



[www.prospectorsmc.org](http://www.prospectorsmc.org)



# PROSPECTOR POOP

The never ending journal of the Prospectors Motorcycle Club

December 2011 / January 2012

**GRAND PRIX:** Our 26<sup>th</sup> Annual California Grand Prix was... Great! Once again, the riders absolutely loved the course and the supreme traction that pinned the fun meter. Ah, but it was cold - not too cold for racing, just cold for working an event. Toni, our sign-up and scoring expert, told us the following >

Our total entries were 847. All in all I think we had a great weekend, could have used a little warmer weather, but all is good.

**Toni**

We asked Referee Steve for a report, and he said >

The total entries were 847, up about 10% from last year. On the district message board it was called the best GP of the year, the weather held out and made the course stellar, and the layout was loved by all and well maintained.

The Prospector turnout was good and we had all the needed positions filled. We had a great deal of work done by the Hosers, now called 'The Amazing Hosers'. Mike and Scott were non-stop and deserve extra kudos - thanks to the entire group. Everyone who came out and did their thankless jobs gave 110%.

It was the first time we ever had a man hunt going on during the races. The play rider that assaulted Doug was apprehended by our own Pat Watson acing out the fleet of rangers in on the man hunt. I'm hoping it will be on a future episode of *Cops*.

We had three reported injuries - two Magnums, one with chest pains after his race, another with his bell rung. The third was a young lad that was in his first pro race (the team race) that flat landed a huge jump and broke both wrists on the landing. He did land the jump, then pulled over and dropped the bike.

We had the usuals stay over to wrap up the final details. Hats off to all. A GP would not be complete without a few A@%&@!es, but all in all everyone was nice and had a great time. There was one rider that we accomodated so he could ride a race. He was in his 70's with cancer and given 3 months, this ride was on his bucket list, and he rode a lap followed by his son. Then of course there was the tribute to Dave Oakleaf. He usually had dinner with Bill and myself so we set an extra place for him.

That is it in a nut shell, just another typical PROSPECTOR GRAND PRIX. All your hard work was transformed into a fantastic event.

Thanks to all,

*Steve*

**ProspectorsMC.org: Webmaster Mark has rebuilt and upgraded our website! Be sure to check it out, its looking good. Also, Mark has requested that members post their photos, etc, to the Gallery.**

***Story Time with Steve!* On the home page, click on the photo of Steve Cole to watch him tell this month's short story of Prospector history - good stuff. What is really cool is that in the video you can see how well attended our meetings are.**

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**CLUB MEETINGS: Our next meeting will be Tuesday evening, February 7 - there is NO meeting in January. Kurt's Clubhouse is located at 4100 Stevely Avenue, Lakewood CA 90713. Next club newsletter will be mailed during the week of January 23 thru 27, will include the official District 37 competition events schedule for 2012, and will also have results from the District 37 RHR Enduro. For a peek at the 2012 District 37 Sports Calendar, go to**

**[www.District37ama.org](http://www.District37ama.org)**

**NYFM: Our New Years Field Meet will be Friday, Saturday, and Sunday - December 30 thru January 1! Location is the New Thanksgiving Spot - bring food, firewood, dry Christmas trees, old lawn chairs, a bike with a headlight, and help us bring in the New Year in true Prospector megabonfire style. Moon phase - about half, waxing, already up at sundown. This is off of Hwy 395 and the coordinates are >**

**N 35° 32.185' W 117° 39.673'**

**HERO POINTS: Bill Booth sent us a check to help with postage, and we thank him for that. He also sent along a great handwritten letter that we would love to feature but this is somewhat of a family publication so we won't. We hear ya Bill, things are not as they were.**

**Debbie Hopkins also sent us a check for postage, and, as always, she was one of our workers at our GP. Her and Linda Smart held down part of the motocross track with caution flags and 2" firehose for watering the course, and we got lucky in terms of not having to water too much because the ground was basically moist already.**

**That side of the motocross track was also worked both days by Wildman, Tom Cron, Steve Cole, Keith Kubachka, Don Doerksen, Jim Carlson and his girlfriend, plus others. Everyone who was at the event and helped is a hero, and it is good to see that the Grand Prix segment of the sport is so healthy in these challenging times.**



**Rick Levine powers thru one of the obstacles at the Viewfinders GP**

**GP REPORT: Viewfinders Grand Prix, Ridgecrest, October 1 and 2!**

**Race 2, Saturday:**

Jamie Trulove

2<sup>nd</sup> Woman Intermediate

Denise Olson

3<sup>rd</sup> Woman Novice

(plus 2 Prospector DNF's)

**Race 3, Saturday:**

Steve Bebeck

12<sup>th</sup> Magnum Open Expert

Mike Garrett

18<sup>th</sup> Magnum Open Expert

(plus 1 Prospector DNF)

**Race 9, Sunday:**

Kurt Hintz

2<sup>nd</sup> Classic Expert

Doug Clagg

3<sup>rd</sup> Classic Expert

Ted Tweet

2<sup>nd</sup> Classic Intermediate

Mike Palmer

4<sup>th</sup> Classic Intermediate

Rick Levine

5<sup>th</sup> Evo Intermediate

Butch Nelson

2<sup>nd</sup> Vintage Expert

Vinnie Mandzak

3<sup>rd</sup> Vintage Expert

Mike Garrett

5<sup>th</sup> Classic Expert

(plus 1 Prospector DNF)

## Viewfinders Grand Prix, results continued >

Race 11, Sunday, on the short course:

Hayden Hintz	4 <sup>th</sup> Youth Mini Novice
Will Levine	5 <sup>th</sup> Youth Mini Novice
Max Hintz	3 <sup>rd</sup> Youth Mini Beginner

(plus 1 Prospector DNF)

**GHOST RIDER:** The 32<sup>nd</sup> annual Ghost Rider Enduro was held October 16, hosted by the Training Wheels MC in the Spangler Hills, and the weather was good - 90 degrees with a slight breeze. Loop 1 was 44 ground miles of mostly fun stuff with a few rocky uphill thrown in to make it interesting. Loop 2 was 35 miles and considerably more difficult, and Loop 3 was 15 miles and probably very tough and very rocky. (Magnums are 'two-loopers'.) Total entry was 194 riders.

**Prospectors!** At this event last year we had our usual 8 riders, plus one chase rider. Some years we have more than that, but this year not so many. As promised in our previous newsletter, here are the results in order of overall finish >

<u>Rider</u>	<u>Class Finish</u>	<u>Enduro Points</u>	<u>Desert Points</u>
Tom Marshall	4 <sup>th</sup> Magnum Open B	4 <sup>th</sup>	2 <sup>nd</sup>
Mike Hastings	11 <sup>th</sup> Magnum 250 B	10 <sup>th</sup>	

PhotosbyGrumpy.com



2011 Ghost Rider Enduro

**WANT AD: Kathy Hopkins has family looking for scooters, and here is the email she sent us >**

Hi! If anyone knows of anyone selling a Yamaha Pee Wee 50 (preferably with training wheels on it) and a Yamaha TTR 50, my son is looking for both for the kids. If you know of anyone, please forward my email address to them. If they can send pictures, how much they want, and how to get ahold of them that would be great.

Thank you,

***Kathy Hopkins***

[kthyhop@aol.com](mailto:kthyhop@aol.com)



**2011 Yamaha TTR 110e**



1960 Honda C100 Roadster (49cc)

After studying the Honda Red Book, we know the following:

The Honda C100 Roadster was not sold in the United States, ever, which explains why we have never seen one before. This example is currently in California and was probably brought over by somebody who was not a dealer.

The Honda C100 that was sold here in the United States was the 1959 thru 1962 'C100 Super Cub', that was also not a 100cc bike. It was a 49cc step-thru, or early 'Honda Trail 50' with 3-speed 'automatic' transmission (centrifugal clutch). Good campground bikes at the river.



**DOWNHILL: What did Pops Messer say about long and steep downhills?**

- A) "Go as slow as possible at the top and only use the front brake."
- B) "Go as slow as possible at the top and only use the rear brake."
- C) "Go as slow as possible at the top and use both brakes."
- D) "Put it in 3<sup>rd</sup> and let it go."

The answer is D). Did you have any doubt? Bill 'Pops' Messer was a great downhiller and one of the first riders to earn number 1x after the start of the Lightweight 250 Division in the late 1950's / early 1960's. At the time, anything smaller than a 500 was not considered a real motorcycle, which has everything to do with how they arrived at the name 'Lightweight'.

And the winner is... (faster, better, easier in the tight stuff, please...) Dan Puetz! Next to call it in was Steve Cole, and the margin of victory was 3 hours and 3 minutes. The next day we also received the correct answer from Allen Welcome, Doug, Cinco, and the phone team of Butch & Toni - in that order. Of those responses, five were by voice mail, and the 4<sup>th</sup> place finisher was by email. Three days after that we heard from Hoser Steve, who also knew what Bill said.

**GYTR: Going all the way back to the 1960's and still with us today, if a Yamaha race bike has 'Gyt Kit' parts, it is trick and faster than stock. The actual Yamaha designation for these performance motor parts, frame kits, etc, is 'GYTR'. What does 'GYTR' stand for?**

- A. Great Yamaha Trick Racing
- B. Go-faster Yamaha Tuned Raceparts
- C. Genuine Yamaha Technology Racing
- D. Glendale Yamaha Tuned Raceparts

Happy Holidays,

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PhotosbyGrumpy.com



Wildman, Tom, and Kubachka at our 2011 GP