, this weekend taught me a valuable lesson called "How to Ride Your Dirt Bike Several Miles with Absolutely No Tire Pressure and Survive 101." (That wasn't in my Yamaha owner's manual...)

Yep, I somehow managed to pop both tires on lap one of moto one and only then did I realize that riding a motorcycle with two flat tires in the woods is like trying to ride a two-legged buffalo down a turd heap. It's tough.

However, this tire tragedy merely proved to be another opportunity for the Hillbilly Spirit to shine through in brilliant color.

When I limped my trusty YZ back to the truck, the father and son duo of Dwight and Shane Martin - sensing trouble - sprang into action like Batman and Robin.

No?

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OMTRA Meeting Check out www.hillbillygp.com

The OMTRA meeting was held September 16 at Qdoba's in Springfield. Between 30-40 members showed up, including many new ones. The upcoming Hardwood Enduro at Bull Creek was discussed. The trails are cut, although final grooming is still going on. Bob is working on checks and mileages. The flyers for the event are printed and being posted at various businesses in the area. There will be a flyer in the newsletter as well as a printable version on the BJEC website. There will be a work meeting held on Friday, October 15, at Shawn Hall's home to finalize preparations for the event. It was again noted that workers from outside the club are not needed for this event.

Ideas were brought up as to ways to show our appreciation to the land owner for letting us have this event. Several ideas were discussed, but nothing decided.

It was noted that the Hillbilly Series will start up again the end of September. There are several races this year, some on new property.

Judy Willis
OMTRA, Secretary

(Continued from page 2)

kids want to come back, dad is a no-brainer. Extra short course is 15 miles, with a good combination of single track, ATV trail and forest roads. We will have six sweep riders to make sure everyone gets around the course.

I mentioned Shawn Hall went with me to Oklahoma City. If you've been a reader of this newsletter for a while, you know that Shawn had a bad accident just over two years ago. After four surgeries and untold hours of physical therapy, Shawn is back on a bike. He's even racing. Well, if you ask Shawn, he's going for a trail ride and there is a race going on around him. His first race back was the dust race at Seymour. He would have raced at Oklahoma City, if he had brought a jet ski.

Believe it or not, we are already thinking about next year's Colorado trip. It looks like it is going to be the last week of July or the first week of August. Mark your calendars.

Bob Fuerst



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Mark Your Calendar

OMTRA meeting—The October Meeting is a work meeting for the enduro at Shawn Hall's house.

2004 BJEC Schedule

www.BlackJackEnduro.com

10/24/04 – Chadwick, MO

11/7/04 – Red River, TX

2004 Missouri Hare Scrambles Championship

Information 417-537-8406 Frank Leivan

www.mhscracing.com

10/17/04 – Smithville

2004 Arkansas Hare Scramble Championship Series

www.arkansasharescramble.com

10/17/04: Possum Trot - near Harrison

2004-2005 Hillbilly GP

11/21/04 - Thayer Motosports, Thayer, MO

12/12/04 - Bull Creek Ranch, Walnut Shade, MO

1/9/05 - Dunfee's, Cassville, MO

1/23/05 - Hickabilly Hills, Warsaw, MO

2/13/05 - Valentines Day Massacre, Ozark, MO

Keep up with the schedule on:
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How about like the Lone Ranger and Tonto?

Well, maybe more like Beavis and Butthead, I'm not too sure. But one's things for certain; they allowed a once-crippled bike to carry its rider back into the fray for moto two. I had no spare tubes and wouldn't have known what to do with them if I did. Those guys just jumped in and took care of it. It was as simple as that.

As they were changing out my tubes, Elston Moore stopped by and threw in a Super Massive Monster Heavy Duty Indestructo rear tire tube while saying that we might as well put something in there that'll make it worth our time.

Have I not already told you how cool these people are? You really should listen better.

I wasn't the least bit surprised that they were all so willing to help,



Steve Underwood styling coming out of a corner.

and I'm super-grateful for it. I know how nice it is to get a break between motos and they gave theirs up to help me out. Thanks again, guys.

Back to the action:

There are tons of stories that come from any off-road race and they're all great. We had flat tires and wipeouts. Uphill pile-ups and downhill washouts. There were endos and, my personal favorite, *Loop-outs!* I know of one particular Honda fender that was broken due to a little over-zealousness in the throttle department. (Don't worry; I won't mention any names, Shane! Wink, wink.)

I guess the proper thing to do here would be to go into the details of who finished where and how and when, but I've never done one of these before so I'm hoping Bob will let me off the hook because of my ignorance! (Well, that, and I'm sort of lazy.)

All I can say is that there are some really fast riders and really cool

people in this series. And the rest of us get to ride the same great trails that they're on!

And to those of you who took home a plaque: It's nice to get a reward for working/playing a little harder than the next guy, isn't it?

But more than that — more than the fun or the great environment — what I've really learned about racing the Hillbilly Gran Prix is this:

When you pull that bike up to the starting line, secure your goggles and cinch down that helmet; when you hear the engines revving beside you and the scent of freshly torn earth and 2-stroke exhaust swirls around you; when you feel the anticipation grow deep in your gut as the 15-second board goes up and feel that kick starter beneath your boot and the handlebars firm beneath your hands; when, through the silence, your gaze fixes on that start board, willing it to unleash you; everything else in the world just drifts away.

There are no mortgages. No checking account balances. No chores waiting to be done at home. There's only you, your bike, a few miles of trail ahead, and a row full of friends just like you — doing what they love.

Thanks to everyone who puts so much work into this series. It is completely awesome in so many ways.

Round 2 was a total success.

Even if I didn't earn a plaque.

Be safe, have fun. I'll see you at the races.

Loopout.

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