

Notes on Spokes

Steve Hatch on his way to taking the overall at the AMA National at Park Hills, MO

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TID BITS

A sad news item: Jerry Hemann passed away at the MHSC race on June 27th at Park Hills, MO. I personally didn't know Jerry. But Karl and Chili met up with him recently. Jerry had driven out to Idaho to ride the ISDE qualifier where he and Karl met each other. And Chili was riding a few rows in front of Jerry at the BJEC enduro at Park Hills in May. Chili got passed a few times by Jerry during the race. Jerry, you will be missed.

If you haven't noticed, this issue is later than ever. In fact, it's so late that it's going to be a combined June/July issue. In next month's issue I'll be covering Colorado. At this time, 22 people, that includes the kids, are going to Colorado starting July 16th. So look for a big article on the trip.

A word of warning: Chili is reproducing! Yes, it is true. Chili's wife Keri is expecting. The due date is in February. Congrats.

It looks like it is official. This year's OMTRA enduro will be at Bull Creek Ranch. It will be the first annual Bull Creek Ranch Enduro. For those fans of the Hardwood Enduro held at the Chadwick Motorcycle and ATV riding area, that will be a spring event. It makes sense to have an enduro at Chadwick in the spring. If it's a wet spring, Chadwick can handle it.

That brings us back to the Bull Creek Ranch enduro. OMTRA has

already held a poker run on this property. OMTRA members are busy putting new trail on this property. It's 2,150 acres. It's all trees. It's going to be a lot of work. And I can tell you now, it's going to be a tough enduro. I'm working very hard to keep the Extra Short Course doable by all. The short course is going to be a tough short course. The mileage on the short course might be less than some other enduros, but I don't think any short course riders will want any more. Karl and Spud are working on the long course. Need I say more.

"Technical" pretty much describes the course. Chili thinks it's going to be epic. If you've got wide bars, stay home. If you don't like rocks, stay home. No whiners! If you like tight, brand-new single-track, mark your calendar to be at Bull Creek Ranch on October 24th.

Keep your eyes on www.hillbillygp.com for the announcement of the OMTRA meeting. Around this time of year are usually the elections. We also usually have a summer campout. Rumor has it that it will be the weekend of 7/31—8/1. Most likely at Bull Creek Ranch, bring clippers.

Bye, I've got a motorcycle in pieces and I leave for Colorado in a few days.

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Lead Belt National



Randy Hawkins on his way to 2nd

The Lead Belt National Enduro held on May 23rd was put on by the Missouri Mud-ders at the St. Joe Off-Road Riding area. This was the fifth national enduro of the year and the seventh Black Jack Enduro of the year. I always like going to national enduros. It's neat to see all the big rigs coming from all over the country. You see license plates

from coast to coast and everywhere in between. Parked about fifty feet away from us was the rig of Randy Hawkins. Sweet. I could go on for pages just on the trailer.

The course was laid out in two fifty-mile loops with a gas available about 20 miles into the loop. The gas available was back at camp, making it handy for all. The extra short course ended at the gas available. Short



Riders 10D & 10A have a little quality time together on the waterfall.

(Continued on page 4)

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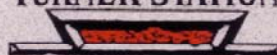
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course riders would ride one fifty-mile loop.

As usual, the Missouri Mudders were able to close the area to all other users and they got permission from the Missouri Department of Natural Resources to use trails outside of the regular off-road riding area. The trails were a mix of little-used single track and wider faster trails in the riding area. The amount of moisture in the ground was about perfect in the woods. It was dusty in the



breaker at the end of the extra short course. Steve Hatch was able to bring it in 3 seconds off perfect. Several other riders were able to zero the check including our very own Steve Leivan. Check six at the end of the short course was also a tie breaker. The speed average had bumped up to 24 mph for the last 12 miles of the short course and had all riders dropping points. This section included the famous waterfall, a section of trail with multiple drop-offs. There was a trail around the waterfall, but it was a longer and slower route. Steve Hatch came in



Wally Palmer was really hualin'

open areas. In fact, later in the day, the wind picked up and I think the dust cloud settled on St. Louis about the Tuesday after the race.

Long course riders had a total of 12 checks, six on each loop. Steve Hatch and Randy Hawkins would be dueling all day for the overall. On the first loop, all the top riders zeroed checks one, three, four and five. Check Two was a tie-

with a 3/172 and Randy Hawkins was right behind with a 3/205.

At the end of the short course was a lengthy reset, giving riders a chance fuel themselves and their bikes. The long course included no tie-breaker checks. The course was pretty much the same between loops, but the speed average



David Lykke drops off a ledge going down the waterfall on his way to third overall.


Come to a national, ride with a legend, like many, many IDSE veteran Jeff Fredette. Fredette picked up eleventh overall.

(Continued on page 5)

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(Continued from page 4)

bumped up at the beginning of the loop. There were two checks before the gas available on the long course, checks seven and eight. Most of the top riders were able to zero both of these checks. I was at the gas available on the long course when Steve Hatch, who was riding on row 32, came in. His rear brakes were hot. A mechanic first poured water on them and after they cooled down a bit, he bled them.

Hatch and Hawkins were able to zero check 4nine. They finally separated themselves in check ten with Hatch dropping one and Hawkins two. It turned out that would be the deciding check of the day with both Hatch and Hawkins zeroing check 11 and dropping one at



Missouri's own Steve Leivan had a great day finishing fourth overall.

check 12. Giving Hatch a total of 5 points for the win and Hawkins six points for second. David Lykke was third with ten points and Steve Leivan was fourth and first BJEC rider, dropping 12 points.

Perhaps the best

story from the enduro came before the enduro. It was 8 am. Karl Harris was on row 13. He was still in the trailer. When Aaron "Chili" Roberts asked, "Hey, Dilrod, what are you doing? You've got to get to the line."

Karl's reply: "I'm taping my nipples!" That's all we needed to hear. Too much information.



It's just another day at the office for Randy Hawkins, left, and David Lykke.



Rich Lafferty came all the way from New Jersey to pick up fifth overall

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BJEC Little Rock

I trekked down to Arkansas with Stewart Hall, Karl Harris and Shane Martin.

When we got there, we noticed two things: there wasn't a place to park and it was hot!

Karl hadn't pre-entered, but managed to get row 6. Shane hadn't either; he got row 62 and reserved a spot for Kreg Simons. Stewart and I had pre-entered and we were on row 34. We picked up our packets and in the event information sheet it states, "BLACKJACK OAK TREES - These are fairly wimpy looking trees that line the trails along the ridge lines. They can also be found scattered on most of your trails. They look like trees you could easily brush away and cut through to save a few seconds. *Don't believe it.* These are man eaters with branches like iron. At best they will scrape you off the back of the bike. At worst they will cut you to ribbons while they scrape you off the bike. A near relative of these is the *Stump*. We have some of those, too. The message is— stay on the trail.

The first loop was about 20 ground miles. There was just the right amount of moisture in the ground, dust in the open and a few muddy spots in the woods. I thought it was a pretty tough women's and kids' course, to be honest. There were three checks on this loop, the final one being a tie-breaker. All the top riders zeroed this section. In fact, most of the top riders were able to go into the check at or near 30 seconds. Out of the top seven riders, two were two seconds off perfect, two were one second off perfect and three came in right on thirty.

The main gas was back at camp at the end of loop. It was hot.

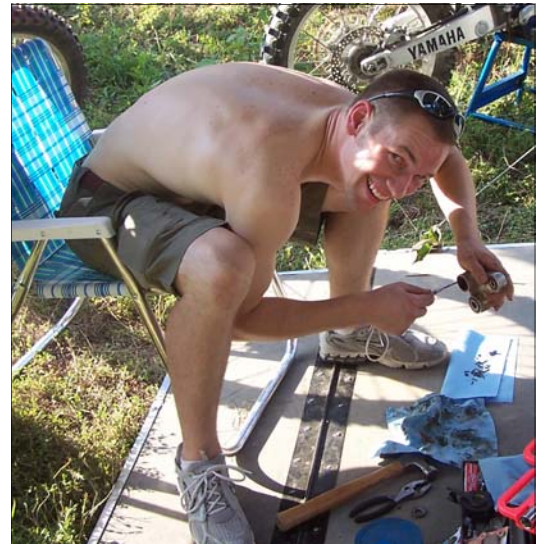
The start of the second loop was a blast. Nice single track. It flowed great. Not too tight. Lots of fun. Then some time-keeping on jeep roads. The other two riders on our row were an A-Senior rider and a Super-Senior rider. The Super-Senior rider was taller than I am!

The first three checks on this loop were time-keepers, at least for all the top riders. Many of the B and C riders were able to do well on the first two checks of this loop (checks four and five) but lost points on check 6.

About course mile 41 they threw us into this new off-camber trail. Lots of folks were off the side of the trail. It had no check out and was followed by roads, which gave us time to get back on our

minute. Strange.

Then, back on single track. This was the toughest part of the course, long course included. It seemed to go on forever and heat was really getting to be an issue. It included some trail I recognized from prior enduros - a long ridgetop single trail. Rocky, tight, doesn't flow very well. This would be the big points taker of the short course.



Shane Martin is kind of new to this dirt bike thing. He was telling us that his bike wasn't handling right. It turns out he didn't have any grease in the linkage. Of course, that meant a little Saturday afternoon maintenance.

After the ridge top, it did this off-camber thing. At one point, the trail just went away. Bikes all over the place. Mine went down the hill. It took three course workers and myself to get it back to the trail. I got to see Kreg and Shane come past (from 28 rows back) before we got the bike out.

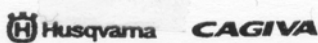
I finally got out. Then, there was this rider just stopped on the trail. He was too tired to move. He finally laid his bike over and I got around him. Riders were just stopped along the trail trying to cool down.

There was a sign. It said something about a rock. A rider on a GasGas had stalled and I had to wait for him to get up the trail to let me around him. There were more riders sitting on the side of the trail.

I looked at my computer. I was 57 minutes down. I didn't want this section not to count. I pushed as hard as I could with what energy I had left. I knew a reset was close. There had to be a check before it. I got to the check 59 minutes and 49 seconds down. I had ELEVEN seconds to spare! I didn't hour out. I felt like I had just over-alled the event.

The top riders did much better. Stephen Reed bested this section with a 3/158. Nolan Knight was 14 seconds back with a 3/172. I know the congestion in this second hurt third place finisher Steve Leivan. I know this because I was part of the congestion.

(Continued on page 9)



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I interviewed Karl Harris about his trip to Idaho. You see, Karl got to ride in the Steve Underwood's Surdyke Motorsports rig to race the ISDE qualifier. I pictured Steve's rig in last month's issue. Also along for the ride were Tom Huber and Pat Schmidt from St. Louis. And literally along for the ride was OMTRA Hall of Famer Don Herndon. Don wasn't racing. He was there for the road trip and to support the riders.

They headed out early the morning of June 6th for the 24-hour drive. Steve's new rig has a big fuel tank. They didn't stop until they got to Limon, Colorado. The downside of this setup was driving across Kansas during the daylight and the mountains of Wyoming at night. But they did make it to Idaho by 10 a.m. Friday morning.

Signup didn't open until 2 p.m. This gave them time to run the jetting loop. A short trail section was set up for riders to test their bikes on. Once signup opened, there was a two-hour wait to get through the line! The signup closed at 7 p.m. and if you didn't get through the line, too bad. Sound testing remained open another hour after signup.

Karl's first attempt at the sound test failed. He only had time for one more attempt. The folks running the sound test were friendly and gave Karl some advice on adjustments to pass the

test, which he did on the second attempt. You had to get through the sound test on Friday night and impound the bike. If you didn't get the bike impounded, you didn't get to ride. The bikes were also checked to make sure they were clean before they were impounded. Karl didn't know why this check was taking place, but I thought it might be so seeds from weeds weren't introduced to the Idaho environment.

Letter of Intent, LOI, riders also had major components of the bikes marked so they couldn't be replaced during the competition. LOI riders were riders who had sent a letter to the AMA stating that they were going to attempt to qualify to ride the ISDE.

There were 100 rows with 3 riders per row. Karl was on row 50. Steve and Tom were on row 6 and Pat was on row 33.

Riders got to get their bikes out of the impound 10 minutes before their row was due to leave. And they couldn't start their bikes until their minute comes up. The bikes had to start within the first minute or they got penalty points.

The trail pace was fast. It was three to four miles to the first test. All the tests were fairly short at about 1.5 miles each. Karl mentioned that it was hard to tell when the tests ended.

As soon as the riders rolled up to the start of the special test, they were given a 5-second count down and had to go. With the checks, though, they could get to them early, but they couldn't enter the check early. Unlike traditional enduros, the locations of all the checks are known.

With the fast trail pace, it was difficult to get to your check on time. At the first check, Karl rolled into his check right on his minute. He picked up his pace a little bit and got to the second check with three minutes to spare. It was not unusual for there to be more than one special test between checks.

Karl did start to have some equipment problems at this time. His kidney belt was pushing his riding pants and riding shorts down. In fact, he said, "It felt like a leprechaun playing a speed bag." Enough said.

There were three gas stops, an emergency gas at 33 miles and two main gases, one at 65 miles and another in the 90s. Many of the racers had mechanics at the gas stops.

After the last gas stop, there was one special test and one grass

(Continued on page 10)



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BJEC Stillwater

By Bob Fuerst

Ok, this is going to be a little different article about a race. After the heat took its toll at the Little Rock race, Stewart Hall and I decided to work the BJEC race at Stillwater. It's amazing that an enduro can be held on the land at Stillwater. They had a twenty-mile loop squeezed into the property. I don't know how many acres they have, but I don't think they could have a 21-mile loop without the trail hitting both sides of the same tree.

Joining Stewart and myself were Karl Harris, Aaron Roberts and Shane Roberts.

Since temperatures were cooler than they were at Little Rock, I loaded my bike in the trailer. When we got there, Stewart and I were assigned the job of trail quality assurance. That means we had to ride a loop and see if we got lost. So Stewart borrowed Justin Lockwood's bike and we took off. I set my computer at 18 mph to see what kind of pace the riders need to maintain.

It was cool trail, lots of fun.

At the end of the loop, I was 5 minutes behind. It took me 1 hour and 10 minutes to complete the loop. With Stewart behind, I had ridden a good pace and didn't make any stops. Riders

were given 1 hour and 40 minutes to complete each loop. Fast riders would have an opportunity rest between loops. But they had to keep moving and not take too much time waiting to get into the three special tests per loop.

Stewart and worked the start and then moved into scoring. Scoring a qualifier enduro like this is a lot of work. We set up a three computer network in my RV. The BJEC scor-



Kevin Betts on his way toward winning overall B



Oops

ing chairman Brian Jahelka estimated 12,000 keystrokes were required for scoring.

When the results were tallied, they showed Drew Chandler had won. But Drew knew one of his special test times was wrong. Unfortunately, the backup sheet matched his score card. He asked to see the back up sheet to see who had finished that test about the same time. It turns out eventual winner Cole Kirkpatrick had started the test 15 seconds behind Drew and finished 1 second behind him. It turns out the check crew had written the seconds down correctly, but had written the wrong minute down. Drew, you're a heck of a person. The final top three finishing positions were Cole Kirkpatrick with 90 minutes and 5 seconds, Matt Lane 90:15 and Drew Chandler 91:16.

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We've had a couple of meetings since the last newsletter was written. May 21, we met at Terry Brumley's shop at Turners Station, right outside Springfield. There wasn't a business meeting. Instead, we had music and bar-b-que. Attendance was pretty good considering it was a race weekend. In fact, since I was heading to Park Hills for the enduro the next day, I used Terry's back yard as my own personal RV park. I didn't want to drive down to Springfield and back to Bolivar Friday night, then back through Springfield the next morning. Thanks, Terry.

Then our June meeting got delayed one week from its usual time slot. So, on June 24th, we met at Buckingham's. Actually, we met at two Buckingham's. The meeting was originally set up for the Buckingham's on Campbell, just south of Bass Pro Shops. Then it got rescheduled to the Buckingham's in Nixa. Unfortunately, not everyone got the message and about half showed up at the Buckingham's in Springfield.

LITTLE ROCK *(Continued from page 6)*

After the reset, I was "only" 43 minutes down. There was eight miles remaining. It consisted of fairly easy single track and roads. I still lost two more minutes, but by this time, I was very hammered. Of course, the top riders all used this as a time-keeper.

When the riders took off for the long course, they had five miles at an 18 mph speed average. Then, the speed average bumped up to 24 mph for the rest of the race. The first three checks on the long course were time-keepers for all the fast riders. Long course riders said the trail was more open and not as tough as the tough part of the short course.

Check 11 separated the top three riders. Nolan Knight came in with a 5/322. Steve Leivan was second fastest with a 6/332 and Stephen Reed was 21 seconds behind with 6/353. The remaining check of the day had the top four riders dropping four.

Nolan Knight won the day with a 12/494. Stephen Reed picked up second with a 13/512. And Steve Leivan got third, and first BJEC rider, with a 14/587.



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Mark Your Calendar

OMTRA meeting—Oops, didn't get this one out in time for the June meeting. Check out www.hillbillygp.com for information on the July meeting date and location.

2004 BJEC Schedule

www.BlackJackEnduro.com

- 9/12/04 – Northwest, AR
- 10/10/04 – Oklahoma City, OK
- 10/24/04 – Chadwick, MO
- 11/7/04 – Red River, TX

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- 8/10/04 – Polo
- 8/22/04 – Newark
- 9/5/04 – Kahoka
- 9/19/04 – Eugene
- 10/2/04 – Park Hills
- 10/17/04 – Smithville

2004 Arkansas Hare Scramble Championship Series

www.arkansasharescramble.com

- 07/18/04: River Ridge Classic - Texarkana
- 09/05/04: Highway 89 - Mayflower
- 09/18/04: Saulsbury/MMC - Saulsbury, TN
- 09/26/04: Old Crow - Russellville
- 10/17/04: Possum Trot - near Harrison
- 11/27/04: Riverfront GP - Ft. Smith

(Continued from page 7)

track remaining. Karl commented that this grass track was awesome.

Out of 124 miles of trail, there was only one little section of trail that was used twice. It was a little section that took them out in the morning and brought them back in the afternoon.

Karl commented that the special tests were set up to be safe. But the trail sections between the special tests were gnarly. In fact, if it rained, there were sections of the trail that would have been impassible.

It's hard to say how our folks did. The results had not been posted even one week later. Steve did have some problems with his rear brakes. He had none. He made it to the main gas on Saturday.


OK, so our crew had one day down and one day to go. They got up Sunday morning. Karl was having full body cramps. Even his ears! They put their cheat sheets together for the ride. Karl hurt himself opening the door to the convenience store next to the pits.

No one was saying they weren't going to the ride on Sunday. They could hardly move, but no one was going to cry uncle. Finally, Tom said OK, if you want someone to say they weren't going to ride, it will be me.

It's funny how this energized the group. They had that truck loaded and ready to go in half an hour. By 10 a.m. they were on the road home.


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Leivan takes Blackwater 50

By Bob Fuerst

My wife Linda and I celebrated our 23rd anniversary at a motorcycle race. I didn't see any problem with this. It would be the sixth race of the Missouri Hare Scramble Championship Series at Marshfield, MO on June 20th.

I told my buddy Spud the promoter of the race that I didn't think that I would make it to the race. So, all were a little surprised when we showed up.

I asked Spud what I could do to help out. I was assigned to be the traffic cop where the trail crossed the main road in and out of the property. I must say that there were no collisions during my watch. If this computer work doesn't work out, I might have a future directing traffic.

After a little while, the land owners gave me a break and I got to go riding. I tucked in behind fellow OMTRA member Mike Davis. Mike had come out of retirement for just this one race.

It was cool trail. It pretty much went the opposite direction from last year. Last year the trail had an uphill that bottlenecked. This year, the trail went down the hill. The trail flowed really well.



Mike Davis makes his way through a mud hole on one of the grass tracks

Mike's day ended with a flat tire. But not until after he got in a couple of good laps.

I got to help a dad get his kid's bike out of the woods with a broken front clutch lever and clutch problems. Then, with Chili's help, I got another kid's bike out of the woods that had wadded up his chain.

Steve Leivan won the race with Aaron Shaw picking up second.

Some of the funniest

things don't happen during the race. After the race, we had to load the port-a-potties. No, race promoting is not very glamorous. Anyhow, we went to hook up the trailer with the first port-a-potty already on it. When we hear "Wait, wait!" coming from the port-a-potty. It seems Donna Moore was using this port-a-potty at the time and did want to go for a ride.

Did anybody ever get the story on the guy who was riding in a tuxedo?



Steve Leivan crossing the finish line after winning the Blackwater 50.

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