



AMA Motorcycle Hall of Fame APPLICATION FORM

Person submitting this application

Name DAVEY COOMBS / CARRIE COOMBS / RITA COOMBS
 Address 122 VISTA DEL RIO
 City NORGANTOWN State WV Zip 26508
 Telephone 304.284.0084 Email dc@racerxonline.com
 Relationship to applicant LONGTIME JOURNALIST carrie@mxsports.com
: ACQUAINTANCE

Applicant information

Full name GARY DENTON
 Nickname (if applicable) "CHINO CHARGER"
 Current address 13681 SAN JUAN COURT
 City CHINO State CA Zip 91710
 Phone 909.240.1295 Email dentonmang@gmail.com
 Birth date MARCH 25, 1958 Date of death (if applicable) _____
 AMA number 951290 Hometown and state (if different from current) _____

Era of accomplishment? Pre-1940s 1940s 1950s 1960s 1970s 1980s 1990s 2000s
 Please select the category(s) in which you feel the applicant achieved the greatest prominence. (See next page for category descriptions.)

Non-competition categories

Ambassador/Industry Design/Engineering Leadership/Motorcycle Rights Advocates

Competition categories

Dirt Track Motocross/Supercross Off-Road Roadracing Specialty Competition

ATV MIX
ATV FLAT TRACK
ATV TT

The applicant has achieved prominence primarily at what level?

Local Regional National International World
8 National Championships titles and _____ National Championship event wins
 _____ International Championship titles and _____ International Championship event wins
 _____ World Championships titles and _____ World Championship event wins

Please provide with this submission form:

1. A short biography describing the applicant's role in his or her field of expertise and the specific lasting impact the applicant made to American motorcycling.
2. An original or equal-quality photograph of the applicant that clearly shows his or her face.
3. Support materials and copies of media coverage highlighting the applicant's achievements.

Questions? Please call Bob Chaddock or Sean Maher at (614) 856-1900.

Signed: [Signature]

Date: Dec. 13, 2013

Mail application form to:

Attn: Bob Chaddock
 AMA Motorcycle Hall of Fame
 Motorcycle Hall of Fame Applications
 13515 Yarmouth Drive
 Pickerington, OH 43147

Or email: rchaddock@ama-cycle.org

Applications must be received by Dec. 31 of each year to be included in for the following year's ballot. Submissions become the property of the American Motorcycle Heritage Foundation.

PHONE (614) 856-1900 • FAX (614) 856-1920 • INFO@MOTORCYCLEMUSEUM.ORG • MOTORCYCLEMUSEUM.ORG

The Motorcycle Hall of Fame is administered by the American Motorcycle Heritage Foundation, a 501 (c)(3) non-profit public foundation devoted to the preservation of America's motorcycling heritage.



October 31, 2011

Motorcycle Hall of Fame Museum
13515 Yarmouth Drive
Pickerington, OH 43147

Re: Nomination of Gary Denton

Dear Committee,

We would like to take this opportunity to place in nomination, eight-time AMA/ATVA National Champion, Gary Denton, for consideration as a 2012 Inductee into the Motorcycle Hall of Fame.

For more than four decades, All Terrain Vehicles (ATVs) have been the vehicle of choice for millions of individuals within the US community of off-highway vehicle recreational enthusiasts. These vehicles have evolved from low-performance, three-wheeled, recreational products in the early 1970's, to the highly developed sport, utility and competition four-wheeled machines that are available today.

As these machines evolved technologically, the sport of ATV Motocross grew with market sales, and in 1983 the AMA formally recognized ATV motocross, flat track and cross-country competitions within the sanctioning structure of the association. The following year, the first National Championship Professional and Amateur ATV competition programs were developed and implemented inside the AMA's ATV affiliate organization, now known as ATVA. These programs have run annually and have crowned amateur and professional champions every year since 1984.

Since this formal recognition of ATV competition by the AMA nearly 30 years ago, thousands of ATV riders have competed for event wins and series titles in ATVA Sanctioned National Championship programs. However while the ATV market and the sport of ATV racing has experienced highs and lows throughout that time, one individual never stopped fighting to keep the sport of ATV racing alive. On the track, Gary Denton stands out in history for his remarkable achievement of eight-consecutive AMA/ATVA National Championships. While competing first as a privateer and then as a full factory rider for some of the greatest teams in the history of the sport, Gary Denton, demonstrated an unequaled dominance of the sport of Professional ATV competition, winning the AMA/ATVA National Championship every year from 1987 to 1994.

Moreover, Denton introduced a level of professionalism and promotion to a sport in its infancy, becoming one of the first stars of four-wheeled racing in the 1980s. When the sport experienced a lull through the early 1990s, Denton was there with his relentless promotion, running privateer teams with a factory look and feel, and helping keep ATV racing at a high profile within the industry. It's very possible that ATV Motocross would not have survived at all had Denton not placed the sport on his back and promoted it as its greatest champion.

While it might seem odd to some two-wheel enthusiasts to find a four-wheeled rider/athlete appropriate for induction into the Motorcycle Hall of Fame, it's important to recognize the massive contribution ATVs have made to the motorcycle industry. The millions of ATVs sold over the past 40 years have played a major role in helping to keep a strong motorcycle dealer network in the United States. More importantly, for nearly 30 years, ATV competitors and ATV competition programs have been part of the family of AMA sanctioned activities.

In recognition of the significant competition accomplishments of Gary Denton, and his significant contribution to the sport of AMA/ATVA ATV racing, I hope that you will provide your courteous and full consideration for adding Gary Denton to the elite and exclusive list of individuals already recognized as members of the Hall of Fame.

Thank you for your consideration.

Sincerely,



Carrie Coombs,
CFO, MX Sports Pro Racing

Enclosures:

- Nomination form
- Biography
- Head Shot of Gary Denton
- Race Photos
- Gary Denton Trading Card
- Various magazine articles featuring Gary Denton
- Various magazine ads featuring Gary Denton

Motorcycle Hall of Fame Nomination Form



1. Person submitting nomination:

Name: CARRIE COOMBS, MX SPORTS PRO RACING
Address: 122 VISTA DEL RIO
City, State, ZIP: MORGANTOWN, WV 26508
Phone: 304.284.0084
E-mail: CARRIE@MXSPORTS.COM

2. Nominee information

Name: GARY DENTON
Birth Date: 3/25/1958 Date of Death (if applicable): —
Address: 1790 PIONEER RD
City, State, ZIP: DALLAS, OR 97338
Phone: 909.240.1295
E-mail: gdenton@forestriverinc.com

Contact information for family members (if deceased) and anyone owning significant artifacts relating to nominee (motorcycles, trophies, memorabilia, etc.). Attach additional sheets if needed.

The nominee has achieved prominence primarily at what level?

Local Regional National International

Motorcycle categories the nominee fits best (See next page for category descriptions)

Ambassador/Promoter Leadership/Motorcycle Pioneer
 At Large/Industry Rights Advocates Road Racing
 Design & Engineering Motocross/Supercross Specialty Competition
 Dirt Track Off Road

3. Required support materials (must be returned with completed nomination)

- One photograph of nominee (no photo copies please).
- Statistics, race results, articles and/or news releases about the nominee.
- Letters of reference noting impact nominee had in his/her field of expertise and on peers.
- A short biography describing the nominee's role in his/her field of expertise, the nominee's specific significant contributions to American motorcycling, and the time period in which the nominee was most active/influential.

4. Send nomination form and support materials to:

Motorcycle Hall of Fame Museum
13515 Yarmouth Drive, Pickerington, Ohio 43147

Nominations must be received by October 31, 2007.

Please call (614) 856-2222 if you have any questions.

GARY DENTON
2012 Hall of Fame Nomination

It's not uncommon for one athlete to dominate a sport to the tune of multiple wins and championships, but only the rare star can go beyond the call and transcend his sport, creating growth and building his profession on his own back.

From 1987 through 1994, Gary Denton collected the AMA/ATVA National Championship eight times. No other ATV rider has come close to Denton's championship take, making his career resume easily the most impressive in the history of ATV racing. In addition, Denton helped grow the sport through his professionalism and promotion, guiding ATV racing through its dark days and carrying toward today's era of factory teams. If not for Denton's push through the 1980s and 1990s, the sport may not be as successful as it is today.

Denton was raised in Chino, California as a motocross racer on two-wheels, taking tenth overall in the 1981 AMA 125cc National Motocross Championship, and following it with seventh overall in 1982. By 1985 Denton took a stab at racing Suzuki's radical new four-wheeled motocross machine, the LT250R QuadRacer. He immediately began winning races, and the lore of Denton, nicknamed the "Chino Charger" was born.

Following the growth of ATV riding and racing, the AMA sanctioned the first ATV National Championship in 1984, and eventually created a separate division for ATV riders, today known as the ATVA. By 1987, ATV racing had grown to include factory-backed efforts by Suzuki, Honda and Kawasaki. Suzuki built their 1987 team around Denton, and he promptly delivered a championship in the team's first crack. Unfortunately, safety concerns regarding ATVs—based mostly on the original three-wheeled variety—led the ATV manufacturers to back away from supporting ATV racing. By 1988, Denton's factory Suzuki team was gone, and he'd have to defending the championship on his own.

Denton kept going. He built a solid effort riding Hondas in the motocross events and Suzukis in the TT and flat track races. He repeated as champion and continued to build his effort, not only reeling in more wins and titles, but additional sponsors. In the lean years that followed 1988's ATV safety fallout, Denton remained a constant star, never wavering from his support or commitment to the sport.

Denton was also adept at developing equipment, a key factor considering the factories were no longer producing race-ready ATVs off the showroom floor. Each season, he would show up with a more innovative machine, helping advance the sport. His mechanic Wayne Hinson developed a heavy-duty clutch system that was better able to withstand the abuse of an ATV, which produced more strain on the driveline than a two-wheeled motocross bike. Eventually, the Hinson clutch basket was adopted by the two wheeled set, and the product Denton and Hinson developed in the 1990s for ATVs is now a common upgrade for top motorcycle teams, as well.

Most importantly, while Denton was racking up championships, he served as a constant promoter of his sport, creating a privateer effort that looked every bit like a factory team. His constant appearances in ATV magazines and videos helped promote ATV racing to the recreational side of the sport. By 1994, he had won his eighth-straight AMA/ATVA National Championship, a record that may never be broken.

While it may seem strange to select a champion of four-wheels for nomination into the AMA Motorcycle Hall of Fame, ATVs have made a tremendous contribution to the industry through millions of sales over a 40-year period, sales that help keep motorcycle dealerships and manufacturers afloat, and off-road riding and racing facilities open. And of all the thousands of ATV racers that have competed in AMA-sanctioned events over the last 30 years, there's little doubt that Denton is the sport's greatest champion both on and off the track.

HISTORY OF ATVMX

Launched in 1985, the series grew almost overnight due to the popularity of three and four wheel ATVs. Three-wheelers were the favored machine, leaving the four wheel Pro class small and without a National Champion in its first year of the series. Unfortunately, due to the three-wheeler safety concerns by the CPSC, the series began to struggle in the late '80s, which resulted in the mass exodus of riders and factory support which stalled the growth of ATV racing and the series for over ten years. During that time dedicated riders, loyal promoters and aftermarket companies of the sport kept the series active and successful producing pro, amateur and youth National Champions year after year. At the dawn of the millennium, new light began to shine on the ATV industry and tremendous support began to move the series forward, well beyond the original success of the '80s. Average participation grew over 200% since the movement, turning it into one of the fastest growing segments of the motorsports industry. Although the series has always offered a Pro class, it was not until 2007 that it gained official AMA Pro Racing recognition, adding just another notch of prestige to the series.



PRO CHAMPIONS

- | | |
|--|--|
| 2013: Chad Wiener (MX) - Galena, IL (YAM) | 2000: Jeremiah Jones (MX) - Bowling Green, KY (LAE) |
| 2012: Chad Wiener (MX) - Galena, IL (YAM) | 1999: Doug Gust (GNC) - Salem, WI (HON) |
| 2011: John Natalie, Jr. (MX) - Houtzdale, PA (CAN) | 1998: Tim Farr (GNC) - Canton, OH (LAE) |
| 2010: Josh Creamer (MX) - North Stonington, CT (SUZ) | 1997: Shane Hitt (GNC) - Buckhannon, WV (LAE) |
| 2009: Dustin Wimmer (MX) - Center Valley, PA (SUZ) | 1996: Tim Farr (GNC) - Canton, OH (HON) |
| 2008: Dustin Wimmer (MX) - Center Valley, PA (SUZ) | 1995: Tim Farr (GNC) - Canton, OH (HON) |
| 2007: Joe Byrd (MX) - Union City, TN (HON) | 1994: Gary Denton (GNC) - Chino, CA (HON) |
| 2006: Joe Byrd (MX) - Union City, TN (HON) | 1993: Gary Denton (GNC) - Chino, CA (HON) |
| 2005: John Natalie, Jr. (MX) - Houtzdale, PA (HON) | 1992: Gary Denton (GNC) - Chino, CA (HON) |
| 2004: Doug Gust (MX) - Salem, WI (SUZ) | 1991: Gary Denton (GNC) - Chino, CA (HON) |
| 2003: Doug Gust (Prod. MX) - Salem, WI (SUZ) | 1990: Gary Denton (GNC) - Chino, CA (HON) |
| 2003: Jeremiah Jones (250 MX) - Bowling Green, KY (LAE) | 1989: Gary Denton (GNC) - Chino, CA (HON) |
| 2002: Tim Farr (MX) - Massillon, OH (LAE) | 1988: Gary Denton (GNC) - Chino, CA (HON/SUZ) |
| 2001: Jeremiah Jones (GNC) - Bowling Green, KY (LAE) | 1987: Gary Denton (GNC) - Chino, CA (SUZ) |
| 2001: Jeremiah Jones (MX) - Bowling Green, KY (LAE) | 1986: Rodney Gentry (GNC) - Redding, FL (HON) |
| 2000: Travis Spader (GNC) - Brick, NJ (ROL) | 1985: No Pro ATV 4-Wheel Champion Crowned |

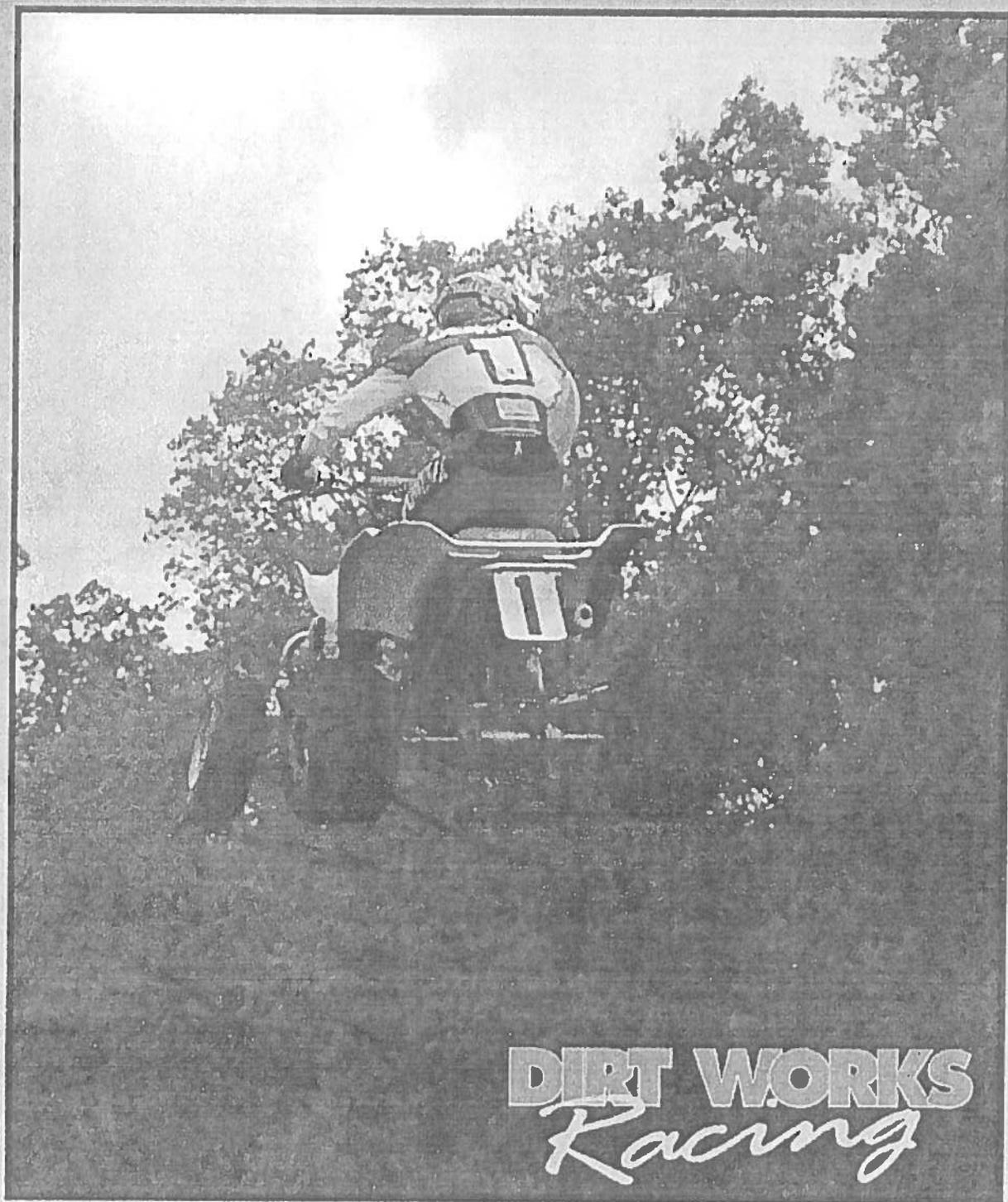
Note: From 1985-2001, the series was called the Grand National Championship (GNC) Series, which included both motocross and dirt track events. In 2002, the series split into two separate championships.







Gary Denton
"The Chino Charger"



DIRT WORKS
Racing

Gary Denton "Chino Charger"

1

Born: March 25, 1958 **Pomona, CA** **Home:** Chino, CA
Height: 5'8" **Weight:** 150 lbs. **Years Racing:** 21
Marital Status: Married **Education:** High School Graduate

Title

7 Time Grand National Champion

Year

1987-93

Hobbies: Fishing and Camping

Sponsors: DG, LRD, Hinson Racing, NAC's, Vent's, Shoei, Dycord, Endura, Belray, Xstreme, Dico, Laegers, Noleen, Douglas, Nix's, Tsubaki, Durablue, PBI, NGK, TDR, Vesrah, Warrior Trailors

Photo credits: 3 & 4 Wheel Action

RED BUD OUTDOOR MOTOCROSS NATIONAL

Gary Denton just keeps marching on

Story & photos by John Arens



Lotsa traction: The 250A class blasts into the heavy, groomed first turn with former mini stars Justin White (15) and Harold "The Bumblebee" Goodman (708) leading the way.

◀ **Freight train:** Greg Stuart (4) and Travis Spader (30) were on the gas big-time trying to catch Denton in the second moto. Stuart's 2-3 moto score gave him third overall, while Spader's 2-4 put him in fourth.

Supercross style: Iowa's Mark Burns gets crossed up and crazy as he takes the 500 Pro/Am checkers in first place. ▶

□ There are quite a few good motocross tracks in this country. Some stand out for one particular obstacle or reason, but only a select few can be considered classics. To be considered a classic, a track must combine several different attributes, including an excellent layout, a professional staff and program and a rich history. The track in Red Bud, Michigan, fits the bill and has been a stop for the AMA Grand National Quadcycle Championships for some years now.

In fact, Red Bud has been holding races since before many of today's competitors were even born. Its natural layout winds through the large rolling hills that make up this fast and famous course. However, Red Bud has a few obstacles that stand out from the others and help define the track as an excellent test of man and machine.





RED BUD

COOL OBSTACLES

The first obstacle the rider will encounter is a fifth gear downhill plunge known as the "Ski Jump." The fastest riders can really air it out over this part of the track, yet it's still safe for amateur riders as well. Another part of the track that gets the spectator's interest is a set of two triple jumps in a row. Most riders will only double these, but a few pros go for it all. Doug Gust was the only rider to successfully complete both sets of chasms this year, although Greg Stuart and Tim Siple both gave it a try in practice but came up short, sending both riders to the dirt.

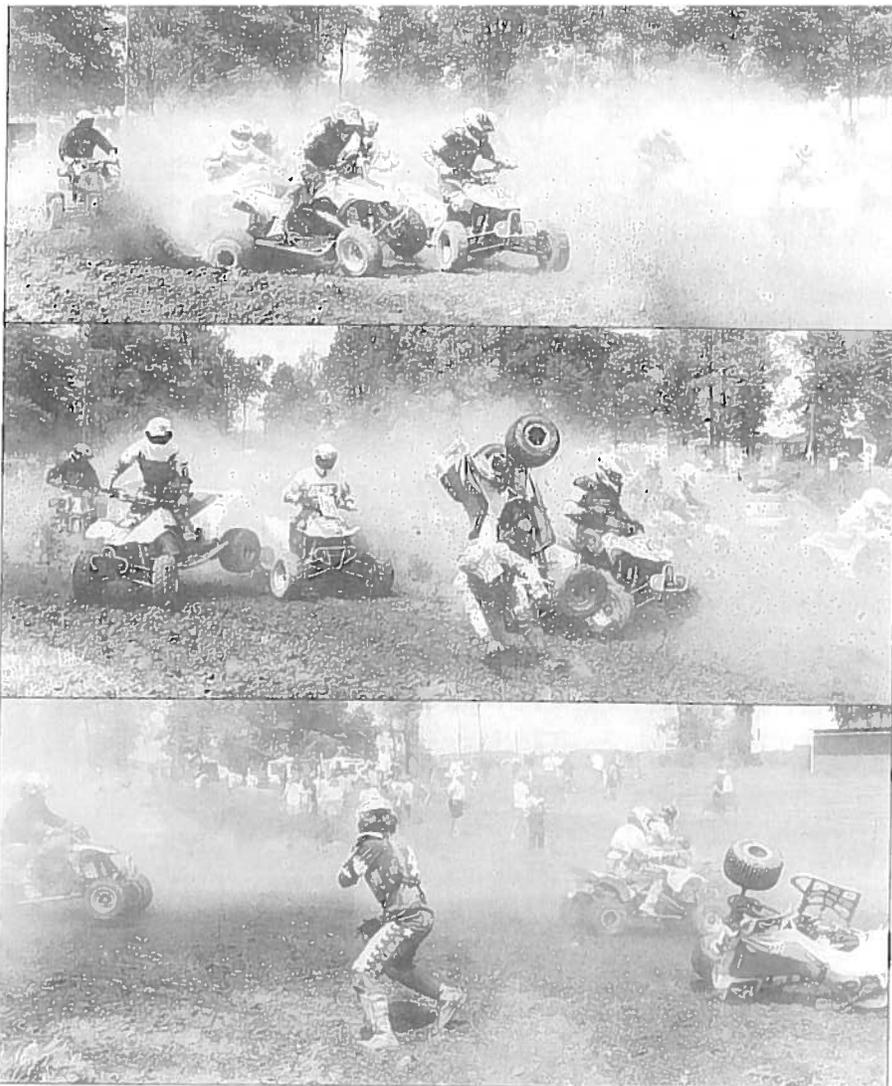
The remainder of the track includes several large hill sections, a plateau jump, a whoop section and a finish line tabletop jump.

HEAT STREAK

When the gate dropped for the first of the two Pro heats, it became evident that Gary Denton was up to his usual form, looking for his second win of the season. Also for the second time in this season 250 Pro class rookie Travis Spader was hot on Denton's heels. Not to be left behind, Tim Furr and Shane Hill were also in the hunt but couldn't get by Spader. At the checkers it was Denton, followed by Spader, Hill and Furr.

Heat two featured round-two winner Doug Gust and top contenders Stuart,

◀ **The Chino Charger:** How does Gary Denton keep winning all these quad races? Could it be that he runs the most front-wheel camber we have ever seen?



Taking a dive: Busy competitor Butch Leidy left the 30+ class in spectacular fashion as he cartwheeled into the first turn during the first moto. He was not only uninjured, but he gathered himself up and finished a respectable sixth overall in the highly competitive 250A division.



Brotherly love: Charles Kirkpatrick (left) and Tom Kirkpatrick duke it out in the 85cc 12-15 age group class on their Suzuki-powered custom quads. Tom showed no mercy on his brother and finished third in the first moto.



What the heck are these?: New York's Ryan Sturzenbecker (3) and Oklahoma's Coby Brookshire (111) battled for the lead in the 60cc 6-11 age group class on these unique custom-built quads. Both are powered by 60cc two-stroke Kawasaki dirt bike engines. Brookshire came out on top with a 1-1 score.



Open-class warfare: The 500B class had nearly four times as many entries as the floundering Open Pro/Am division and featured a great battle for the top positions between the Banshees of Delaware's Darin Hobbs (311) and West Virginia's Brian Buckhannon (2). Buckhannon got the narrow overall win with his 1-1 finish over Hobbs' 2-2.

RED BUD



Doing the double triples: Doug Gust was definitely the crowd favorite, as he was the only rider all weekend able to master the two triple jumps. Fellow leapers Tim Siple and Greg Stuart came up short in practice and bailed on these same obstacles.



Going for the gold: Triple-jumper Doug Gust seemed to be the only rider to give Denton a run for his money. They each won their respective first motos and when they came head-to-head in the second moto, Denton got the holeshot while Gust was stuck back in 15th. By the end of the race Gust had battled his way up to second, being careful not to land on anybody!

Dave Kister, Aaron Duggan and hot rookies Siple and Thane Landwerlen. Gust put his considerable jumping talents to good use and amassed a pretty good lead. Try as it might, the pack found itself in a battle for second. At the finish line it was triple-jumping Gust in first, with Stuart in second, Kister in third and Mike Maniaci and Siple just behind. With Denton and

Gust both taking heat race wins, the stage was set for a classic battle between the two veterans in the main.

250 PRO SHOW

As the new starting gate slammed down and the pack hurled itself into the first turn, out came Denton in the lead, followed by former mini star Todd Vescovi, who transferred to the main from the Last-Chance Qualifier.

Third place was pretty much a toss-up as Hitt, Stuart, Darren Naccarato, Farr, Kister and most of the pack swapped positions in a passing frenzy.

As the spectators ran to the opposite side of the track eagerly awaiting a big launch from Gust, it quickly became evident that it would not come too soon. Gust got a terrible start and was in 14th place with the unenviable task of having to work through the best riders in the nation if he was going to manage a win.

At the front of the pack Denton was holding off upstart Vescovi, who himself was dealing with more than enough excitement from the chal-

RED BUD



Aerial assault: Justin White leads Harold Goodman during a hot 250A battle. White eventually dropped back giving the win to Goodman.

RESULTS: RED BUD NATIONAL Red Bud, MI

250 PRO

1. Gary Denton; 2. Doug Gust;
3. Greg Stuart; 4. Travis Spader;
5. Shane Hill

PRO/AM 4-STROKE

1. H. Goodman; 2. B. Fiesler;
3. M. Burns; 4. S. McMillia;
5. T. Miller

500 PRO/AM

1. M. Burns; 2. R. Lampron;
3. M. Arthur; 4. D. White

250A

1. H. Goodman; 2. J. Rastrell;
3. B. McKinney; 4. K. Lausre

250A PRO/AM SUPER MOD

1. T. Spader; 2. B. McKinney;
3. C. Berger; 4. T. Landwerl;
5. R. Goshert

250B

1. J. Gust; 2. B. Tapp; 3. R. Iwerks;
4. T. Miller; 5. S. Bryans

250C

1. R. Bell; 2. J. Thompson; 3. W. Call;
4. C. Tipton; 5. M. Hopkins

250B 4-STROKE

1. B. Warner; 2. J. Hrehar; 3. J. Steele;
4. J. Pery; 5. G. Tiller

500B

1. B. Buckhann; 2. D. Hobbs;
3. R. Lauritze; 4. K. Klimach; 5. T. Gentz

25+

1. S. Kahle; 2. G. Pittman;
3. T. Gentz; 4. B. Goggin; 5. J. Risner

30+

1. C. Berger; 2. C. Hodgson;
3. D. White; 4. M. Heilman; 5. J. Swank

WOMEN

1. H. Rose; 2. M. Swank; 3. A. Quevr-
eaux; 4. L. Beregasas

200

1. D. Nichols; 2. S. Ticley; 3. B. Mate;
4. L. Cooper; 5. D. Hobbs

85 12-15

1. C. Burns; 2. C. Sumner; 3. D. Law-
son; 4. J. Porterfield; 5. T. Kirckpatrick

85 12-15 STOCK

1. C. Burns; 2. K. Emmert; 3. K. Gris-
son; 4. D. Lawson; 5. N. Dallas

60 6-11

1. C. Brookshe; 2. R. Sturznb-
e; 3. N. Tuttle; 4. J. Maynard;
5. A. Campbell

lengers behind. Gust was on a mission at this point and began to reel in riders one at a time. With two laps to go, the Wisconsin rider finally had a clear shot at the triples. As he sailed

over both sets his fans cheered excitedly as they urged him towards leader Denton. One doesn't earn seven National titles by making mistakes, however, and on the last lap Denton

kept his cool even though he knew Gust was closing in. Denton got the overall with the win, while crowd hero Gust finished second in the main, followed by Stuart. □

The choice is simple.

OHLINS FRONT/REAR SHOCKS

Banshees, Quadracers, and TRX Hondas are all famed with Ohlins. The top Pros all use Ohlins because there is nothing better. Swedish metallurgy, state of the art design, and a reputation earned at tracks all over the world. If performance is important to you, there is only one choice. Ohlins!

Our new TRX 250R front shock features 2-1/2" more travel while retaining the standard height. Charge whoops with confidence! Revalve your stock shock for improved performance—\$130. Oil change—\$65. Each shock is set up individually for you. There is no "standard" setting. All Ohlins shocks come with a 60 day set-up warranty to guarantee your satisfaction.



"With the new longer travel Ohlins, I can 'pin' the whoops with confidence. Even in torture races like the Texas National this year, there is virtually no fade. The action is the smoothest I've ever tested. AT the level of competition we experience these days, you're foolish to race with anything but Ohlins."

—Gary Denton, Seven-Time National Champion

Regina Chain — Also available from Noleen for your ATV, starting at \$72.45
Send \$3.00 for '94 Noleen Catalog — refundable with order.

NOLEEN

Racing

16276 Koala Road,
Adelanto, CA 92301
619/246-5000
fax 619/246-5001

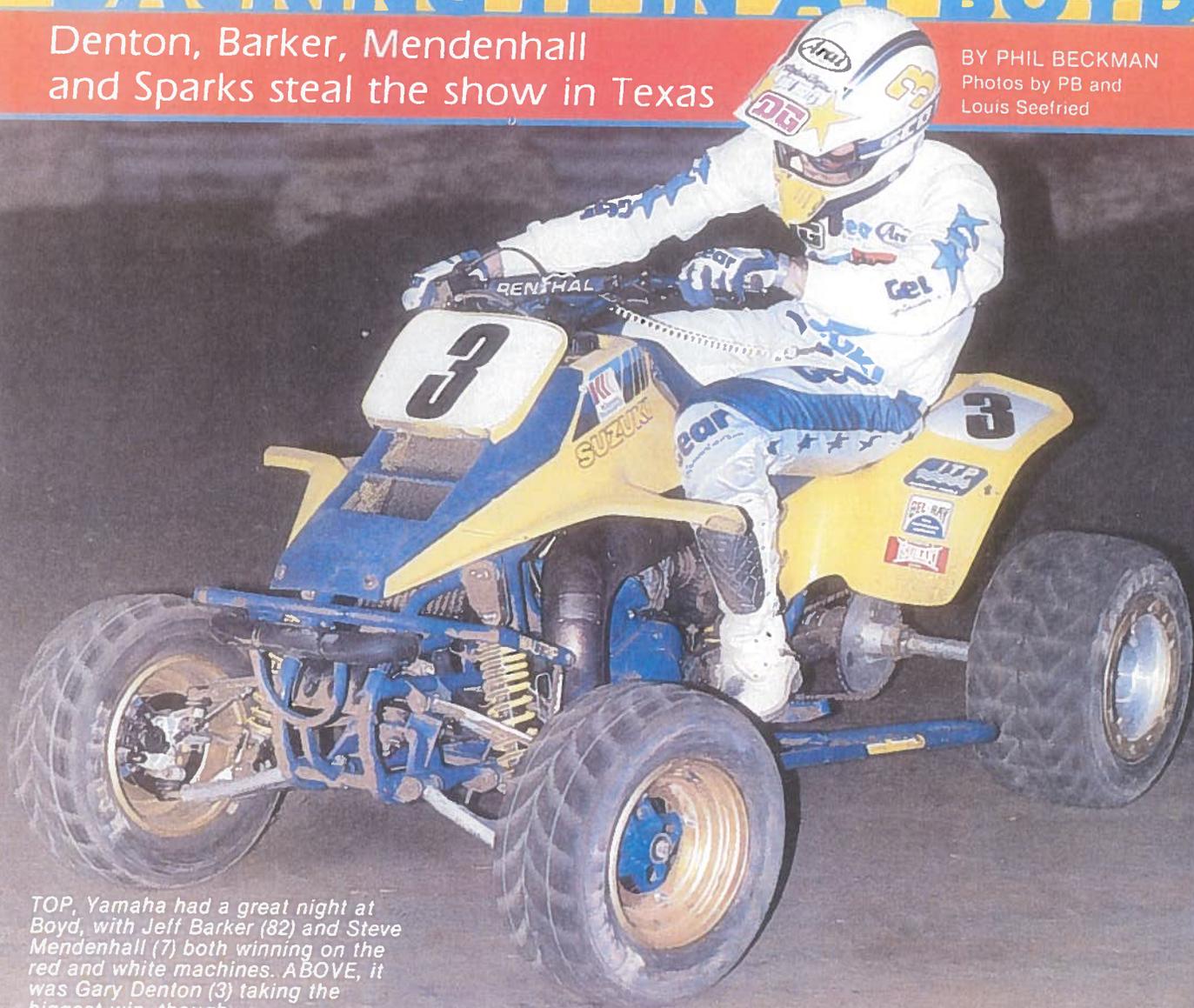




AATVA GNC: ROUND 6 BACKING IT IN AT BOYD

Denton, Barker, Mendenhall
and Sparks steal the show in Texas

BY PHIL BECKMAN
Photos by PB and
Louis Seefried



TOP, Yamaha had a great night at Boyd, with Jeff Barker (82) and Steve Mendenhall (7) both winning on the red and white machines. ABOVE, it was Gary Denton (3) taking the biggest win, though.



CLOCKWISE FROM TOP LEFT, Denton (3) and Trey (22) lead the 250cc 2-Stroke charge into turn one, with Watts (46), Ruple (32) and Burman (15) chasing; "Boobie" Linder (125) had a good night, second in the 3-Wheel final; Bob Dally (7) smoked the Odysseys, leading wire to wire; Jeff Barker was one popular guy following his Open 4-Wheel win, his first big victory coming in front of his hometown fans.

The AATVA Grand National Championship season reached the halfway point for 1987, as 406 riders rolled into Mike Kidd's Boyd Raceway near Ft. Worth, Texas, to do battle on the country's premier TT course. The multitude of competitors and supporters were treated to ideal conditions, as mild (for Texas) temperatures and clear skies combined with the dust free, consistent racing surface and a well-organized program to make this the high point of what thus far has been a disappointing series (weather-wise, see the accompanying sidebar).

Following the usual schedule of events at Boyd, the pro racing program took place Saturday afternoon and evening. In all the pro classes except the 250cc 4-Wheel 2 Strokes, the heat races were used to determine starting positions for the main events (everyone transferred to the finals). With the

mainmoth 250 4 Wheel 2-Strokes, however, it took eight heat races, three semi-finals and two last-chance consolation races to pare the field down to a realistic number qualified to go for the generous \$4000 purse.

250 4-WHEEL 4-STROKES

The first main event of the night was for the 4 Wheel 4 Stroke division. Perennial thumper king Curtis Sparks shot out of turn one with the lead on his Sparks Racing-tuned Honda 250X, and he was still there when the checkered flag flew 20 laps later. Mickey Dunlap and Ron Fields, both on Powroll-built Kawasaki Mojaves, gave chase after working past your humble

narrator and the ATV Sports Project 250X, but Sparks was too far out front to be caught. TC Racing's Lance Goellner was a close fifth on another Honda.

OPEN 4-WHEELERS

The big bikes were next, and after one restart due to a tangle in turn one, local hero Jeff Barker grabbed an immediate lead with his L.C.S.-tuned Yamaha Banshee. Following closely were Suzuki teammates Rodney Gentry and Jeff Watts, who gradually opened a gap between themselves and a wild scramble for fourth between Glenn Hess (Yam), Jim Putman (Suz), John Neary (Suz) and Don Turk (Suz).

As Barker stretched his lead over Gentry and Watts, Hess dropped back



ABOVE, Curtis Sparks finally put it all together, winning both his heat and the 4-Stroke main. RIGHT, Denton pops open the bubbly as Jeff Watts and Aaron Ruple look on. BELOW, promoter Mike Kidd consoles his brother Gary after a rare off night.



with mechanical difficulties and Turk spun out, while Gary Denton (Suz) and Steve Mendenhall (Yam) moved into the thick of things. On lap 16, after some major bumping and shoving at the end of the fast front straight during this intense battle for fourth, Mendenhall came out ahead of Neary, Denton, Putman, Charles Bower (Suz) and Allen Knowles (Suz). Bower continued his charge, moving past both Neary and Putman in the remaining laps.

But the race belonged to Boyd regular Barker, as he made no mistakes and secured a comfy and very popular win over Gentry, with Watts not far behind. These three were a country mile ahead of the rest.

250 3-WHEELERS

Mendenhall had to climb off his Banshee and jump right onto his Tri-Z for the next event, the well-attended (for a change) 3-Wheel final. Apparently Steve's familiarity with the fast, smooth track was an advantage, as he stole



the holeshot and rode unmolested the rest of the way. Kevin Rowland (Hon) was in hot pursuit, but soon cooked his motor, allowing Byron "Booby" Linder (Kaw) into second, with Mike Woodring (Yam), Ray Crews (Hon), Ray Lawless (Hon) and Jarnie Jones (Hon) trailing.

Mendenhall was hauling, and he had built an impossible lead by the halfway point. Linder was in a safe second, but both Woodring and Crews would fall to Lawless by the end, with Jones following suit to make the final order: Mendenhall, Linder, Lawless, Jones, Woodring and Crews.

ODYSSEYS

While not running for any type of series points anymore, promoter Mike Kidd added Pro Odysseys as a support class. Bob Dally forged to the front when the starting light went green, and he never looked back. Mike Craft, a paraplegic, ran second ahead of '86 Odyssey champ Dan Hamilton, but Craft's brakes soon failed, and Hamilton slipped past a few laps later.

That was all the farther Craft would fall, though, as he held third the rest of the way behind Dally and Hamilton, staying ahead of Steve Alsup. Ben Autil and the rest of the pack.

250 4-WHEEL 2-STROKES

Suzuki's Gary Denton, who won this event last year, executed yet another of his Don Garlits-type starts to slingshot into the lead of the ultra-competitive 250cc 4-Wheel 2-Stroke division. Ted Trey (Hon), Jeff Watts (Suz), Aaron Ruple (Hon), Sean Finley (Kaw), Roger Burman (Hon) and Mike Bergman (Suz) followed Denton after the first lap, but Trey was soon to drop back, as first Ruple then Finley had charged past by the fourth go-round.

As Watts closed slightly on Denton's Ray Hunold-prepped, Paul Turner-tuned Quad, a real move was being made by Allen Mathis (Hon), who apparently came out of retirement for just this race. Mathis picked off Bergman,

Burman, Trey, Brian Joski (Suz) and Ken Delk (Hon), then moved right up on Finley, who was running a distant fourth. With just a few laps remaining, Mathis made the pass on the surprised Team Green rider, setting the final standings for the night. Denton held off Watts to break the dreaded factory rider jinx (this was the first win for a team rider here), with Ruple finishing an outstanding third ahead of Mathis, Finley, Burman, Donny Banks (Hon), Bergman and Marty Hart, who had started dead last after a first-turn get-off. Kel Kennell (Hon) completed the top ten.



RESULTS, AATVA GNC, ROUND 6, BOYD, TEXAS

PRO: 250 4-Wheel 2-Stroke: 1. Gary Denton (Suz); 2. Jeff Watts (Suz); 3. Aaron Ruple (Hon); 4. Allen Mathis (Hon); 5. Sean Finley (Kaw); 6. Roger Burman (Hon); 7. Donny Banks (Hon); 8. Mike Bergman (Suz); 9. Marty Hart (Hon); 10. Kel Kennell (Hon). 250 4-Wheel 4-Stroke: 1. Curtis Sparks (Hon); 2. Mickey Dunlap (Kaw); 3. Ron Fields (Kaw); 4. Phil Beckman (Hon); 5. Lance Goellner (Hon). Open 4-Wheel: 1. Jeff Barker (Yam); 2. Rodney Gentry (Suz); 3. Jeff Watts (Suz); 4. Steve Mendenhall (Yam); 5. Gary Denton (Suz); 6. Charles Bower (Suz); 7. John Neary (Suz); 8. Jim Putman (Suz); 9. Allen Knowles (Suz); 10. Gary Wood. 250 3-Wheel: 1. Steve Mendenhall (Yam); 2. Byron Linder (Kaw); 3. Ray Lawless (Hon); 4. Jamie Jones (Hon); 5. Mike Woodring (Yam). Odysseys: 1. Bob Dally; 2. Dan Hamilton; 3. Mike Craft; 4. Steve Alsop; 5. Ben Aull.

AMATEUR: 200 3-Whl. 4-Strk.: 1. Brian Mayo (Hon); 2. Rob Bozarth (Hon); 3. Tim McCarey (Hon). 250 3-Whl.: 1. James Tabor (Hon); 2. Charlie Potts; 3. Brian Mayo (Hon). Open 3-Whl.: 1. David Henderson (Hon); 2. Terry Birks (Yam); 3. Tim Bond (Hon). 250 4-Whl. 4-Strk.: 1. Jackle Meadows (Kaw); 2. Jason Lowe (Suz); 3. Jim Phillipot (Hon). 250 4-Whl. 2-Strk.: 1. Donnie Wilson (Hon); 2. Eric Wood (Suz); 3. Vince Jones (Hon). Open 4-Whl. 4-Strk.: 1. Jeff Berry (Yam). Open 4-Whl. 2-Strk.: 1. Randall Hinton (Suz); 2. David Dairs (Yam); 3. Eric Wood (Suz). Masters: 1. Ernie Hoback (Suz); 2. Buddy Roufs (Hon); 3. Dale Bostic (Kaw). Women: 1. Cheryl Bryan (Suz); 2. Elizabeth Callendar (Hon); 3. Shelly May (Hon). Class 2 Odyssey: 1. William Stutz; 2. Doug McCurdy; 3. David Balatinez.

YOUTH: 60 Stock: 1. Jamie Kendall (Yam); 2. Terry Evans (Yam); 3. Robbie Berry (Yam). 60 Mod.: 1. Don Plunk (Hon); 2. Boot Phillips (Kaw); 3. Todd Claborn (Kaw). 80 Stock: 1. Mitch Gray (Suz); 2. Justin Ledbetter (Suz); 3. Mike Carr (Yam). 80 Mod.: 1. Brandon Hays (Kaw); 2. Jeff Peace (Kaw); 3. Robert Martin (Hon). 125cc: 1. Bobby Ecker (Hon); 2. Brian Shell (Kaw). 200 3-Whl.: 1. Terry Osborn (Hon); 2. Billy Martin (Hon); 3. Bobby Ecker (Hon).



ABOVE, exiting turn one after the Open 4-Wheel start, Barker (82) shows an immediate advantage over Suzuki teamsters Rodney Gentry (1), Jeff Watts (46) and Jim Putman (21). Gentry and Watts were the only ones who could keep the Banshee in sight, finishing in this position. The pro classes raced for a total purse of \$12,000—not bad!



THE SAN ANTONIO GNC IT JUST WASN'T MEANT TO BE

Perhaps we had simply been having unusually *good* luck during the first two years of the Grand National series. During the 1985 and '86 seasons the series had received only the occasional sprinkle of precipitation, never enough to cause even minor problems.

But in 1987 we are having the worst luck imaginable, all that potential rain (and snow!) seemingly saved up for this season. Out of the seven events scheduled to this point, four have been adversely affected by the weather. Up until the last round, though, all the events did at least take place. Up until San Antonio.

Things were looking bad for the event a full three weeks ahead of race weekend. The Central Texas area had been under a virtually constant rain cloud, bringing the rainfall to something like 15 inches above normal for the year, eight for the *month*. Local lakes and rivers had reached and sometimes exceeded record levels, and the forecasters didn't see much change on the horizon.

As the racers began arriving later in the week, they found what should have been expected: a motocross course that in places looked like a

championship mud bog. The mood was grim, but by gawd these were *all-terrain* vehicles, and they'd be running, rain or shine! At that point it had at least stopped raining.

Promoter Jim Savoie and his hard-working crew somehow, someway were able to get the track into incredibly good shape for Friday night's practice. Riders were circulating pretty well without getting stuck or even very dirty. Things were looking up!

Then at dawn on Saturday, almost like an execution, the skies opened up with a torrential downpour that would have impressed Noah himself. The nearby Atascosa River went over its banks and sent a good 12 inches of moving water over what had been one of the better tracks on the circuit.

Without needing to make a formal announcement, a GNC event was cancelled for the first time in the series' brief history (at this point it has not been rescheduled). With deep regrets, Savoie refunded the racers' entry fees and was left to regroup from what he estimated to be a quarter-million dollar loss, although this turned out to be a bit exaggerated. It was definitely a dark day on the GNC trail. ●

BOYD, TEXAS, TT NATIONAL

RACE REPORT

Denton clinches the
250 4-Wheel Pro

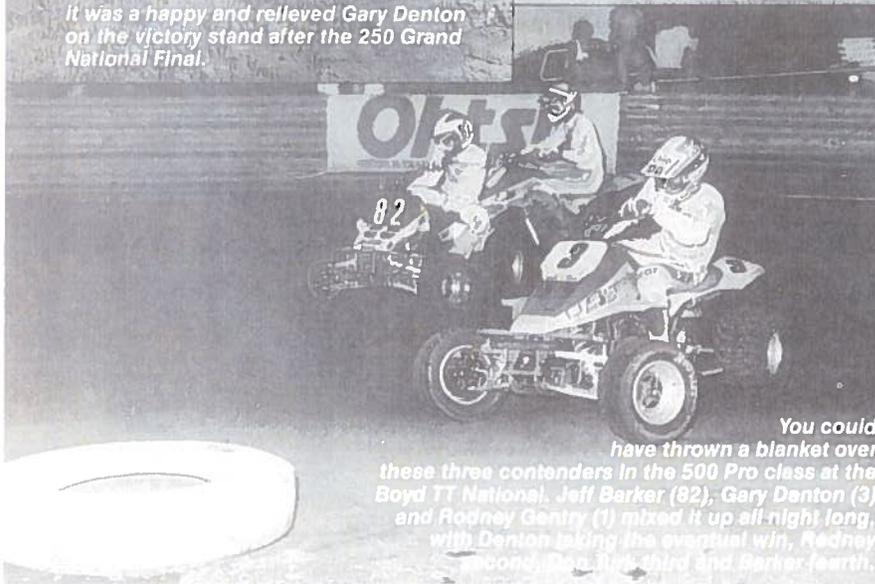
By DIRT WHEELS Staff



It was a happy and relieved Gary Denton on the victory stand after the 250 Grand National Final.



The big surprise at the Boyd TT was privateer Donnie Wilson, who blazed to a third-place finish in the 250 Pro class. Donnie made it look easy.



You could have thrown a blanket over these three contenders in the 500 Pro class at the Boyd TT National. Jeff Barker (82), Gary Denton (3) and Rodney Gentry (1) mixed it up all night long, with Denton taking the eventual win, Rodney second, Don Turk third and Barker fourth.

After the Finals, promoter Mike Kidd (far right) held a Dash for Cash. Privateer Alan Mathis took the win and split the \$900 jackpot with a lucky fan in the stands.



"You know, I kept seeing all these signs with my name on them, and I knew it was going to be a good race for me," said Team Suzuki's Gary Denton with the hint of a sly grin across his face. The signs were, of course, referring to the town of Denton, Texas, which is located a scant 50 miles northeast of Mike Kidd's Boyd, Texas, residency.

The final round of the AATVA Grand National TT series would be concluded on this Texas TT track, for both Pro and Amateur ATV racers from across the nation. Boyd is a first-class racing facility that Mike Kidd and company have shaped into one of the best TT

tracks in the country. Dust, the bane of many a race course, is virtually unheard of here. A crushed limestone base with a heavy coating of calcium nicotates at Boyd don't have to worry about not being able to see the track on which they're riding. Traction is as close to perfect as you're likely to get.

ALMOST HEAVEN

Of the five events Gary Denton had raced at Boyd, he'd won four. Even with an ailing elbow that didn't allow him full movement of his wrist and arm, Denton's track savvy, experience, and reputation as a quick starter made him the odds-on favorite at the Boyd,

Texas, affair.

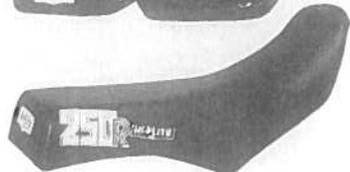
Denton might be a favorite, but no one was counting out teammate and defending 250 Four-Wheel Champ, Rodney Gentry. Rodney's aggressiveness and smooth, nearly flawless riding style would certainly figure into the championships of both the 250 and 500 Four-Wheel classes.

Leading the privateers' entourage was Klemm Research/Quad Dynamics sponsored Don Turk on Suzuki Quads, one a well-used 250 Quackster and the other a 500 Quad on loan from the factory.

A couple of privateers on Yamaha Banchees

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TT NATIONAL



Already a proven threat at motocross events, Rodney Gentry has shown he's a force to be reckoned with on the TT circuit. But at Boyd, Rodney's youth and aggressiveness had to play bridesmaid to Denton's experience and track savvy. Although Rodney lost the 250 title to Denton at Boyd, he still holds a commanding lead in the 500 Class.



A small 250 Pro Three-Wheel turnout didn't affect the intensity of the racing. Byron Linder (125) and Glen Illes dived for the three-wheeled win, with Byron getting the checkered flag first at the finish.



Promoter Mike Kidd's brother Gary rode to respectable finishes in the 250 Pro class (sixth) on his Kawasaki Tecate-4.

led by LCS-sponsored Jeff Barker was set to battle the virtually unbeatable Suzuki 500 Quads that had been dominating the series thus far. Barker had pulled a win out of the bag here at Boyd earlier in the season and is always a threat on a smooth, fast TT track.

Throw in the factory team of Kawasaki (Jimmy White and Sean Finley), the Honda support squad of Roger Burman and Marty Harl, and the usual assortment of hungry privateers, and you had the ingredients for a first-rate battle.

The only thing left to do now was to pit riders and machines against each other and the track, and see who would claim the bragging rights for Texas TT'ing. □



John Neary, riding with a cast on his wrist, made up for his mostly off season by taking fifth in the 500 Pro class aboard his Suzuki Quadracer.



Give that man a cookie. Dynamic Don Turk continues to race on a shoestring budget, work on his own bikes and show he's the man the factories have to beat. Turk Monster is leading the Mickey Thompson series with only one race remaining (Las Vegas), so he still has a shot at beating the factories at their own game.



The man who would be king. Powroll's Ron Fields has consistently put in hard rides in the 250 Pro Four-Stroke class, and with one race remaining, it looks as though he has a very good chance of winning the championship over arch-rivals Mickey Dunlop and Curtis Sparks. Fields and Dunlop had a bar-banger at Boyd, with Mickey barely edging Ron for the win.

RESULTS: BOYD, TEXAS TT NATIONALS

250 FOUR WHEEL PRO		250 FOUR WHEEL FOUR-STROKE PRO	
1. Gary Denton	Sur	1. Mickey Dunlop	Kaw
2. Rodney Gentry	Sur	2. Ronald Fields	Kaw
3. Donnie Wilson	Hon	3. Bobby Wilson	Hon
4. Alan Mathis	Hon	4. Curtis Sparks	Hon
5. Jeffrey White	Sur	5. Phil Buckman	Hon
OPEN FOUR WHEEL PRO		250 THREE-WHEEL PRO	
1. Gary Denton	Sur	1. Byron Linder	Kaw
2. Rodney Gentry	Sur	2. Glen Illes	Hon
3. Don Turk	Sur	3. Ray Lawless	Hon
4. Jeff Barker	Yan	4. David Allen	Hon
5. John Neary	Sur	5. Jeff White	Hon
ODYSSEY PRO			
1. Earl Dally			
2. Craig Harrison			
3. Keith McCallum			
4. David Fiorelli			
5. Dick Finelli			

The dominant color Grand National was neither red, v



Rodney Gentry, 500cc AATVA Grand National Champion

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By the final, we showed 'em our true colors by taking the top three spots in *both* classes. In the 250 class, Gary Denton ran a blue streak to first, with Rodney Gentry and Jeff Watts trailing close behind. In the 500 class, Rodney Gentry proved he was the best—and the brightest—with Don Turk

olor at the AATVA Championships white nor green.



Gary Denton, 250cc AATVA Grand National Champion

and Gary Denton nabbing 2nd and 3rd places respectively.

Naturally, such glowing performances could be the product of only one machine; the Suzuki QuadRacer.

We can't wait until next year to do it all over again. Until then, you'll recognize the competition by the new color they're wearing—black.

Right on, Suzuki



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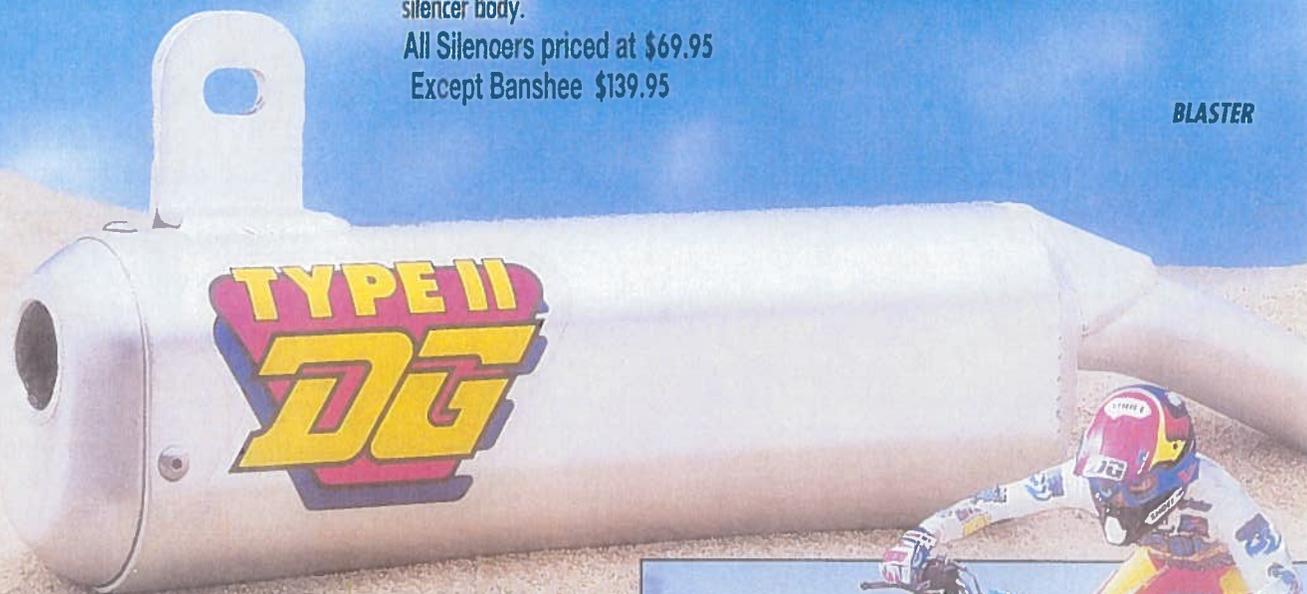
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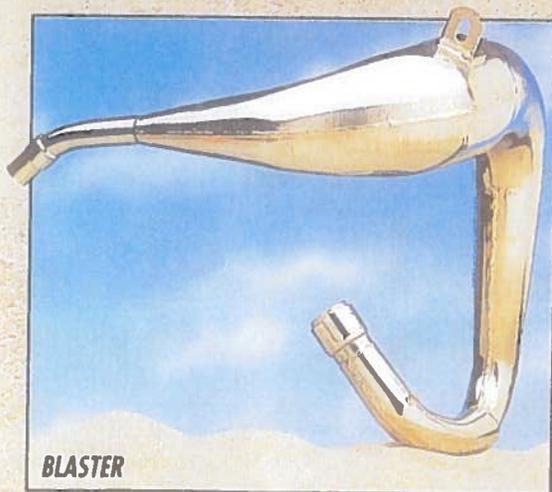
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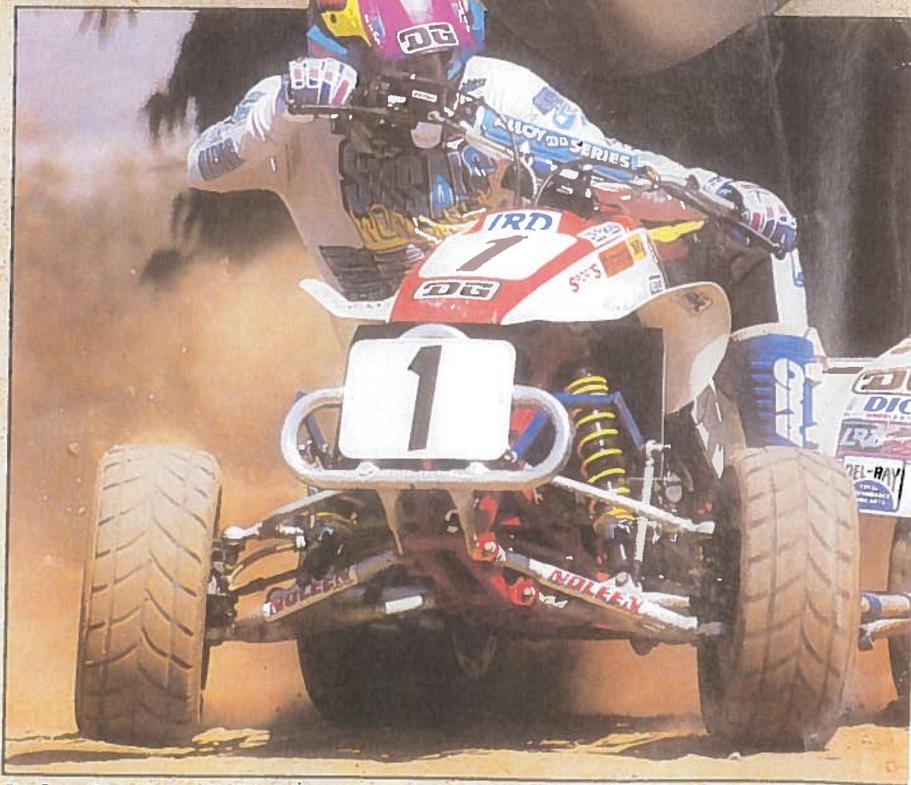
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Gary Denton Photo Thanks to Dirt Wheels Magazine

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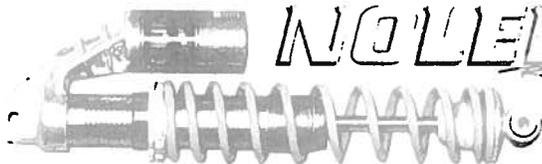
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