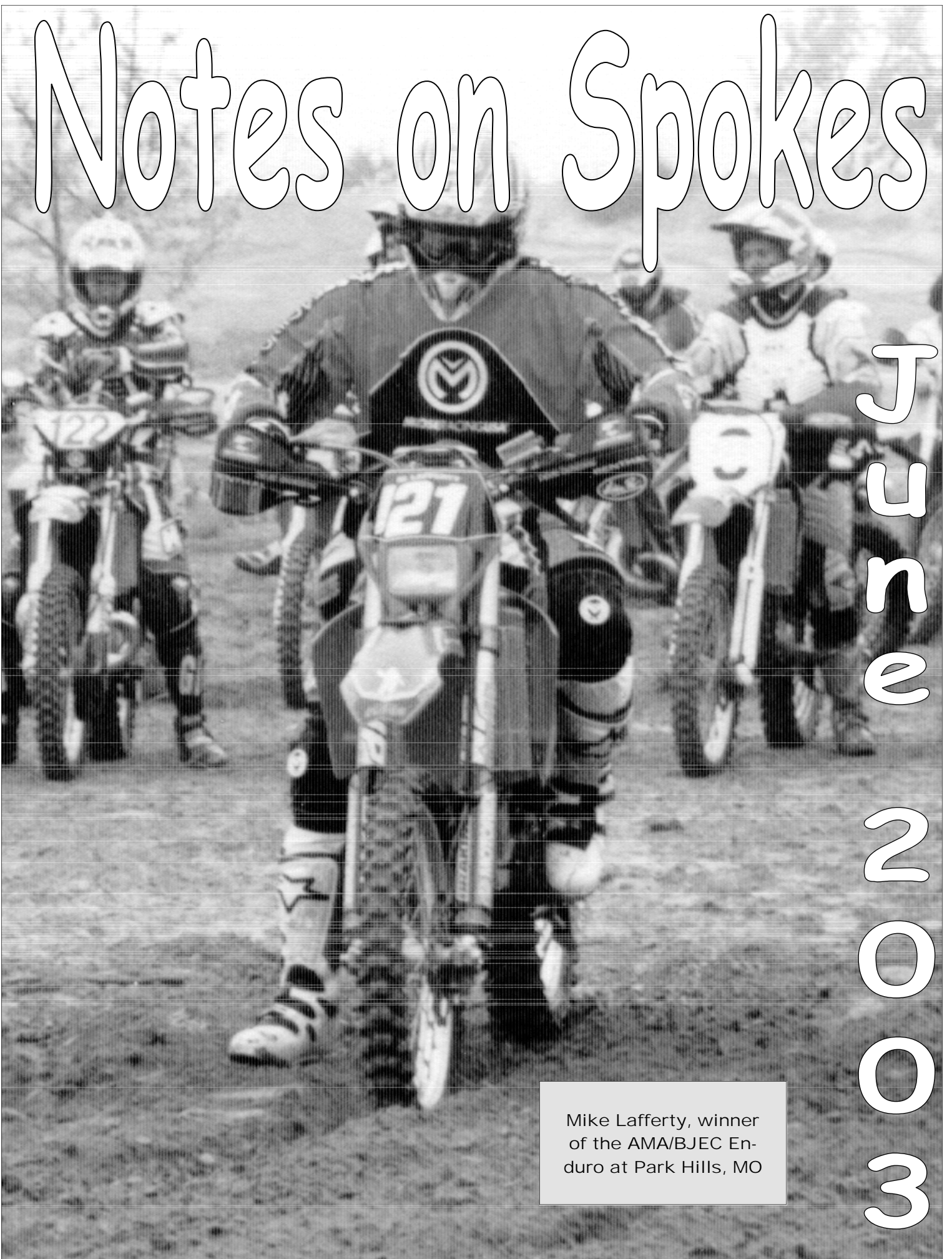


Notes on Spokes



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Mike Lafferty, winner
of the AMA/BJEC En-
duro at Park Hills, MO

TID BITS

Oops. In last month's newsletter, Wayne Crosby from Lebanon Suzuki-Kawasaki-Husquvarna dropped me a line. Well, somewhere between Lebanon and Aldrich, it somehow got changed from "plenty of parts" to "a shortage of parts." There are plenty of parts.

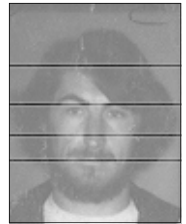
If you haven't heard, there will be no June meeting of the Ozark Mountain Trail Riders Association. With the night ride and the campout falling on July 4th and 5th, we thought that the calendar was just too full.

Hill Billy GP Banquet was held on May 10th at the pavilion at Chadwick. I wasn't able to stay for the food and award presentation. I did get to make a couple of loops in the afternoon. I got to ride with a couple of buddies that I hadn't ridden with in some

time, Max Harkey and Shawn Hall. Max was on a new Gas Gas. He said it was for his son Daniel. Funny, Daniel wasn't anywhere around. It was Shawn's first ride at Chadwick since his injuries. It was good to see him back on a bike.

**There is no June meeting.
Instead come to the elections at Steve Underwoods farm on July 5th.**

As everybody in the nation knows, southwest Missouri was hit by a rash of tornadoes on May 4th. One of the areas hardest hit was



Stockton, MO. Wayne Beindorf lost his entire cabinet shop. If you are not familiar with Wayne, he won the Black Jack Enduro Circuit in 1980-1981. A few folks from the Ozark Mountain Trail Riders showed up to help with the cleanup. I've never seen a building completely wiped out like that. It's almost funny the kind of stuff that surfaces. Wayne asked us to keep an eye out for a couple of sets of keys that disappeared. We never found those, but we did find a driver's license of Wayne's that expired in 1981! See picture above.

Bart Williams has been off a bike for a little while now. Well, the bug has bitten again. The last time I talked with him, he was getting all set up to go riding and take the family with him. It's good for him to come back. I need the material!

The OMTRA trip to Colorado is a little over a month away as I write this. We've got some folks camping and some have gotten rooms. It should be a good time. Mark your calendars for the week of July 27th.

I've already got a few things together for next month's newsletter. Karl has sent me an article from his adventures at the WORCS race in Illinois.

(Continued on page 9)

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Park Hills

"That was fun!" Those were Mike Lafferty's words to his mechanic Alan Randt as he lifted the bike onto its stand after winning the AMA/BJEC Enduro at Park Hills, MO. Mike won the event dropping only nine points.

For the second year in a row the Missouri Mudders hosted the AMA National Enduro at the St. Joe state park. Also for the second year in a row, conditions were muddy. Basically, the course was mud, rocks, roots, sand, repeat.

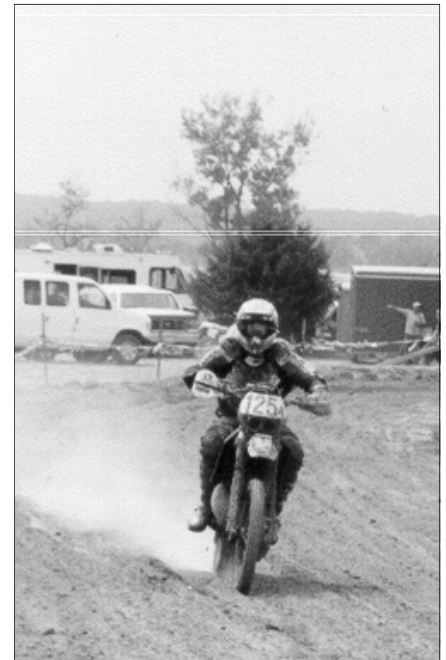


The Ozark Mountain Trail Riders were well represented at Park Hills. Here on row 39 are, from left, Kreg Simons, Elston Moore Justin Smith, myself and Kevin Henslee.

The course was 110 ground miles in length! Luckily, that was the length of the long course. Me, being a short course rider, only got to ride 55 miles. I got to looking at the route sheet and I realized that this was going to be a fast course or at least it had high speed averages. At the start they gave us 4 miles at 15 miles per hour to get warmed up. Then, it bumped up to 18 mph for the next 4.2 miles

before we got to try and go 12 miles at 24 mph, followed by a 4 mile reset still at 24 mph for the gas available.

So, I started doing a little math. 12 miles at 24 mph will take 1/2 hour, if you are on time. The 4 mile reset at 24 miles per hour comes out to 10 minutes. That's how the real good riders do it. Here's what I figured. I can't maintain a 24 mph speed average in the woods. I'm lucky to run 18 mph. So, 12 miles at 18 mph takes 40 minutes. Gee, that means, if I get to the start of the 24 mph section on time and I am able to keep an 18 mph average through the 24 mph section, I will get to the gas available, bump my odometer and I'll be back in my minute. I'd be gassing on the clock but for a second, I'd be back on time.

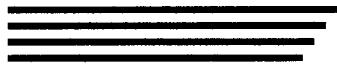


Robbie Jenkes dropped 14 points on his way to second place.

Here's what really happened. I didn't hit the 24 mph section on time. In fact shortly after the start, I didn't even try to look at my computer. I got to

(Continued on page 4)

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(Continued from page 3)

the end of the 24 mph section 20 minutes down. I changed tactics – just keep moving.

Reportedly, here's how Mike Lafferty did it. He got to the tie-breaker check at the end of the 24 mph section. He slowed down until his clock showed thirty seconds and popped a little wheelie into the check for a perfect score.

After the gas available there was a long 18 mph section. My memory starts to cloud at this point from fatigue. Shortly into this section was the waterfall. It was a series of small waterfall drop-offs. Or least that's what they tell me. There was a wimp's way around. And since I had still had half my ride remaining, I took the wimp route. This section was tight and slippery. I dropped another bucket full of points at the end of this section.



David Lykke dropped 17 on his way to third.

second, it just felt like that. By this time I was dropping points like I bought them wholesale. I did make it to the end of the short course without houring out. Of course Mike Lafferty only dropped one point in the whole short course and he had to ride the whole thing again. The long course riders got to ride the

Then, there was another 4 mile reset at the end of this section. I didn't get to stop for this one either. I do remember it was in the long sand flat. The final section of the day was more open, but the speed average was 24 mph. I think maybe this section was a million miles long. Oh, wait a

entire course again, at higher speeds.

Spud and Lesa of Possum Hollow Awards out did themselves again this year. They engraved all the vital info (race, date, class, position, etc...) on the back of FMF pit boards. Very Cool.

Here a couple of comments that I heard at the enduro. I'm not going to say who said them, so these people will continue to talk to me in the future.

First off, this was said before the enduro. "Boy, I'm glad I took a dump."

Here's one from after the enduro. "I hourred out because my pants kept falling down."



Despite mechanical problems, Randy Hawkins managed to finish fourth overall, dropping a total of 28 points.

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It's time for a new seat cover

There are many reasons to put on a new seat cover and foam. You need a taller seat. You need a shorter seat. Your old seat is worn out, the foam has collapsed and it's time for a new one. You want a new one to be cool. Or if you're like me, you almost ripped it off the bike and it's time for a new one or else. Anyhow, whatever the reason, the steps to put one on the bike are the same.

My buddy Elston Moore has been doing this plus a few other things like taking the dents out of exhaust pipes. He also makes holders for cans of chain lube and WD-40 for trailers.

So when I needed to replace my seat cover, I gave Elston a call and asked if I could bring my camera. Here's a step by step demonstration of putting on a new seat cover.



1. As you can see, due to a close encounter with the ground, I was in need of a new seat foam and a new seat cover.



2. The first step is to remove the old seat cover. Here's Elston using a screw driver to pry the staples up.



3. Have pliers handy to pull the staples out.



4. With all the staples out, peel the cover back



5. Next, put the new foam in place

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6. Now, you're ready for the seat cover. Start with the front of the seat and pull it tight to the back of the seat.



8. Elston puts in the first staple at the back of the seat.



7. Here's the tool to use to staple the cover to the base. It's a pneumatic stapler. If you use an electric stapler or a regular hand stapler, expect to have to hammer them in.



9. Then, skip round to the side of the seat at the bend. Put one in each side.

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10. The next staples went in between the bend in the seat and the back. The whole time Elston was doing this, he kept pulling the seat cover tight.



11. It's time to put some staples in the front of the seat. And continue filling in between the other staples.



12. Work the cover in around the seat's mounting points.



13. My WR has these mounting points in the middle of the seat. You need to trim around these.



14. Here's the finished product.



Here are the pictures of the can holders for your trailers. Elston has two different sizes available. Call him at 417-865-4704 if you're interested.



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I hate stinkin' sand!!!

I didn't get to Texas. So when I heard that Aaron "Chili" Roberts made the trip, I asked him to give us a little write-up on the ride. Luckily, he agreed to it. Thanks Chili. Bob

By Chili

I hate stinkin sand!!! I never ride in it, never practice in it and I mostly wreck in it. But somehow I found myself racing in it at the 3rd round of the Blackjack Enduro series. The race was a new one to the series and was held at the Cycleland Park in Nacogdoches, Texas. It was a last minute decision that got me there (mostly by my nagging nephew Shane), but one that I can say was a great decision. We had planned to go to the National Hare Scramble in Kahoka, but last minute rain predictions scared us away from there. So, with the help of Mick Spickard's big diesel pick-em-up truck, Shane, Mick Spickard, DA Spickard and yours truly made the 11-hour trip to Texas instead. Yeah, I know it sounds like a long way, but folks let me tell you, it was worth the drive. It was a first-rate deal. The Texas enduro series welcomed BJEC with open arms and made us all feel right at home. As soon as you pulled into the park, the club members met you and drove you (via golfcart) to a parking place in the campground. Which, by the way, was one of the nicest areas I have camped in quite sometime.

Now, to the race. Well my AA guy Jon "Spud" Simons, who I normally "try/fail" to follow at these enduros, had chosen to stay home, so now I was in charge of our row, which consisted of the Spickard brothers, Shane and me. Talk about the blind leading the blind! So, being the enduro computer veteran (what a crock), Shane and Mick looked to me to make sure we all got our computers on time at the start. Well, I pulled a typical "Chili" and we all started our computers late!!! So much for my leadership skills. So I spent the first 2.9 miles trying to calculate how far off my computer was and how to keep myself on time. Of course, in messing with my computer I pulled a "Chili" No. 2 and smacked a tree hard enough that I got my whole row to stop and ask if I was ok. Since there is nothing in my head to hurt, I remounted and just yelled follow me. They were probably losing confidence in me by now, but the tree must have knocked some sense into me, because I figured out the computer and we got zeros on the first two "timekeeping" sections. Now to the trails. Since this is Texas, I figured typical "TEXAS" race: Pretty open, with some serious field

blast! Well, as most of my day had been going, I was wrong. We were greeted to some really cool trail (minus the sand). It was all forest and NO field blast whatsoever. Imagine the cool pine section at Trainrobbers except you're in sand. Kind of weird, but very cool. Of course, there was lots of sand whoops. Can't totally get away from being in Texas. The club putting on the race put some checks in some really creative spots, even catching some of the true veterans of the game hot in the first couple of checks. They got real sneaky at the end of the short course and "got" practically everybody. They had a check in and a speed change to 24 mph at around the 53 mile mark. So, of course, most everyone thought this would be the last check before the main gas. Well, they checked us out of the 24 mph section with exactly 3.0 miles left to the main gas stop and the end of the short course. Of course, most (including me) were just kind of cruising (a.k.a. catching one's breath) in to the main gas, but before I knew it I was going into one more unexpected check to end the short course. Oops, I think we all learned something about counting possibles on that one! Even after getting nailed, I thought man, that was a cool place to squeeze in a check. Then us long course riders went back on a little lap. It was only 13 miles, but the test was 10 miles at 30mph in all those sand whoops to end the day. Needless to say, everyone dropped some points on that one. All in all it was a great day. The course was cool (except the sand). The awards, organization, all first class. I think I saw 50 or 60 BJEC members represented. Maybe more, after counting to 20 things get a little hard for me. Some notable BJEC finishes were Drew Chandler 1st Overall BJEC, our fearless BJEC webmaster Brian Jahelka got his first "A" trophy (he was very proud) and the entire Lowe family brought home trophies!!

So, to sum it all up, whoever was responsible for getting us this new race, good job (except for the sand). For all of you that say "it's to far to drive," suck it up, this is a great place to go (except for the sand). Plus, when is it ever too far to ride your motorcycle (even in sand)?? Did I mention I hate sand?

Thanks again, Chili. That was a great story. Yes, I was one of the folks that missed out on the Texas Enduro, due to the distance. From everyone I talked to, it was an excellent race.

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No OMTRA Meeting in June. Come to the Elections on 7/5/03!

(Continued from page 2)

I've also got some good pictures from the MHSC race at Marshfield. Hopefully, next month's issue won't be so late!

I got me a new bike trailer. I got it for one main reason. It's taller. I can stand up in it. Yippy! I also got a ramp door and it's two feet longer (12 feet). I've already sold the old one. Dale and Judy Willis are going to be pulling old blue. Spud wanted to know if they were going to paint it. I asked why, it's got so much character now.

I might do a series of articles on setting it up. I'm going to paint the walls. But I'm not sure about the floor. I've been looking at other folks' trailers. Elston Moore's has rubber mats. Kreg Simons painted his. Brian Sharp tiled his. I thought about having pickup truck bed liner sprayed on. But I was told that is mega-bucks. So, if you have any thoughts on flooring for trailers, give me a call or drop me an e-mail, I've love to hear your thoughts.

After the floor, I have to figure out how I'm going to put the bikes in there. Then, lighting and cabinets. And last but not least, stickers!



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7/4/03 – Night ride at Chadwick, at the Pavilion. Bring a light.

7/5/03 – OMTA Elections! Steve Underwood's farm. It's an evening thing. I'm not sure what time things are going to start. Folks started showing up in the late afternoon last year. We're going to bar-b-que. Be there.

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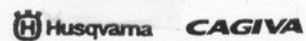
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