


# Notes on Spokes

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Kreg Simons at the  
Indian Nations Enduro.

# TID BITS

Check out the Cycle News, April 30, 2003. Pam Carr is submitting articles about the BJEC events. Good Job.

I got a call the other night from a reporter from the Springfield newspaper. He was assigned to write an article on ATVs. He wasn't really interested in dirt bikes. He told me that he was interested in writing a balanced article on the subject. He asked if there were any ATV- only clubs in the Springfield area. I told him that I didn't think so. He also wanted to know when he could get some pictures of ATVs. He may be at Chadwick on May 10<sup>th</sup> during the HBGP banquet.

No More Chili! Several folks told me that I was running too many pictures of Aaron "Chili" Roberts. Last month he was in three pictures. I promise to look for some other folks doing equally stupid stuff.

*I got the following note from Wayne Crosby:*

I just thought I would let all you die-hard Husky riders and all you guys that should be know what is going on with

Husky. As you all know, we have been waiting a long time on the new Huskys. After the flood that shut down the factory in 02 and then the sale of the company, that turned out not to be a sale, bikes have been really hard to get. But good news! While there will be no 03 Huskys, the company is up and running and 04's will be plentiful. Even though they have had little to sell in the way of Husky parts, bikes are going to be available and the importer is paying lots of money to successful Husky riders. We will have new bikes both 2 & 4 stroke in mid August and as always they will be the best that you can get, and the huge contingencies will be back. Lebanon Suzuki - Kawasaki -

**The May OMTRA Meeting:  
Western Sizzlen, Springfield, MO  
May 15 – 7 pm**

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Wayne

I got a few tid bits from Steve Leivan:

First, he went to Loretta Lynn's in Hurricane Mills, TN for the combined GNCC and NHS. Here's what he had to say:

For the 16th time in my life, I made the trip to Tennessee for the opportunity to get pounded by the roughest race track in existence. It seems that the 300 plus days between visits allow me to forget just how rough and demanding this race is. So, once again I (along with Doug Stone and my dad) made the trip to find out just how much fun I could have riding with the baddest of the bad on the baddest of the bad.

After a long and drawn-out discussion with the ever friendly promoters, Stone and I were both allowed to ride the Pro class. It was after 2 PM by the time the main event started and I got going around 12th or 14th. Going up the first hill, Hawk went around me like he was in a hurry to go somewhere. He was. I kinda held my spot in the pack for a while and got around a couple of guys that fell, before I did the same thing and gave those spots back. I was 16th after a lap and then 14th after two. I was actually riding pretty good and making progress.

Then I decided to ride into the deepest rut in the only mudhole on the whole track, right in the middle of the pit area. So with about 300 of my not so closest friends watching (but not lending a hand), I dug my WR250F out and proceeded on, only losing a "minute or so" in the process. Then my front crescent mousse went flat halfway through lap three. I pitted for fuel

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*(Continued on page 6)*

# Indian Nations

The Tusla Trail Riders put on the second BJEC event of the year outside Muskogee, OK. This time it would be a qualifier-style event. They had laid out an eleven-mile loop with one special test per loop.

They had two specials tests set up. They alternated the use of the special tests on each loop. The special test used on loops one, three and five was about six miles into the loop. I didn't measure the length of the loop. It's funny, that didn't seem important at the time. The special test used on loops two and four was about one half mile from the start. It was a shorter test at about two miles.

The short course rider had to ride four loops, and the long course riders went five loops. But with the special test only one half mile from the start of the loop, short course riders only rode three loops and the special test. Riders were given one hour and fifteen minutes to complete the first loop and one hour to complete each additional loop.

The talk going around the pits was the weather. Would it rain? The TV showed rain all around, but it wasn't raining at the event before things got started. Would it hold off until the race was



Kevin Henslee on his way to 2nd in the B Veteran Class

over?

If you check out the results on



Steve Leivan on his way to taking the Overall at Indian Nations.

www.blackjackenduro.com, you'll see Steve Leivan won. He completed all 5 special tests in 42 minutes and 9 seconds. Clint Carr picked up second with a total time of 44 minutes and 48 seconds.

A few other notable finishes: Aaron Roberts won the Overall B and his nephew Shane Roberts picked up the Overall C trophy.

And what about the rain? We got real lucky. Most folks were

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# Blast from the Past II



**Here are spectators pulling a rider from a creek. That's during a motocross race!**

races, Twin Bridges at Ozark, MO, and Paradise Hills at Decatur, IL, had conditions comparable to national enduros. There are pictures showing spectators pulling riders out of creeks. In a motocross?

The Twin Bridges Motocross track was already gone before I moved to the Ozarks. It was seven miles south of Ozark right next to Highway 65. For one thing, you can see the highway in the background of some of the pictures. Plus Nick, Richard Smith and Terry Brumley were telling me that drivers would park along Highway 65 to watch the race and avoid the gate fee.



**Jim Letellier riding the Kaw Valley Enduro**

It really shows how things have changed. The article stated, "three new high jumps were constructed on the main straightaway and where riders were measured at traveling thirty-two feet in the air and reaching heights of six feet."

Want another Blast from the Past? This time it is courtesy of Nick Stine. Nick let me borrow a magazine called Midwest Motorcycling Action dated January 15, 1971. The first thing that caught my attention was the motocross. Two different

By the way, the results showed Nick managed a second and a third in the 101-175cc class in the races covered.

There was also an article about the 6<sup>th</sup> Annual Kaw Valley Enduro in Lawrence, KS, held on November 22, 1970. That puts it before the formation of the Black Jack Enduro Circuit by about six years. There were 206 starters and 68 finishers. There were only 5 check points with a 20mph speed average. They also had 7 observation checks.



**I love this shot. It looks like his back wheel is about a foot off the ground and he's sucking his shorts.**

I also don't think I would turn down anything in the Classified Ads. Like the 1969 Sachs Motocrosser for \$525. Or the 1970 RT1-M for \$695, that's a Yamaha.



**Here's Nick Stine getting some big air over thirty years ago at Twin Bridges Motocross Track.**

Thanks, Nick.

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# Leivan takes Westphalia

By: Frank Leivan

Westphalia, MO; April 13

For the second race in a row, SCR/Yamaha's Steve Leivan pulled off a last lap pass to claim the overall victory in a Missouri Hare Scrambles Championship round. This one was at round four, and the defending champion was able to make the passes when they mattered most during a friendly five-man duel. Leivan described the race as "one of the best I've ever been in" and the rest of that five-man pack echoed those words.

Several miles of the just over eight-mile course were shared with the ATV race from Saturday. There was, however, a mile and a half of tight virgin trail as well as a long narrow creek bed and a section of grass track with several terraces. Nonetheless, the MO Dirt-promoted event was fast and allowed for close racing.

Holeshot honors again went to Stone on his Donnell's/Stonework's Suspension/Scott/Dunlop-backed Honda. Aaron Shaw followed suit on his "lost but then found" Yamaha while Caleb Wohletz got going in third. Team Green's Chris Nesbitt and Leivan were next, but Leivan hit a rock and sampled the soil just a mile into the race.

After the first of six laps, the top five riders hit the checkpoint with only nine seconds separating them. The order was Stone, Shaw, Nesbitt, then Chris Thiele and Leivan on their WR450F Yamahas. Positions were shuffled the next lap with only Stone holding onto his spot. Only six seconds separated the five-man pack this time with Nesbitt, Leivan, Shaw, and Thiele behind Stone.

Traffic was starting to become an issue and Stone was growing tired of being the engine of the train. Leivan had moved around Nesbitt and when Stone heard the four-stroke behind him, he intentionally went wide, allowing himself to be passed. "I didn't know if it was Steve or Thiele behind me, but it didn't matter. I was having a tough time getting us through the lappers and figured those guys could make more noise than me," Stone explained.

Leivan was quick to take the lead and led the pack into the pits

after three laps. Within 15 seconds Thiele, Nesbitt, Stone, and Shaw had all passed through the check as well. Leivan picked up the pace and actually pulled away from the rest of the pack during lap four, only to be reeled in before completing the circuit.

"I was riding pretty hard and thought I had gotten away, but then I heard them coming. We hit the grass track and Thiele was all over me," Leivan said. That was exactly the case and Thiele used an inside line to draw even with Leivan exiting the final grass track turn, then utilize the better line going back into the woods to take the lead.

The pack was down to four as Shaw had dropped back by a minute. Still, the Thiele, Leivan, Stone, and Nesbitt quartet rode just seven seconds apart after four laps. Leivan and Nesbitt both stopped for fuel and Stone grabbed a pair of goggles while Thiele blew through the pits and tried to get away. Stone gave way to Leivan once again, but hitched a ride with the "10 time champ" in the pursuit of Thiele.

Race Tech/NGK/ProClean/Flatland Racing/Factory Effex-backed Leivan saw his chance in the tight woods and used a line that he had learned from Stone earlier in the race. The line gave Leivan the lead once again and soon after, Stone used another alternate line to move himself into second. With one lap to go, Leivan had seven seconds on Stone, who had nine seconds on Thiele, who had 16 seconds on Nesbitt.

As Leivan tried to pick up the pace, he lost the front end entering the backside of pit row. "I was on the ground and rolling before I knew it. The Yamaha laid there and kept running, waiting for me to get back on," Leivan explained. The miscue allowed Stone to get closer and the two locked into a fierce but friendly last lap duel.

Halfway through the final pass through the woods, Stone used the same line he had used to pass Thiele, on Leivan to take the lead. Although surprised, Leivan stayed cool and looked for a chance to retaliate. That chance came just a few minutes later, when Leivan found an inside line and returned the favor. Just then, Leivan got around a couple of lapped riders and put a few feet of real estate between himself and his friend, the "Holeshot King."

That was all Leivan needed, as he was able to maintain that cushion and beat Stone to the checkered flag by six seconds. A minute and 40 seconds later Thiele claimed third for his third podium of the season while Nesbitt's solid ride netted him fourth. Shaw rounded out the top five.

St. Louis Street

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*(Continued from page 2)*

and decided I was tough enough to ride with the flat. I wasn't.

I fought the problem and slowed down so that I wouldn't wad myself up. With a lap to go, I pitted and Dad and I changed the wheel and I went back out so I could say that I finished. By this time, any chance of a decent result was out the window, so it was about finishing the race. I did that and ended up 17th in the class.

Hawk came back from his first-turn crash to win by a few seconds over Lafferty. MX Kied was third. Those guys are studs! The trip reminded me of something I already knew, but had moved to the back of my memory. That place sucks and it is now closer to the front of my memory bank. I am glad I went, though. Since I'm not racing for points in the GNCC or NHS, it was a great place to use my "one bad ride" that I have allowed myself for this season. Now it's back to business.

*Thanks for the info, Steve. Then I got an update from Steve about the Kahoka Race. It was the fifth round of the Missouri Hare Scramble Championship Series and the third round of the AMA National Hare Scrambles Series*

*Here's what Steve had to say:*

What looked to be a super race course on Saturday, turned into a muddy, rutted, sloppy, wet mess by start time Sunday. The

rain started around 6 AM Sunday and continued off and on throughout the day making for an event that registered low on the fun meter (especially if you had a day like I did).

I headed to the line on my WR450 ready to put in a good ride. While practicing the start drill about two minutes before "go time," my bike failed to ignite despite kick after kick. I tried the electric start and nothing happened. When the 30-second board went up, I rolled the bike off the line and my pit boy Justin and I (along with some workers) pushed it to the road and tried to bump start it. Nothing. I assumed I had fouled a plug, so we pushed the quarter mile back to the pits to change it. Before we got there, I realized my WR250 was sitting there ready to go, so I decided I would ride it if the promoters didn't have a problem with it. I had Justin start taking the 450 apart in case I was denied. I topped off the fuel tank, headed back to the start area, and explained that my bike wouldn't run BEFORE THE START and asked if I could switch bikes. Burkhart said "yeah, yeah, go go go".

So, a shade over six minutes after my class left, I took off with a lot of traffic to negotiate. The course was already going to hell and after two falls on the first lap, I got stuck in a rut and had to dig the bike out FOUR TIMES before completing the lap. I stopped for goggles and gloves and went out again. Another couple crashes and a half dozen rut extractions later, I stopped for goggles and gloves and gas. Lap three was more of the same and I questioned why I was still riding the race. But I figured that any points I could get would be valuable in the Missouri title fight, so I paddled on. I figured a top 20 might be possible, but top 10 was out of the question.

Finally, I finished the race and was 8th overall out of the Missouri guys. For sure, not my best day. But I toughed it out, kept going, and got some points out of the deal. I am very fortunate that I had another bike ready to go and unbelievably lucky that the 450 broke before the race started. If it would have died in the first turn, I would have been done since you must START AND FINISH ON THE SAME MACHINE. By the way, I think the bike sheared a flywheel key.

Results: 1. Jarrett 2. Andrews 3. McLevy 4. Woodford 5. Bersano - MISSOURI 1. Nesbitt 2. Gosnell 3. Thiele 4. Bauman 5. Valin

*Again, Thanks for the update, Steve. I talked to Elston Moore about this race and he said the course was about 12 miles in length. Elston made 2 laps before he wore his brake pads out! He changed his brake pads and took off for lap 3. He didn't make it very far. He made it to a creek crossing and couldn't make it up the other side. He said that he could look back and still see his truck. His truck looked more inviting than where he was. So that's where he went. When I talked to him on Tuesday night, he had already washed the bike, pulled the swing arm and greased the linkage, washed out the trailer, the EZ up and the lawn chairs. He was going to pull the forks and grease the steering head soon.*

*(Continued on page 7)*



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(Continued from page 6)

The Black Jack Enduro Circuit made its third stop of the year at the Cycleland Park at Nacogdoches, TX. I didn't make it to this race, but I heard it was a good event. It was a combination of deep sand and whoops or hard pack. A couple of folks from Southwest Missouri made the Trek down to Texas. *Elston was wishing he had made the trek to Texas instead of Northeast Missouri!* Anyhow, Aaron "Chili" Roberts won the Open B class and his nephew Shane Roberts picked up third in the 200 C class.

*I got this from a friend of mine. It doesn't have anything to do with dirt bikes, but hey, I had to fill up the space with something!*

#### RULES OF LIFE

1. Never give yourself a haircut after three alcoholic beverages of any kind.
2. You need only two tools: WD-40 and duct tape. If it doesn't move and it should, use WD-40. If it moves and shouldn't, use the duct tape.
3. The five most essential words for a healthy, vital relationship are "I apologize" and "You are right."
4. Everyone seems normal until you get to know them.
5. When you make a mistake, make amends immediately. It's easier to eat crow while it's still warm.
6. The only really good advice that your mother ever gave you was: "Go! You might meet somebody!"
7. If he/she says that you are too good for him/her - believe them.
8. Learn to pick your battles. Ask yourself, "Will this matter one year from now? How about one month? One week? One day?"
9. Never pass up an opportunity to pee.
10. If you woke up breathing, congratulations! You have another chance!
11. Living well really is the best revenge. Being miserable because of a bad or former relationship just might mean that the other person was right about you.
12. Work is good, but it's not that important.
13. And finally; Be really nice to your friends and family. You never know when you are going to need them to empty your bedpan. *Right, Shawn?*



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# OMTRA Meeting

The April meeting of the Ozark Mountain Trail Riders was held at Turner Station Welding, Terry Brumley's shop. First off, I want to thank Terry and Sheila for opening their shop to the club and to Mel and Carol Gere for arranging the meeting and the deep fried turkey. We had a great turnout with about fifty folks attending. We had a TV set up with dirt bike videos. It was a good time.



**Kevin Henslee, Chairman, conducts the business part of the meeting.**

Kevin Henslee, OMTRA president, held the business part of the meeting before things got too out of hand. The first thing covered was last month's meeting with the National Forest Service in Ozark, MO. Since I covered that in detail in last month's newsletter, I won't cover it again.

Kevin did get to Chadwick during the week with Steve Underwood and Aaron Roberts. Justin Adams of the National Forest Service came by to check permits. When the permits were first required, the Forest Service would give you a warning if you didn't have one. Those days are over. If you don't have one now, you'll get a ticket. Remember 80% of the permit price goes back into the area.

The Forest Service is looking for a Park Host to run the Cobb Ridge campground. They are seeking someone with riding knowledge. If you are interested, contact Jim Voyles or Justin

Adams. *Shawn, here's your dream job.*

Justin also mentioned putting up a Hall of Fame board to have the names engraved so vandals could not remove.

Other subjects, Hillbilly GP banquet coming up on May 10<sup>th</sup>, check out [www.hillbillygp.com](http://www.hillbillygp.com), if you have any questions.

The folks at the Buffalo MX track have it open on Tuesday evenings for practice. It's a good track for folks doing the off-road thing. The cost is \$7 for the session.

Elections are coming up. We need a new Chairman and Vice Chairman. Kevin and Shawn have done their part. It's time for



**Kids of all ages gather around the 20 inch TV to watch dirt bike videos. Since I promised no more pictures of Chili and he snuck into this photograph, I felt obligated to cover his image with this look-a-like picture.**

*(Continued on page 9)*

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# OMTRA Stuff

(Continued from page 8)

some other folks to step up. We may have to draw straws to determine our new Chairman and Vice Chairman.

We looked at the calendar and the night ride is scheduled for the Fourth of July and the election campout on July 5<sup>th</sup>. The election campout will be at Steve Underwood's farm. So, on July 4<sup>th</sup> (Friday) pack up and head to Chadwick for the night ride. Spend the night at Chadwick. Saturday morning, before it gets too hot, go for a morning ride. Saturday afternoon, while it's hot, head over to Steve's farm. Saturday evening,



Girl Talk

we'll have the election. Saturday night will be another campout. Sunday morning, we'll have the club hare scramble. Then, I'm going home. I'll be pooped.

The Colorado trip: I'm planning on getting there on Saturday, July 26<sup>th</sup>. I know some folks will be racing the MHSC race at Florence on Sunday, July 27<sup>th</sup> and then heading to Colorado from the race. If you can't make it out for the whole week, come on out for a few days. Terry Brumley and Richard Smith are heading out on Sunday. They have a cabin at Taylor Park. They plan on riding for three days and heading home.

And finally, June 1<sup>st</sup> Spud is promoting the MHSC race at Marshfield. He's going to need workers. He's also planning on being there the weekend before, laying out trail and all the other stuff required to put on one of these events.

By Bob Fuerst

The May OMTRA Meeting:  
Western Sizzlin,  
Springfield, MO  
May 15 – 7 pm



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# Mark Your Calendar

**5/15/03 – OMTRA May Meeting. Western Sizzlin Steak House just West of Glenstone on Kearney in Springfield, MO at 7pm**

**5/10/03 – HBGP Awards Banquet, Chadwick OHV Area at the Pavilion**

## Arkansas Hare Scramble Series

[Www.arkansasharescramble.com](http://www.arkansasharescramble.com)

- 5/18/03 – TBA, Somerville, TN
- 5/31- 6/1/03\* – Pine Ridge, Russellville, AR
- 6/28-29/03\* – River Ridge Classic, Doddridge, AR
- 9/20-21/03\* – Wildcat Grand Prix, Decatur, AR
- 10/4-5/03\* – Hwy 89 Hare scramble, Mayflower, AR
- 10/18-19/03\* – Possum Trot, Harrison, AR
- 11/2/03 – Cedar Creek GP, Goshen, AR
- 11/29-30/03\* – RiverFront Grand Prix, Ft. Smith, AR

\* - ATVs run on Saturday

## 2003 Missouri Hare Scrambles Championship

Information 417-537-8406 Frank Leivan

- 6/1/03 – Marshfield
- 6/22/03 – Knob Noster
- 6/29/03 – Park Hills
- 7/13/03 – Tebbetts
- 7/27/03 – Florence
- 8/10/03 – Polo
- 8/24/03 – Sedalia
- 9/7/03 – Smithville
- 9/21/03 – Eugene
- 10/5/03 – Blackwell
- 10/19/03 – Park Hills

## 2003 BJEC Schedule

[www.BlackJackEnduro.com](http://www.BlackJackEnduro.com)

- 5/18/03 – Park Hills, MO (National)
- 6/8/03 – Bismark, AR
- 6/22/03 – Stillwater, OK
- 9/14/03 – Gruber, OK
- 10/12/03 – Oklahoma City, OK
- 10/26/03 – Chadwick, MO
- 11/9/03 – Red River, TX
- 11/23/03 – Scipio, OK

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