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Note's on Spoke's

NEWSLETTER

24TH ISSUE LOCAL DIRT BIKE NEWS SEPT' 96

Colorado

We just got back from a week in Coloradoso of course, we have to talk about it!

Our trip started a day early as David (our friend in Colorado who is a military EMS helicopter guy) was shipping out for Kuwait and if we wanted to see him, it meant going early. We met David in Canon City, CO. and got a couple hour visit in before loading his '95 DR 350 ES in the trailer along with my KTM and heading up over Monarch Pass enroute to Ouray.

Ouray is a bonifide tourist town so we spent a bit of time finding a secluded camping spot. This spot ended up on the south end of town on a gravel road that led up to Yankee Basin mine. The trailer snuggled into a wooded spot about 10' from a bubbling stream coming off the mountain . . .yes, it was hard to take! The cool part was that this road connected with most of the jeep, two-track routes over the passes dual-sport heaven!

Our first ride was ill-advised. I just didn't know any better. I chose a route over Black Bear Pass which I would later learn was one of the hardest, if not the hardest, route in the area. Neither my wife or I had ever tried dual-sporting so in ignorant blissoff we went. The ride was cool at first winding up over

some pretty narrow but beautiful jeep trails heading for the pass. These trails rapidly got steeper and steeper with increasingly difficult switch-backs until the inevitable happened. The DR ran out of power on a switch-back. Jam on the brakes, holler rapidly "get off, get off, get off," until we all flopped over and slid down the hill. Pretty embarrassing! My wife was impressed too!

Her question to me was; "Do you think this is too tough?" Now what would any guy say? "NO, it will be OK." Hell yes it was too tough, but we weren't going to admit it!

Our continued climb to the top was a lot slower and more cautious which probably accounts for us making it without further misshap. The surprise which waited over the top was an eye-opener! To get down was serious! There was about a half mile long ledge, loose rock covered, two-track trail from hell! The Boss (my wife) opted to get off and walked down as I slid down in low gear . . . pretty much out of control. The end of that little half mile deal offered up a pretty neat reward. It ended above the town of Telluride with about six miles of nice smooth switch-backs in order to descend about one mile. Off to our left was Bridal Veil Falls which is about a 200' waterfall unusual because it has a house perched at the very peak . . . wild. After stopping to see the base of the falls a decision was made to ride back on the highway. Bad plan!

The highway thing (again ignorance is bliss) turned out to be about 78 miles at 60 mph, not the DR's forte, but we made it.

The Boss abandoned me the next day (smart woman) and left me to go with Vernon Boatwright, Larry Bolander, Jerry Bohannon, and Tim Haslet. It was a fun group and the DR worked much better (see sidebar) with only one on it. To make a long story short . . . the scenery was great! The only real mishap occurred when we crossed the pass into Silverton. Here comes this little gaggle (us) down main street looking for a place to lunch and get something cold to drink. Bolander finds this really cool bar-eating place on a sidestreet and pulls in. Right after us . . . is the Sheriff. Hmmm! It seems Haslet's CR-250 without any sort of light anywhere, sporting only a front number plate with his last enduro row number on it did not pass the drive by "that might be legal" test. The Sheriff won. Not only did he win but I never experienced a moment where it looked like he might be losing control of the situation. He was good about it letting us stay and eat with a stern warning to; "not come back until your legal!" What's Haslet do? Goes in and orders a beer! I had a coke. I kept thinking about having to leave . . . and beer just didn't sound right!

The area around Ouray, Telluride, and Silverton is absolutely beautiful! Full of two-track trails that go just about everywhere. If you're into dual-sport . . . this is the place.

BJEC Poker Run

We moved the next day back over to Gunnison and then north to Spring Creek Area (Mosca Camp Grounds) meeting up with Mike Shown of MIKE'S MACHINE and a bunch of other folks who were out a day early. This place is neat! Forget

riding bike's for now . . . the camp area is cool . . . all by itself! We did ride bike's though. Mike was the mover and shaker behind this deal and laid out a couple of 40-50 mile loops that were fun with great scenery without killing anybody to get around them. . . it was fun. We spent a lot of our time filming with the camcorder and did get some fun footage. I haven't given anyone a preview yet as I'm still negotiating with Sam Lorenz of MOTO-SPORTS in Ft. Smith to see if he wants to donate some dollars in exchange for the tape. Sam did this big face plant thing in about a foot of running water on his big KTM dual-sport . . . it was epic!

Pete Dennison of A-Loop/MOOSE Racing showed up with his boys on day two joining in the ride and bringing a very cool riding jacket for the nightly poker drawing.

I have to stop right here and thank both Pete and Mike Shown for both their generosity in providing stuff for the drawings. Mike gave some really nice bike-

The DR.

I want to be careful here because David gets a copy of this and it's his bike. . . but! When we did that little fall-over . . . the left Acerbis, plastic brush guard EXPLODED! Apparently they don't take hits well at all on the side. The bike was very good considering it's a bone stock (down to the tires) DR-350 ES. The big problem is the seat. It's hideous! There are aftermarket seats available. Second is the weight . . . it is heavy!

Cool things are the electric start and ease of two-up riding. It was a very nice way to see the country. I see now why people like dual-sport . . . it's fun!

The bike needs: a new seat. Lower gearing (gears are gappy.) Real tires of just about any kind. Tougher hand guards. And some kind of suspension work as it will bottom at will at moderate trail speed with one person on. Gas range

is excellent. The weight probably wouldn't be all that bad at the trails this bike is intended for if the suspension were somewhere like Pro Action and got stiffened a little on both ends.

Did I mention how cool the electric start was? I not trust me . . . it is!

stands along with handlebar ends and other goodies . . . Thank You both!

About 35 riders and 50 people total showed up for both days, remarkable considering the distance we're talking about. I think as a first annual thing . . . it went well. Everyone there seemed to enjoy themselves. If you're thinking about going next year . . . ask around and see how these folks liked it . . . you will want to go!

BJEC Date changes

Henrietta, OK 6 October
Stillwater, OK 27 October
Chadwick, MO 10 Nov.

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Chadwick . . . Official News!

What needs to be registered? When the new fee system goes into effect at Chadwick on January 1, 1997, any OHV (Off-Highway Vehicle) or bicycle used on the trails must be registered. What exactly must be registered? The official definition: "Any motorized vehicle or mountain bike used outside camping and unloading areas in the Chadwick Motorcycle Use Area must have a valid OHV permit affixed to it (i.e. all vehicles used on trails or play areas.*)" If you drive or ride it on the trails, register it.

RV's and vehicles used to tow or haul OHV's need not be registered. Properly licensed vehicles (cars, trucks, street motorcycles, etc) need no permit since they can only be used in the roads and campground, not on the trail system. Mopeds, which will likely only be used on the roadway, do not require a permit, but according to state law, the operator of the moped must be licensed.

Who can register? The person registering a vehicle does not necessarily need to be the vehicle owner, but you will need to accept responsibility and liability for the vehicle's use. In order to register, you must provide the required information and sufficient funds (cash, check, money order, or traveler's check) for the permit requested, and sign a liability waiver. A parent or legal guardian must cosign the waiver/registration form if you are younger than 18 years old. A minor cannot register the vehicle in his/her name because a minor cannot legally accept liability for the vehicle's use.

What information do I need to register? To register, you need to provide your full name, address, telephone number, date of birth, and gender. For each vehicle, we'll need to know the make (Suzuki, Yamaha, Honda, etc) and type (2, 3, or 4 wheel,) and the vehicle identification number (if any.)

HAVE FUN AND STAY ON THE TRAILS!

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U.S. Forestry Service

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MO. State Scrambles!

LEIVAN LASSOES WESTPHALIA HS WIN!

August 11, Westphalia, MO. By: Frank Leivan

Steve Leivan and his Yamaha took their third Overall victory of the season at Round 9 of the Missouri Hare Scrambles Championship, after a spirited six rider battle that lasted nearly the entire two hour event. The 150 plus riders were greeted with an 8.6 mile course that consisted of long creek sections, grass track sections, fast fields, and wooded trails. Three days prior to the event, two and a half inches of rain fell on the course keeping the dust down and traction perfect for most of the race.

Chris Caplinger put his ATK our front on the start followed by Chris Thiele, Leivan, Leigh Letellier, and the Yamaha's of Ken Yount and Chad Busenbark. Near the end of lap one, Thiele make his bid for the lead but it was short lived as he blew a corner and bent his shift lever severely. Thiele would continue on in second position for the first two laps before heading to the pits to make repairs on his Kawasaki.

At the conclusion of lap three, Caplinger pitted for fuel and after lap four, Leivan did the same. About this time, Caplinger began to suffer brake problems and he dropped away from the lead pack. His position was taken over by hard charger Thiele who had put himself back into contention. Going into the sixth and final lap, the order was Letellier, Leivan, Yount, Busenbark, and Thiele all of who were seperated by only 16 seconds. Yount would be the first to drop off, suffering his first mechanical problem of the season with a broken chain. Shortly after, fatigue began to set in on Busenbark as he slowed and settled for fourth.

Back up front, Letellier and Leivan continued to battle for the win, and when Letellier bobbed in the creek with a lapped rider, Leivan was there to snatch the lead. From that point, Leivan aimed his Surdyke Racing, Answer, Pro Action, Dunlop, Scott, Sprocket Specialists, RK Chain, Motorcycle Stuff, Mike's Machine, Fredette Racing, NGK, factory backed WR 250 towards the checkered flag to take the win, just 15 seconds ahead of the battle for second between Letellier and Thiele. Letellier kept his KTM ahead by a bike length to claim second.

Greg Surdyke took his third win of the year in the competitive A Class, holding off the late race charges of Tanner Englands Honda and Mike Windmann. Seventeen year old Brock Busenbark continued his impressive season with his seventh win of the year in the 250 B class. He was followed by Chris Nesbitt, Casey Haynes, and David Gerbes, all on Yamaha's.

J.R. Hansen took his KTM 360 to victory in the Open class for the first time while Rick Carpenter did the same in the Super Senior class on his Suzuki. In the Vet class action, Dale Gulley finally made it to the finish after flat tires in the last several races, to take the win, and William Guffey continued his dominance of the Senior class taking his Yamaha to win number six.

In the 4-Stroke class, Kevin Boyle held the lead for two laps before suffering vision problems and dropping out. Les Busenbark took over and held off the son/father pairing of Travis and Gary Pilant to claim the number one position. Chris Snidle continued his consistant season of top three finishes, taking the victory over Brandon Forrester and Jesse Faulstick in the Junior class.

O/A 1. Steve Leivan (Yam) 2. Leigh Letellier (KTM) 3. Chris Thiele (Kaw) 4. Chad Busenbark (Yam) 5. Ken Yount (Yam.)

AA 1. Leigh Letellier (KTM) 2. Chris Thiele (Kaw) 3. Chad Busenbark (Yam) 4. Ken Yount (Yam) 5. Chris Caplinger (ATK.)

A 1. Greg Surdyke (Yam) 2. Tanner England (Hon) 3. Mike Windmann (KTM) 4. Kevin Harmon (Yam) 5. Charles Thiele (Yam.)

125 B 1. Derek Zinchuck (Yam) 2. Mike Guffey (Yam) 3. Jeff Oberkfell (Suz) 4. Nathan Gladback (Yam) 5. Andy Laplante (Yam.)

- 200 B 1. Kevin Betts (Kaw) 2. Robert Armon (Kaw) 3. Matt Mannering (Kaw) 4. Randy Wagahoff (Kaw) 5. John Ardrey (Kaw.)
- 250 B 1. Brock Busenbark (Yam) 2. Chris Nesbitt (Yam) 3. Casey Haynes (Yam) 4. David Gerbes (Yam) 5. Donnie Mathis (Hon.)
- 250 C 1. Jake Bishop (Suz) 2. Nick Crawford (Yam) 3. Justin Bowen (Yam) 4. Bruce Lange (Kaw) 5. Bryan Roy (Kaw.)
- Open B 1. J.R. Hansen (KTM) 2. Robert Brake (Kaw) 3. Duane Rambo (KTM) 4. David Dillingham (KTM) 5. Rick Daubenspeck (Suz.)
- 4-Stroke B 1. Les Busenbark (Hon) 2. Travis Pilant (Hon) 3. Gary Pilant (Hon) 4. Joseph Armon (Hon) 5. Mel Hinds (Hon.)
- Vet 1. Dale Gulley (Yam) 2. Jerry McCasland (Suz) 3. Chris Hutson (Hon) 4. Elston Moore (Suz) 5. Brent Scrivner (KTM.)
- Senior 1. William Guffey (Yam) 2. Jimmy Jones (Kaw) 3. Everett Shinault (Hon) 4. Jim Yount (Hon) 5. Jim Ortals (KTM.)
- Super Senior 1. Rick Carpenter (Suz) 2. Jim Letellier (KTM) 3. Jerry McComber (Hon.)
- Junior 1. Chris Snidle (Kaw) 2. Brandon Forrester (Yam) 3. Jesse Faulstick (Kaw) 4. Collin Sheridan (Kaw) 5. Korey Danz (kaw.)
- Trail Rider 1. David Rinehart (Hon) 2. Jeff Miller (Suz) 3. Rod Busby (Kaw) 4. Keith Hayden (Suz) 5. Roger Barnes (Hon.)

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TID-BIT'S?

DUAL SPORTING That Vernon Boatwright guy (in his 70's) took his DR-650 on a dual-sport excursion while in Colorado and invited some "young" guy's along. Larry Bolander and Jerry Bohannon (both in their 40's) and proceeded to log 140 miles in one stint. I noticed nobody was jumping up and down to go with Vernon the next day!

SIX-DAYS GUY I'm out filming the riders as they come through laughing and joking with everyone as most stopped to see what was going on. It was a low-speed fun type of thing until Steve Vanzant came through with his Six-days helmet looking like he was on a special test . . . and late! I saw him about three times in that loop and he kept the same pace . . . call it a 50 mile special test?

THE SHOWER? Mike Shown and the guy's from Kansas City had this really cool shower unit (an old Army emersion heater in a 50 gal drum) that made cleaning up as nice as being at home at the end of each day. The problem was

every time they went to light it, it would belch fire and smoke about 10 feet out of the stack before it calmed down and ran. Picture 6 or 7 guy's standing around while one would light it . . . then they would all run and hide behind tree's. It was a hoot! I tried to get it on film but by the time I got organized (2nd day) they had figured out how to light it without the BOOM! Damn! I hated to miss that!

THE BRIDGE I'm happy to tell you that the BJEC riders left the area a little better than when they found it. There was a 30 foot log bridge in this bog on the side of a hill with big holes in it. Several of the guy's took tools and repaired that thing making it passable again. Good job BJEC!

COLLINS-Cannon Creek Enduro should be a great event. We snuck up there a couple of weeks ago for some trail riding. They've cleaned out the trails, picked up the rocks (not really) and have everything well groomed. Don't miss this one! It happens on 8 September, be there!!!

QUIVERING FLESH? It seems a group of fast guys including Steve Underwood, Rusty Reynaud, Jamie Jennings, Terry Brumley, and Allen Haynes all went to Colorado the week after the BJEC thing. Last month I reported on Underwoods Colorado bike, a WR 500 with trick suspension. It seems that wasn't enough as RUSTY REYNAUD reports: "I saw Steve do this large version of a Tiny Avenger . . . Superman flight, into a boulder pile at about 30 mph with the 500 following him in like a smart-bomb. When I got there, Steve was a quivering, whimpering mass of human flesh crawling around in the boulder pile with tears in his eyes!" Hmmm . . . If a WR-500 followed me into a boulder pile at 30 mph . . . I might have a wet spot!

XR-400 Larry Bolander showed up in Colorado sporting on a new XR-400 that was very cool. It was the first time I had ever really been around one. It was layed over several times and always started on the first or second kick. The thing looks very cool . . . and Larry's back riding very well.

AIR PRESSURE? You wouldn't think air pressure going from our area to Colorado would matter on a fork tube but I talked to several people who had fork seal problems there. One of mine leaked in the trailer! I bled the forks, got a ton of air out of the other side and went and rode. It stopped leaking. "I think" it's an air pressure thing. You might want to loosen the bleed screw for the journey out there if you go . . . it can't hurt.

'97 KTM's I understand that Surdyke Yamaha/KTM in Marionville just got their first '97 KTM in the other day which means everyone is getting them. If you haven't seen them . . . they promise to be very cool with bigger forks, different ignition, beefier swing arm, and gray and black graphics! Sorry they're still orange, but a slightly brighter hue. Check them out.

TEST BIKE'S! Pete Dennison and his boys showed up in Colorado to ride with us on a tricked out XR-400 and a very trick KDX-200 for one of the boys. It's the same KDX that was tested in *Dirt Bike* last month. It must be hard to take . . . having to ride those bikes after they're tested . . . what a life!

VOO-DOO? Petes boy was on the KDX as I noticed a funny looking chrome valve stem cap on the tires. When I asked him about them he grinned and just pointed . . . they are little chrome skulls with "I think" red eyes. Check out the photo's in *Dirt Bike*, you'll see I'm right!

COMPTONS ROAD! The trails in Colorado were very good but the road getting there (the last 16 miles) was incredibly rough! It consisted of a wash-board gravel thing that just went on-and-on. There were only two techniques. Go 8 mph and ride it out, or like the locals, go 45 mph and get up on top, on plane. Every single person who arrived got out and immediatly said choice words for the road. Since Mike Shown of MIKE'S MACHINE layed out the course he was approached first . . . and often about the road. I first heard him in denial which soon changed to a simple explanation that shut everyone up . . . Harold Compton layed out the road section! If you rode Henrietta . . . no further explanation was needed! Smooth move MIKE!

THE MOVIE I spent a lot of time filming this trip with the camcorder. It ended up to be mostly scenery of different parts of Colorado with the end containing some good, fun footage of the BJEC thing including a muddy creek crossing that had everyone laughing. I plan to make that available as soon as I figure out what the tapes cost to buy, and mailing fee's. The other hold up is that it's a very nice, clean tape that an entire family can watch and get a kick out of . . . almost. Michael Silger (Lead Belt Enduro fame) through a wrench in the works as I was panning the camp area near Pete's MOOSE box van. Slowly panning, turning a 360 degree circle with the camera on full zoom when the lense filled with this horribly ugly, hairy, nasty, foul . . . THING! I almost dropped the camera before I realized it was Silger giving me this MAJOR moon! Now I'll have to edit that out . . . or, if you were one of those that flatted a tire at the Lead Belt Enduro . . . you might want to see "this end of Michael?"

FACTORY RIDERS! Maybe the coolest thing on the tape is the camp, kids race. Kenny Williams filmed that for us and it was a hoot. Most of the 50's had quit running at the high altitude so, they all took turns on the available bike's. Race faces on, three or four to a moto. Crash's, creek crossings (well . . . a six inch wide creek anyway) and general mayhem . . . it was fun! Kenny "interviewed each winner" trying to get valuable insight into their techniques. Maybe the best part is, there wasn't a winner . . . they all won!

I hate to accuse someone of this but I think I saw Mike Shown in this race. It was him or some kid got on his borrowed WR-250 and did a few hot laps.

The "Tiny Avenger" would be "hot" if he heard about this . . . stealing his thunder?

MO. STATE SCRAMBLES

CAPLINGER CAPTURES CANTON HS

August 18, Canton, MO., By: Frank Leivan

Chris Caplinger took his second victory of the Missouri Hare Scramble Championship at round 10 in Canton. The eight mile course, laid out by the Coffee Creek Dirt Riders, was saturated with rain the two days prior to the event, which made it a challenge for all 118 riders. Several course changes were made prior to the start in an attempt to keep bottlenecks to a minimum, and the course held up incredibly well.

Steve Leivan put his factory backed Yamaha in the lead position at the start, followed by the Kawasaki of Chris Thiele and KTM mounted Leigh Letellier. The first lap became a game of follow the leader while the course got beat in and the lead riders familiarized themselves with the trail.

On lap two of the six lap race, Leivan and Ken Yount, also on a Yamaha, began to pull away from the field and looked to be making it a two man race as they traded the lead several times on laps two, three, and four. On lap five, Caplinger, on his Donelson Cycles backed ATK, made up time and reeled in the leaders, passing both Leivan and Yount before the end of the lap. Leivan suffered three crashes on lap five, before twisting his bike and losing valuable time, trying to regain the pace.

At the end of lap six, Caplinger took the win followed closely by Yount, while Leivan rode in some 20 seconds later. Chad Busenbark carded a respectable fourth place overall ahead of a frustrated Leigh Letellier whose ride was filled with crashes and bouts with lapped traffic.

In the A class, Mike Windmann took another victory placing sixth overall. For the first two laps, Windmann held the overall lead on adjusted time. He was followed by Yamaha rider Kevin Borts who also finished inside the top two overall. Tanner Endland took his Honda to third in class.

David Gerbes took his first win of the season in the highly competitive 250 B class ahead of Ash Okorn, and Yamaha riders Casey Haynes and Brock Busenbark. In Vet class Action, Cale Gulley took his second win in as many races after an early season that was filled with flat tires. He was followed by John Newberry and Jerry McCasland.

The 4-stroke class was a Honda benefit as the first eight positions were filled with Red Riders. John Yarnell was the winner followed home by Kevin Boyle and Gary Pilant. Todd Reed took his Yamaha to the 125 class win ahead of Derek Zinchuck and Vince Throckmorton, who was competing for the first time since 1992.

O/A 1. Chris Caplinger (ATK) 2. Ken Yount (Yam) 3. Steve Leivan (Yam) 4. Chad Busenbark (Yam) 5. Leigh Letellier (KTM.)

AA 1. Ken Yount (Yam) 2. Steve Leivan (Yam) 3. Chad Busenbark (Yam) 4. Leigh Letellier (KTM) 5. Chris Thiele (Kaw.)

A 1. Mike Windmann (KTM) 2. Kevin Borts (Yam) 3. Tanner England (Hon) 4. Kevin Harman (Yam) 5. Dam Gosnell (Yam.)

125 B 1. Todd Reed (Yam) 2. Derek Zinchuck (Yam) 3. Vince Throckmorton (Hon) 4. Ryan Barron (KTM) 5. Luke Manion (Kaw.)

200 B 1. Kevin Betts (Kaw) 2. Randy Wagahoff (Kaw) 3. Robert Armon (Kaw) 4. Matt Mannering (Kaw) 5. David Bishop (Kaw.)

250 B 1. David Gerbes (Yam) 2. Ash Okorn (Hon) 3. Casey haynes (Yam) 4. Brock Busenbark (Yam) 5. Luke Morgenroth (Suz.)

250 C 1. Jake Bishop (Suz) 2. Bruce Lange (Kaw) 3. Mike Potter (ATK) 4. Kent Mannering (Hon)

5. Bryan Roy (Kaw.)

Open B 1. David Dillingham (KTM) 2. Mike Burkhart (Hon) 3. J.R. Hansen (KTM) 4. Wayne Hatfield (KTM) 5. Duane Rambo (KTM.)

4-Stroke 1. John Yarnell (Hon) 2. Devin Boyle (Hon) 3. Gary Pilant (Hon) 4. Les Busenbark (Hon) 5. Kurt Mirtsching (Hon.)

Vet 1. Dale Gulley (Yam) 2. John Newberry (KTM) 3. Jerry McCasland (Suz) 4. Brent Scrivner (KTM) 5. Andy Long (Suz.)

Senior 1. Jimmy Jones (Kaw) 2. William Guffey (Yam) 3. Herb Faulstich (Yam) 4. Jim Yount (Hon) 5. Rick Whelove (Hus.)

Super Senior 1. Bob Caplinger (ATK) 2. Rick Carpenter (Suz) 3. Gary Busenbark (Hon.)

Junior 1. Chris Snidle (kaw) 2. Colin Sheridan (Kaw) 3. Levi Rawson (Yam) 4. Brandon Forrester (Yam) 5. Zack Mabery (Hon.)

Trail Rider 1. J. Kuechenmeister (ATK) 2. Mike Dieckhaus (Yam) 3. Troy Hancock (Hon) 4. Barry Maupin Jr. (Hon) 5. John Price (Kaw.)

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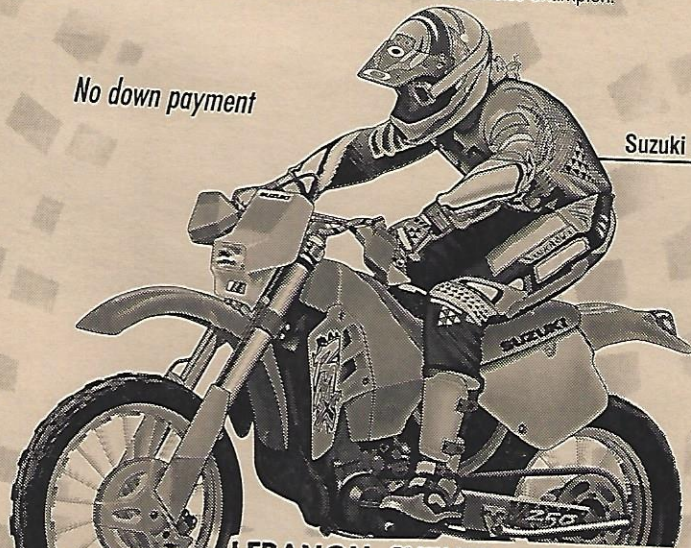
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- Improved Automatic Exhaust Timing Control (AETC™) provides generous torque at low RPM, impressive acceleration at higher ranges.
- Multi-time ISDE Gold Medalist, AMA National Enduro Champion and AMA National Hare Scrambles Champion.

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Suzuki RMX250



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At Suzuki we want every ride to be safe and enjoyable. So always wear a helmet, eye protection and protective clothing. Never ride under the influence of alcohol or other drugs. Study your owner's manual and always inspect your Suzuki before riding. Along with concerned conservationists everywhere, Suzuki urges you to "TREAD LIGHTLY" on public and private land. Preserve your future riding opportunities by showing respect for the environment, local laws and the rights of others when you ride. Professional rider pictured.

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