

2008 Race Journal

Spring finally arrived in Indiana except it came with record rainfalls and flooding. Between the rain, cold and me traveling I did not get a chance to ride in March at all. Luckily the first Hare Scramble was cancelled. Stoney Lonesome MC would have the first race of the year on April the 11th. So I got a 20 mile ride in the week before and was plenty sore for a few days.

Things were starting to dry up from the floods but we got some more rain so the first race would be real muddy. I still had my original Dunlop tires on my KTM but decided to go with new Michelins front and rear for this one. I had a good start; especially for Stoney. Their starting area sucks; you actually start amongst the trees. I was in no hurry to sit in the cold 39 degree weather so by the time I lined up with the Super Senior and Senior B line; it was about full. So I lined up to the far right. We made a quick turn to the right in some nasty; soupy; slop. A lot of guys went way wide and I was already to the right so I made quick turn and was getting around a few guys. My decent start had me; maybe in the top 1/3 or better from the 30 riders on our row. We went down behind the clubhouse and back up the rocky hill and bikes were struggling off to the left of the hill as I stayed on the right side passing a few more old guys. Then we came to the knarly ravine of boulders with only one line up. I made my way up stalling once as a rider was hung up in front of me. I was wishing I had the button to refire and get going. I got the KTM 200 refired with just a few kicks and finally made it. I tried not to look too tired for the next check point as it was a friend of mine so I tried to make it look like I was having the time of my life when really; I was a little winded. After the check; was another ravine with bikes hung up in a deep rut. I took another line that worked well enough and I got around the stuck bikes. I came around to complete lap one after 25 minutes showing me 4th in my class. I was getting along really well in the muddy conditions but the knarly rock ravine full of massive boulders really zapped me on lap 2. So after my friends check I took a brief pause as my bike was overheating and so was I. Motored on and completed lap 2 and had moved up to third. I sure wasn't looking forward to the rocky ravine hill for the third time. This time as I was approaching the rock ravine I fell over and had to wrestle my bike a few times and was exhausted before I even attempted it. Got a drink and made my attempt. I didn't get too far before I was hung up. I spent some time restarting, pushing, and falling over. I finally make it to the top and this time there is no faking that I am having a great time. I am as about as hot as the KTM. I take break and take my helmet off and get a drink. Finally catch my breath and take off to complete my third lap. I was sure this would be the final lap because this lap has taken me forever and now some of the bikes are lapping me and not sure if any are in my class. One thing for sure this was going to be my final lap no matter what flag they show me. With no more get offs I complete lap three and see the checkered flag and held my third place position. I needed to get home and get things ready to go out of town on vacation so I didn't stick around for the scoring and Plaques. The scoring

was correct and I got third. The next race would be real close to home but I had planned a vacation in California to check out some Speedway Bikes and the beach!



I had just got back in town from California and didn't have too much time to get my bike race ready and noticed I didn't have much of a front brake but it was time to head to Indy to spend the night before driving up to Plymouth Indiana for the next Hare Scramble. I had some of a brake as long as you really pulled hard on the lever. I lined up next to Matt Yeiter knowing I could trust him and he usually gets good starts. We left the line together after getting the green flag from Clifford Bean as we headed for the long sweeping first turn through the wide open field with a little sand. It was Matt and I first and second. As we made a few more turns and I was passed by three bikes so I went in the woods in about 5th place but as we hit the sand in the woods one rider went down and then I eventually got around few more and could see the leader of our class. We then started catching the classes in front of us and I couldn't get around them as the trail was tight. As the trail opened up I finally made some passes. The trail was nice but the fields were dusty. The trail was a bit shorter than usual and some of the trail was fast so were having some fast lap times of around 15 minutes. I could catch the leader but never get around him. After the second or third lap I got passed by Ross Alcorn in my class. But as soon as he got around me a rider crashed in front of him and he couldn't get around as I blasted around both of them. I hammered down to try and pull away. I tried to really step it up in the tight stuff as the bigger bikes make time on me in the fields. It was working as he never passed me back. I caught the leader and stayed real close but then another rider got between us and he finished about 40 seconds ahead of me as I finished 2nd in my class out of 19. I always enjoy the trail at Plymouth and feel

like if I was a little faster in the open sand I could beat the dude on the Yamaha 250; so if I am to make the fall race I will be there to win.

Cleaned up my front brakes and now I have a good front brake for Stoney's next race. Looks like the trail should be good as we got some rain on Friday and the forecast for Sunday is Sunny and 60 degrees!!

The trail was muddier than I thought but the sun was out and not too hot. I had a pretty good start for Stoney and was in the top 6 in my class before the deep ravine and first hill. As I approached the ravine I noticed a stump and was applying too much front brake and hoping to avoid the stump I dumped the KTM. I wasn't use to the front brake since the last race I didn't have much of one. So as I picked up my bike as bikes would fly up the hill with a few getting hung up. I recovered and passed a few back on the hill but I was not feeling to racy at this point. I completed one lap as conditions were real slippery to say the least. I must of fell over four times on my first lap and came around in 7th place. I ended up finishing in 4th place out of 15. I just missed the podium by one minute and 17 seconds. Went home with a little plaque and had a great time except for all the crashes on the first lap!

The next race would be at Mathews Indiana at the cover bridge hosted by the Muddobbers MC. They had a seven mile loop with two river crossings. The river was high but trail boss Brent Floyd informed us at the riders meeting they were crossable. I had a good start and went into the woods in 4th place. It wasn't long before the first bike in front of me got hung up on a root on top of a small steep hill and was right behind him. There was an alternate route around the root and sure wish I had seen it as I was being hung up a bit by him. So he eventually got up over the root as numerous old guys in our class passed us. We then came up on a big log crossing with bikes hung up. As I approached the log jam there was trail around it with a banner but bikes were already roosting around the log so naturally I did the same and was able to pass a few of the old guys back. Next was the river crossing. I made it about 90 percent across the river before I stalled my bike in the shallow part of the river with guys getting hung up on the hill out of the river and a few stalled in the river. I re-fired and picked a line and was on my way but a few more got by as I was starting my bike. I had probably fallen back to about 12 place after one lap. I had no other problems with the trail or river crossings until the last lap and the last crossing. I got into some deep water and the current was strong and somehow I fell over; drowning my bike. I was close to the sand bar / island. I was able to push my bike up on the island where Club Member Jeff Kirkwood was helping sorry asses like myself. I had been smart enough to have a plug wrench and new plug with me. So I turned my bike upside down with plug out and Kirkwood spun the rear wheel as gallons of water come gushing out the cylinder and exhaust pipe! ☹. After draining the carb bowl and wringing out the filter it was time to bring the KTM back from the dead and complete my final lap!:) We kicked a while and the XC 200 came to life. A quick blast thru the river and up the big hill and I was on my way before realizing I still had the choke on and I barley made the big hill. Got the choke turned off and the XC was ripping again. Finished in 14 place out of 25 completing four laps.

The next race was the HTR race real close to home. I chose to take pictures instead of racing. I was scheduled that Monday to have some work on my neck. I have had neck pain from an off road accident some time ago and decided to try a minor surgery so racing the night before was not the right choice.

This is where I left my racing journal that I had been updated a few years ago. Long story short the procedure did not help my neck and I did not go back for second procedure. I don't like the idea of needles in my neck so I continued to ride and only race occasionally. My neck wasn't any worse than previous years. I was just getting burnout on Harescrambles even though I had started out the season with a 3rd 2nd and 4th in the Sr. B class. I rode a couple more races finishing 6th and 8th. The Plymouth race was coming up in Oct and I was ready with a new GPR steering stabilizer (hoping that would eliminate some of the high speed wobbles/head shake) and a set of new soft compound tires for the sand.

I drove up from Indy by myself in the early morning. Conditions would be good with some mud and sand but not real muddy. As I lined up on the starting row I was looking for the Yamaha 250 that beat me in the Spring and sure enough he was there. I was confident I could get a good start with the KTM on the long left handed sweeper in the open field. I just needed to keep it hammered thru the sandy field leading to the woods. I lined up to the left and as Clifford raised that green flag the KTM 200xc fired and I dumped the clutch in second gear and was off as I swept thru the first turn in the lead then as I entered the next sharp turn my bike jumped sideways and I was able to save it thinking I would now get passed but I didn't until the last long straight away as two bikes got me before we entered the woods. I kept them in sight; the leader was the Yamaha so I really needed to keep him in sight. I eventually got around the second place rider and was able to keep with the leader. In some of the tight stuff I was right on him and then we entered some deep whops in the sand and he missed judged one and went down as I hammered on by him for the lead or at least I presumed it was the lead of our class. I was determined to haul ass in the open fields because I knew I could hold my own in the tight woods but needed to haul ass in the fields especially now that I have my top dollar GPR steering stabilizer. I continued to charge hard and try and stay relaxed. I was able to hold the lead for the next 5 laps and won by a minute and a half with my last lap being my fastest.

That pretty much concluded my 2008 season.

In 2009 I didn't race much. I did 4 out of 5 races in the Southern Indiana Series with a best of 4th place.

2010 ??????????

Rebuilt the KTM 200 top end and had the suspension revalved. The bike is race ready but not so sure if I am ready to race much this year.

