

"Notes on Spokes"

A NEWSLETTER Serving Local Off-Road News

30th Annual "Hardwood Enduro"

The Annual Hardwood Enduro went off on 1 June with attendance approaching 200 riders. Sunny skies and reasonably cool temperatures made it a perfect weekend for an enduro.

The guy's and gals who formerly did the Collins event moved down to Chadwick and laid out a course that was both challenging in a terrain sense and challenging in a mental sense as several "critical" cut-throughs were employed that kept everyone guessing as to what was coming next. Check location was spot on and speed averages perfect.

I have the scores from this event that will follow this piece but there are some things that just looking at the scores won't tell you:

1. Leivan wins but by a very narrow margin over Steve Travis. They both carded zero's through the first 4 checks seperated by two seconds on the first tie-breaker. At check 5, Travis gets in too early and burns it costing two points. They then zero through check 6 with Leivan zeroing check 7 and Travis losing one late point. Leivan loses one late point at check 8, and Travis zeros. Leivan loses a late point on check 9 with again, Travis zeroing it. On check 10 (the last check) they both drop 4 points with Travis taking the nod on the tie-breaker by 26 seconds. The end result being Leivan with a 6 and Travis a 7. The spoiler in with these guys was Jamie Jennings with probably his best BJEC ride to date carding a 7 but losing on tie-breakers to Travis.

We have caught some "flak" lately after a short piece on the Camp Gruber event but this event and Travis' finish backs up what we said: Travis is one of the elite fast guys, and a good guy! He clearly proved that at Chadwick on strange trail and terrain. Many folks felt we

were "banging" Travis in that article but the truth is we made an effort (however bumbling) to point out that events need to be laid out in such a way as to minimize "the perception of shenanigans." Travis merely came up because he happened to win. It could have been a story about several enduros last year . . . with different names that applied. I am worn out over that deal and hope it's over although sadly, I've probably lost some friends over that article. Whatever the result . . . The Travis's, Leivan's, Reynaud's, and emerging Jennings's of this world . . . are truly fast guy's and Hero's to the rest of us, and in my opinion . . . GOOD GUY'S!

Sorry, I went off on a tangent there . . . Rusty Reynaud and Allen Haynes kept everyone honest as both turned in scores of 9 with Haynes coming out on top of the tie-breaker there by 2 seconds after riding the entire course! Close or what! David Berry followed Bart Williams score of 11 with a 13 in the A-Intermediate class. Berry doing it with a chain going away and tightened up like a bowstring to keep it on the sprockets!

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And of course . . . "Dumb Stuff!"

Maybe the most amazing ride of the entire event goes to Charlie Burk in the Super 55 class. He turned in a 2 on the short course! That was good enough for the Senior Short Course Overall by a point! Charlie . . . I have heard several people talking about getting up a petition to see your birth certificate! Look OUT!

Overall: 1. Steve Leivan 2. Steve Travis 3. Jamie Jennings 4. Allen Haynes 5. Rusty Reynaud 6. Bart Williams 7. Kevin Boyle 8. Vincent Davis 9. Dwight Maggard 10. David Berry

AA: 1. Steve Leivan 2. Steve Travis 3. Allen Haynes

Overall A: Jamie Jennings

A250: 1. Jamie Jennings 2. Dwight Maggard 3. Scott Bailey

A200: 1. Joby Windmiller 2. Rick Owens 3. Darrin Montgomery

A-Open: 1. Kevin Boyle 2. Mike Shown 3. Steve Udem

A-Inter: 1. Bart Williams 2. Dave Berry 3. Kreg Simons

A-Senior: 1. Rocke Weaver 2. Bud Bieschke 3. Clyde Schmidt

Overall B: Chris Goodall

B-200: 1. Tyler Steele 2. Adam Bieschke 3. Phillip Norman

B-250: 1. Chris Goodall 2. Slade Morlang 3. Tim McCall

B-Open: 1. Todd Knight 2. Phil Templeton 3. Ron Crume

B-Inter: 1. Jon Simons 2. Brad Barnett 3. Rick Helmick

4SL: 1. Dwayne Miekley 2. Steve Underwood 3. Jon Yarbrough

A Sportsman: 1. Tom Hill 2. Rick Robinett 3. Terry Brumley

A Sup Sen: 1. Jack Shoalmire 2. Lee Glenn 3. Bob Pike

B Senior: 1. Jim Willis 2. Jack Lee 3. Dan Wylie

B Sup Sen: 1. Randy Harmon 2. Bob Harris 3. Sam Helmuth

Overall C: Kurt Danzy

C 200: 1. Jeff Shen 2. Danny Overturf 3. Kurt Boydston

C 250: 1. Kurt Danzy 2. Weston Bair 3. Dustin Jones

C Open: 1. Tony Kirkup 2. Keith Rooney 3. Mark Kinslow

C Inter: 1. Tim Carr 2. Brian Selk 3. Cliff Davis

C Senior: 1. Richard Donaldson 2. Les Blizzard 3. Dwain Marple

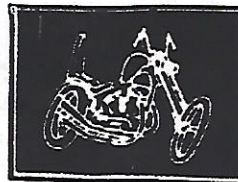
4Stk Shrt: 1. Darin House 2. Mike Taylor 3. Bryan Simoneaux

Sup55: 1. Charlie Burk 2. Clarence Bonifacius 3. Zahn Lewis

A Youth: 1. Jon Shoalmire 2. Matt Coffin 3. Jacob Hill

B Youth: 1. Clint Carr 2. Cody Fow 3. Clint Gann

Women: 1. Rita Harmon 2. Susan Roy 3. Jackie Lee



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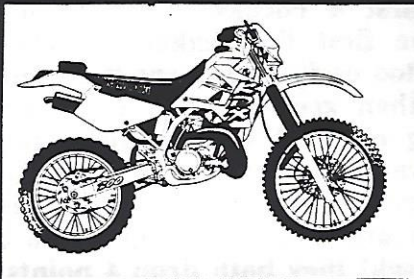
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Action Cycle "Blow-out!"

Hey! You need to be a part of this! We're going to roast that Mel Gere guy of Action Cycle. Actually we're going to honor him (and Carol) for 25 years in the business, share lies, er stories and whatever else comes up!

There is a room reserved at Cartoon's (just north of Sunshine and Glenstone, on the right) at 7:00 PM on the 14th of July. It's a pay as you go thing for both food and drinks. The only thing lacking . . . is you! Come join us for food or drinks, or both.

No R.S.V.P required just show up!

SEE YOU THERE!

"Goggle POLICE!"

I couldn't stand to not tell you about an experience I had at the Hardwood Enduro. Max Harkey (main organizer) had us doing the start and check #4. Us consisted of me, my wife, and Larry Bolander. I whined about needing four people to Max which landed on deaf ears, so I went out and recruited my own fourth person. Max heard about it and promptly assigned them somewhere else . . . HmMMMM.

We went down and did the start like good workers, no problem. When the start closed we headed back through camp (Larry on his XR and us on our 4-wheeler.) On the way through I notice Joy Reynaud sitting in a lawn chair looking FAR TO RELAXED. She agreed to come help us after only a small amount of begging on my part so I guess she was a little bored sitting in camp. We sneak out of camp the back way, under banners, and amid trees so Max doesn't see Joy and take her away from us too. A short ride of a couple miles has us at our check location, set-up and ready to go.

The first rider comes in . . . no problem. I write on his card and off he goes. Joy is positioned to get the next one. A gaggle of two or three bikes come in and they turn out to be in the "trailrider class" on MX bikes, none of which have computers or even a watch . . . about 10 minutes early. I think everything's going good as I mark the second bike in when I hear Joy "chewing" on the next guy. Thinking he has done something horribly wrong I go back there only to hear Joy doing all the chewing and this very young guy starting to look fearful and slowly pulling his neck down in his jersey as if wishing he could disappear, Joy: "You know you should be wearing your goggles! What would your mother say if she knew you were out here trying to lose your eye! You get these goggles on and leave them on!" All the time cleaning the poor kids goggles. He is finally released from the Goggles Police and slowly leaves the check thoroughly demoralized. Our check is silent as I approach Joy trying to think of something to say to defuse the tension: "Mom, come over here and sit on this cooler and rest . . . you must be tired after that scolding!"

It worked. Joy didn't "get" any other riders that came through our check but I did see her "eyeing" this guy who came through with blue jeans and no riding boots. I checked him quickly and got him on his way!



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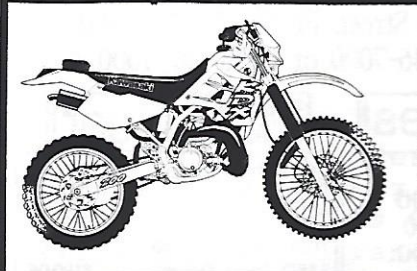
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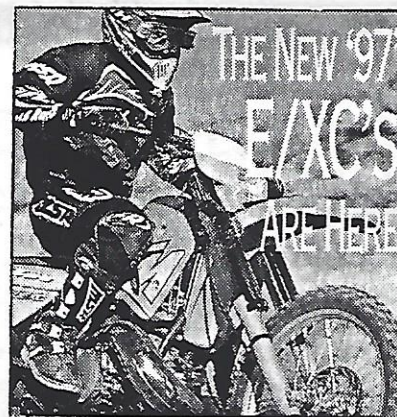
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LEIVAN BESTS BUSENBARK; BARELY

By; Frank Leivan

Collins, MO June 8, 1997

"Close", no longer applies to only hand grenades and horse shoes. Case in point; the final seconds of round six of the Missouri Hare Scrambles Championship at Collins. As Chad Busenbark and Steve Leivan battled for the overall win, Leivan was able to stick a wheel in ahead of Busenbark, in the final turn, and claim victory number five on the season, after two and a half hours of racing.

At the start, first year AA rider, Mike Windmann had his KTM in the lead, followed by Ken Yount and Leivan on their Yamahas. Yount made his bid for the lead at the midway point of the first 10.6 mile lap, in one of the faster sections of the course. The running order at the end of lap one saw Yount followed by Windmann, Leivan, Chris Caplinger, and Kansas rider Vincent Davis. Busenbark finished lap one in eighth position, some 30 seconds behind the leaders.

Windmann began to fade slightly on lap two and eventually slid back into sixth, where he would finish. Yount continued to lead all of the second lap, chased by Leivan and Caplinger. Busenbark had worked his way into fourth by the end of the lap, and Chris Thiele, who was competing for the first time this season, rounded out the top five, on his Kawasaki.

Caplinger suffered brake related problems on his ATK and dropped out of the race after lap three, moving both Busenbark and Thiele up one position. Leivan pitted for fuel after the third lap, allowing both riders to move up to an additional spot, while Leivan left the pit area in fourth. Leivan, knowing that there was a chance that the race would exceed the two hour time limit before the completion of lap four, quickly moved to Thiele's rear fender, looking for a way around. Thiele gave Leivan some room, Leivan went past, and set out after Yount and Busenbark.

The first four riders were all still very close and all well within striking distance of one another. Busenbark found a way around Yount and then Leivan, within sight of the scoring barrell, moved around Yount as well. Thiele was only five seconds behind Busenbark and all four competitors were sent out for another lap, since they came in 15 seconds shy of the two hour mark.

Busenbark and Leivan began to pull away, in an attempt to settle the race between themselves. Busenbark was able to match every pass attempt by Leivan and hold on to the top position until just inches from the checkered flag. With only two turns and a short straight away left in the race, Leivan took control of the inside line in the right-hander. Busenbark, feeling the urgency to out accelerate Leivan to the final corner, got a little sideways, and allowed Leivan to move to the inside for

the final turn, a left-hander in which the finish line was placed. Both riders crossed the line side by side, neither one knowing for sure, who had won. Fortunately, race officials, sensing that there was an opportunity for a photo finish, positioned two course workers directly at the checkered flag, and both agreed that Leivan had taken the win aboard his Surdyke Motorsports/Answer/Silkolene/Scott backed WR 250. Busenbark accepted an extremely close second, while Yount edged out Thiele for the number three ride, in an equally close battle.

"A" class rider, Chris Nesbitt, capped off a very strong ride by finishing first in class and fifth overall. Nesbitt turned in some of the fastest lap time of the day on his way to the best ride of his career. Jamie Jennings chased Nesbitt all day, but gradually lost touch and was forced to settle for a well deserved second and claim the seventh overall position. Both of these riders are consistently finishing in the top 10 and seemed destined to earn their way into the AA ranks for 1998.

O/A: 1. Steve Leivan (Yam); 2. Chad Busenbark (Yam); 3. Ken Yount (Yam); 4. Chris Thiele (Kaw); 5. Brock Busenbark (Yam)

AA: 1. Chad Busenbark (Yam); 2. Ken Yount (Yam); 3. Chris Thiele (Kaw); 4. Brock Busenbark (Yam); 5. Mike Windmann (KTM)

A: 1. Chris Nesbitt (Yam); 2. Jamie Jennings (Yam); 3. Matt Pursley (Hus); 4. Jeff Schneider (Hon); 5. Kevin Boyle (Hon)

125 B: 1. Nathan Gladback (Yam); 2. Derek Zinchuck (Yam); 3. Jimmy Rippy (Suz); 4. Chad Fidler (Kaw); 5. Mike Guffey (Yam)

200 B: 1. Gary Mittelberg (Kaw); 2. Brian Selk (Kaw); 3. Jesse Faulstich (Kaw); 4. David McNear (Kaw); 5. Matt Mannering (Kaw)

250 B: 1. Dale Rector (Yam); 2. Karl Gallette (Yam); 3. Donnie Mathis (Hon); 4. Chris Goodall (Yam); 5. John Struckhoff (Yam)

Open B: 1. Chris Sloan (ATK); 2. Tom Prenger (KTM); 3. J.R. Hansen (KTM); 4. Danny Crawford (Hon); 5. Bob Hoback (Hon)

4-Stroke B: 1. John Yarnell (Hon); 2. Neal Vanway (Hon); 3. Gary Pilant (Hon); 4. Cornell Porter (Hon); 5. John Acton (Hon)

Vet: 1. Bart Williams (KTM); 2. Dave Berry (Suz); 3. Jon Simons (Yam); 4. David Dillingham (Yam); 5. Kreg Simons (Yam)

Senior: 1. Brad Barnett (Yam); 2. William Guffey (Yam); 3. Andy Nored (Kaw); 4. Mike Burkhart (Hon); 5. Jimmy Jones (Kaw)

Super Senior: 1. Eric Hansen (Hon); 2. Bob Jones (Kaw); 3. Rick Carpenter (KTM); 4. Frank Leivan (Yam); 5. Gayland Terry (Kaw)

Junior: 1. Brandon Forrester (Yam); 2. Levi Rawson (Yam); 3. Zack Mabery (Hon); 4. John Mitalovich (Yam); 5. Casey Hinkel (Suz)

250 C: 1. Kurt Smith (Yam); 2. Bryan Roy (Kaw); 3. Joe Straatmann (Kaw); 4. Denny Turlin (Kaw); 5. Paul Weber (Hon)

Trail Rider: 1. Ryan Busby (Yam); 2. Rod Busby (Kaw); 3. John Suddeth; 4. John Ross; 5. Andrew Rudd (Yam)

WHO REALLY DOES HAVE THE AUTHORITY TO CLOSE CHADWICK?

By Cliff Davis

Ever since I began riding at Chadwick, the threat of its closing has been a hot topic. As I talk to those who have ridden at Chadwick long before me, this threat has been there since they have been riding. The threat is serious and we need to continue to pursue the fight to keep Chadwick open.

Over the years, riders have successfully persuaded the National Forestry Service to keep Chadwick open. The importance of keeping an excellent relationship with these officials cannot be overlooked. However, I believe we need to redirect our efforts in the fight to save Chadwick. We need to place an additional emphasis on communication with our elected officials as we fight to save Chadwick. It is understood that Chadwick is a part of the Mark Twain National

Forest and that national forests are governed ultimately by the United States Congress. Missouri has two U.S. Senators and nine U.S. Representatives serving in the United States Congress. Anytime a federal issue comes up in the state of Missouri, those eleven individuals can generally control the outcome. Even though the forestry service could ultimately recommend the closure of Chadwick, the Missouri congressional delegation could easily stop the process. As I see it, it is not only the forestry services we need to lobby (although it is good policy to maintain a positive relationship with them) but also the Missouri members of Congress.

If you look at Chadwick from a political standpoint, we appear to be in good standing. Our two Missouri U.S. senators and the congressman representing the Chadwick area are all conservatives and, as a result, they have poor relationships with the environmentalists who want to close Chadwick. That is good for us. The problem is that we have not made any effort to get them on our side. For all intents and purposes, they are neutral on Chadwick. As this point, should the forestry guys try to close Chadwick, they probably would not have any heartburn over it. That is bad news for us. The good news is that with a little effort, we can easily win over the political forces in Congress. In the scheme of things, Chadwick is not a political hot potato to them, so giving us their support should be easy. Elsewhere in this issue, I have written an article on how we should become politically involved. We can begin immediately as U.S. Senator Kit Bond and Congressman Roy Blunt both are gearing up for re-election in 1998. In the year 2000, Senator Ashcroft will also be up for re-election. Elsewhere in the state of Missouri, other members of Congress in Missouri are up for re-election and those of you in other parts of the state can also assist in saving Chadwick. We have an excellent opportunity to become involved in their elections and make them Friends of Chadwick as well.

As the chair of the legislative and legal committee for the newly formed Ozark Mountain Trail Riders Association, I

will be working with the committee to draft proposals that will focus on gaining support from the congressional delegation. I ask that you take a look at those proposals when they are forwarded and assist in their implementation.

For those of you who have worked so hard on building positive relationships with the National Forestry Service, keep up the good work. When others of us begin building relationships with the Congressional delegation, together we will have done a thorough job in keeping Chadwick alive and well.

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Being Politically Correct!

By Cliff Davis

It is said that the process of making legislation is a whole lot like the process making sausage -- you'll like the end product a lot better as long as you didn't watch it being made. As a lobbyist for the past five or so years and a political junkie for most of my life, I can attest to the fact that watching the legislative process is not very pretty. Unfortunately, if we are serious about protecting our right to ride off-road, we need to be informed on the legislative process. In this article, I want to focus on what we can do to ?fit? into this legislative and political process. It is understood that Chadwick is a part of the Mark Twain National Forest and that national forests are governed ultimately by the United States Congress. Missouri has two U.S. Senators and nine U.S. Representatives serving in the United States Congress. Anytime a federal issue comes up in the state of Missouri, those eleven individuals can generally control the outcome. Even though the forestry service could ultimately recommend the closure of Chadwick, the Missouri congressional delegation could easily stop the process. As I see it, it is not only the forestry services we need to lobby (although it is good policy to maintain a positive relationship with them) but also the Missouri members of Congress.

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the constant threat to Chadwick. Chadwick is very important to all of us. (In fact, the continued efforts to close Chadwick is the main reason the Ozark Mountain Trail Riders Association was recently formed.) So, as we work to save Chadwick, this means that prior to elections, 1) we actively research political candidates views on the issues that are important to us, 2) we attend events where the candidates are appearing and make our presence known, 3) we endorse political candidates; we become involved in the actual campaigning process, and in my mind possibly the most important, 4) we need to begin contributing dollars to their campaigns.

Assuming we do some or all of these things, we can expect those elected officials to give priority to us when we need them to listen.

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Ozark Mountain Trailriders Association

OMTA

You will find a membership application for OMTA in this issue. It's your chance to join and support this effort! Please fill it out and send it in. Be a part of this club . . . it's a good thing for everyone interested in off-road recreational opportunities!

OMTA event schedual:

Party to honor Mel Gere at Cartoons. 14 July at 7:00 PM at "Cartoons."

Monthly meeting on July 17th at Mexican Villa (S. Campbell) at 7:00 PM.

Night ride at Chadwick on the 19th of July. Meet at the Pavilion at dusk? Bikes, 4-wheelers welcome, bring what you have.

Float Trip Aug 24, location and time to be announced.

Enduro at Chadwick on October 19th (BJEC event) plan to be a part of it!

OMTA is a newly formed organization focused on preserving and promoting all forms of off-road recreation in the Ozarks. If you have not heard of this . . . plan to attend the meeting. Everyone is welcome!

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