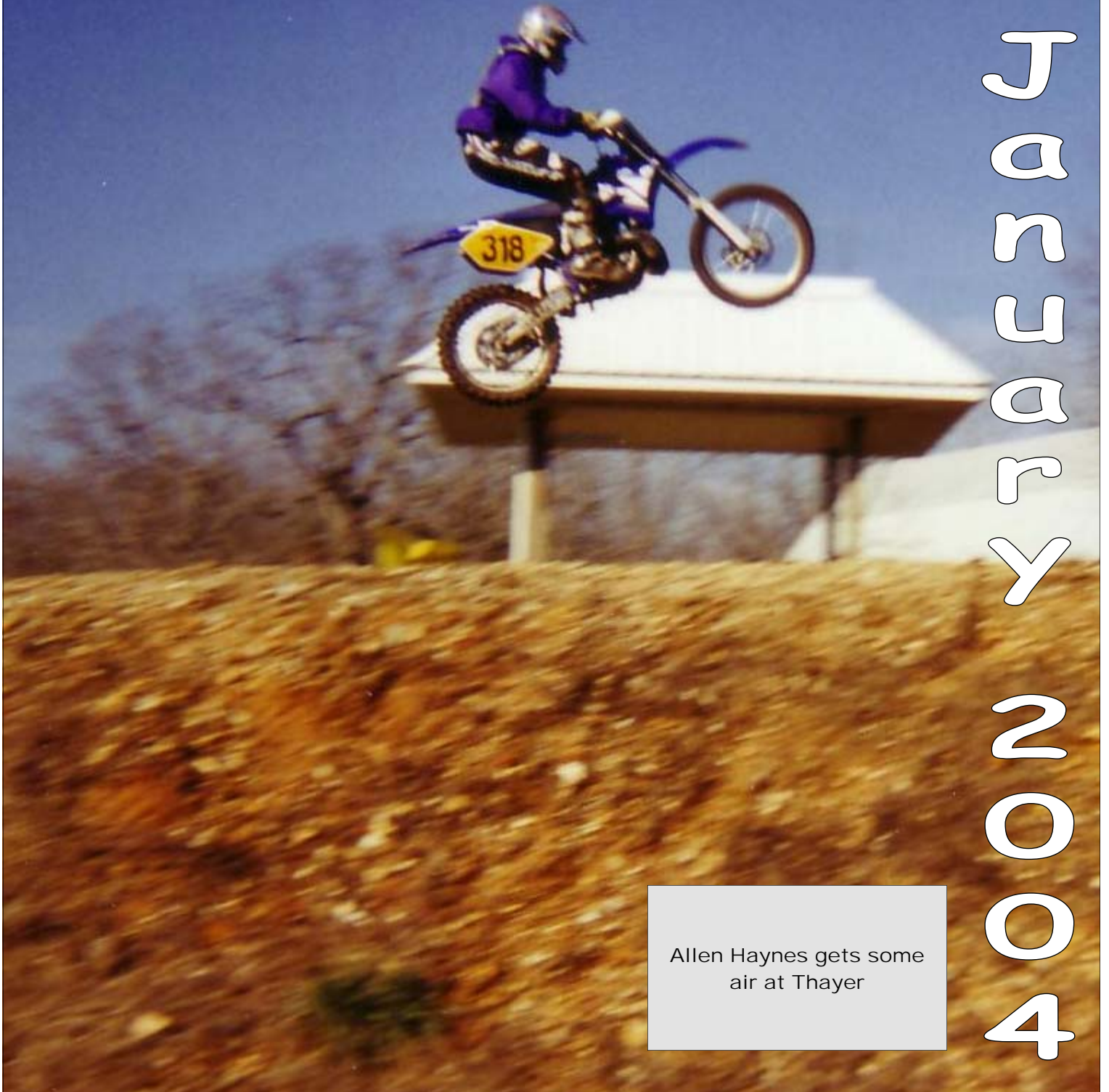


Notes on Spokes



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Allen Haynes gets some air at Thayer

TID BITS

Colorado. I know what you're thinking. "Bob, it's the middle of winter and you're already thinking of going to Colorado this summer?" Well, as a matter of fact, Chili brought this up. The AMA is having one of their national enduros August 1 in Rand, CO. Of course, that's a Sunday. So we would camp out the week after the enduro.

Rand is in the north central part of the state. Shawn Hall did some camping in this part of the state and said there are ORV trails in the area. Mark your calendars for the week of 8/1 to 8/7.

Toys for Tots. The annual Toys for Tots race at Possum Hollow originally scheduled for 12/14 was re-scheduled for 12/21 due to the weather. The weather on the 21st was great for December, but from what I heard, it was still quite muddy. I didn't make the race.

Dirt Bikers are nice folks. I'm cruising the forum at www.hillbillygp.com and Scott Frazier makes this post that he has an '01 Suzuki JR80 looking for a home. He wants to find a good kid that could use a good Christmas.

Well, Shanon "Mo. Lakota" Caldwell, a deputy sheriff from Wil-

low Springs, MO knows just the kid. He said, "*He is the sort of kid we used to be rather than the little brats I see these days that back talk their parents.*"

It all worked out and the little kid got the bike. Good Job, Scott.

**OMTRA
January Meeting
Ziggy's on North Glenstone**

Something new this month. Mike Herbert, three time Olympian, Hillbilly Grand Prix rider and health nut, is writing a column for Notes on Spokes. This is the first month. It's called K-1's Health Bites. Mike, A big thanks from everyone.

BJEC There are proposed rule changes being discussed for the Black Jack Enduro Circuit. I have included the proposed changes starting on page 6 of this newsletter.

Maybe this should be on the OMTRA page of this newsletter: I am a club rep for the OMTRA, along with Aaron Roberts, so I have to have an opinion on these rules. I also have to get feedback from all the club members. So there is a topic on the www.hillbillygp.com forum called "Rally the Troops;" if as you're reading this you form an opinion, go there and tell us what

(Continued on page 8)

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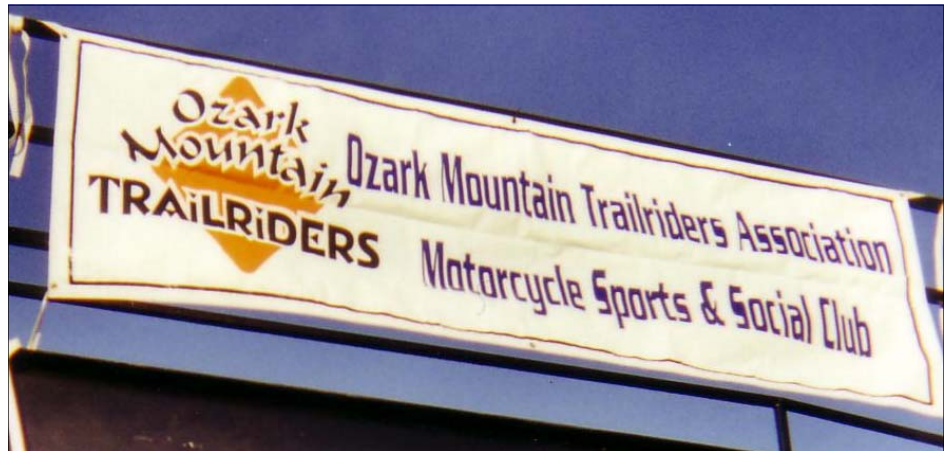
Thayer

By Bob Fuerst

The weekend of December 6th and 7th turned out to be a great weekend for the fourth race of the 2003-2004 Hill-billy Gran Prix Series. Quite a few folks made the trek out to Thayer on Saturday and camped out over night. The temperature dropped into the twenties, but a roaring campfire made for a nice evening.

The sun came out Sunday morning and warmed things up quickly. It had been years since I had been to the Thayer Motorsports location. The owners have put a lot of time, money and energy into making this one sweet motocross track.

Spud and crew laid out a 4-mile course. Approximately .75



OMTRA President and Vice President put up the club banner on the bridge for all to see.

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mile was the very safe motocross track. There were no dangerous doubles or triples. Then, about ¼ mile grass track followed before the trail headed into the woods. The ATVs and motorcycles shared most of the course except for "Cliff Davis Avenue;" they had cut in a brand new section of trail through a very brushy section of woods.



Rusty "Brain Fart" Reynaud

And, since Cliff Davis lives for this kind of trail (NOT), they named it after him. Since the riders were slowed down a bit, they used the opportunity to put up a few signs like "Moto Golf Rules!" They also put up the infamous Carmen Electra poster.

Not everyone showed up ready to race. Scott Johns showed up without a rear brake pedal on his motorcycle. He had loaned out the pedal to a friend. Now, it had been returned,

(Continued on page 4)



Two of the un-sung heroes of the HBGP, the scorekeepers. Lesa Simons, seated, and Kerri "I'm going to kill you, Bob Fuerst" Roberts

(Continued from page 3)

but he forgot it at home. Luckily for him, Kreg Simons had purchased a new bike to trail ride the day before. And, since the new bike wasn't going to be raced, he let Scott borrow the rear brake pedal.

For the first time this year, the series would use a motocross starting gate. Unlike the rest of the series, where a dead engine start is used, riders started, engine running, behind a backward falling gate. This really favored the motocross racers.

Rusty Reynaud jumped out to a good lead in the expert class with Anthony Meyer in second. Rusty, who is now over 40, may be fast, but he's either losing his eyesight or his mind. After three laps, he comes through the check and he thought the sign said his race was over. He pulls over. Second place Meyer blasts into the lead. I'm sure he had no clue as to what Rusty was up to. Rusty thinks, "They're just wasting energy." Allen Haynes, running in third, pulls over and talks to Rusty. When Brian Sharp and Karl Harris come past, Rusty sends Allen over to look at the finish board. He finds out they aren't done. So they take off in pursuit of the new leaders. It looks like they caught them, but were unable to pass them.

After Rusty's first moto Brain Fart, he won the second moto by over a minute. Anthony Meyer, with two second place

finishes, took the overall for the day.

Jeb Patton picked up the overall win in the intermediate class with a first and a second for the day. Kreg Simons was second in class with a third and a first.

Chase Dunfee dominated the open class with two first place finishes. In fact, his times were good enough for a move up to the expert classes. Shane Roberts picked up second in class with 2 second place finishes.

James Lowe, in his first ride of the Hillbilly Gran Prix Series of the year, won the 200cc class with two first place finishes. Series regular Nick Frost Jr. got second in class with two second place finishes.



Overall winner Anthony Meyer

Buddies Patrick Hulce and Malcolm Wood finished first and second in the highly competitive Over 30 class.

For the second race in a row, Jerry Cochran won the Over 40 class with first and second place finishes. Cliff Davis finished second with second and fourth place finishes.

Mick Spickard won the Beginner class with third and first place finishes. Shane Martin picked up second in class with two second place finishes.

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K- I's Health Bites

By Mike Herbert

Hello all. My goal is going to be to enlighten a few more people about the benefits of being healthier. What, you wonder makes me qualified for this? Well, for the past 25 years or so, I have been into athletic competition. In fact, the Olympic committee made a human lab rat out of me more times than I can count. At times I felt like a pincushion. I've gotten to know everything about the inner workings of the human body from the heart, lungs, and blood to the muscle structure. Weight training. Also the nutrition of food, and what foods works best, to the mental side of exercise. I plan on covering all aspects of these, but for this first month, I will try to cover just one thing at a time. The first most important is the heart and lungs, the motor of our bodies, better known as our cardiovascular system.

I see we all go to great lengths in preparing our bikes and ATVs, everything from the motor to the outside with new plastics. More importantly, how much do we do for the body that's going to be in control of these machines? Even Ricky Carmichael works on his cardio to improve his performance. Now, I know a lot of guys who ride are not in the best of shape and do really well. But the same person in better shape will do even better. Being in better condition is not just for athletes. Moms, dads and grandparents can better their lives as well. My parents are 70 and still exercising and feeling great.

Do you know your resting heart rate? Have your watch when you wake up in the morning, take your index finger on your jugular vein on your neck, now count the beats for 30 seconds. Now double that. That gives your rate. The lower the better. For example, mine's 34. You can keep track of your progress by keeping track of this. The heart is like any other muscle — it must be worked out, and then it becomes more efficient at pumping blood and oxygen to all your body parts. Let's get you started with some cardio work.

How you achieve this is fairly simple. Just 3 sessions of exercise at least 20 minutes long a week is the minimum. This is how you achieve aerobic conditioning. Once you get started you can increase the time and your endurance will go up. Find an exercise you are comfortable doing, be it running, cycling, the non-motorized kind, I like my Cannondale road bike with clip-on shoes for maximum power transfer. Or if you want to ride the trail they make some killer mountain bikes with almost as much

suspension as motorcycles. If you don't like to work out in bad weather then even a stationary bike will do. I personally like to be moving even if it's in bad weather. A treadmill, swimming, or my favorite kayaking or canoeing will do also. Now the fun part; find your maximum heart rate. Doing one of the above exercises, warm up first then go at a good pace at 70 to 80 percent for 3 min., then go all out 100 percent for 1 min. Take your heart rate immediately for 6 seconds, Now times that by 10; that's your max heart rate. You will do most of your workouts at the 70 to 80 percent of your max. That's about 20 to 30 beats lower than your max. You should be able to maintain this thru your sessions. Unless you're doing competitions, you won't have to do speed work that involves going into the 90 to 100 percent area. That's when the endorphins really start kicking in, talk about a natural high. I have some really cool workout programs that you can do with your watch. Or if you want to go high tech, strap on a heart monitor. I have recorded many training sessions to races over the years. Would be real curious to see what one of you expert riders' heart rate does during a race. Any volunteers?

Well, before you get started if you haven't been exercising regularly, check with your doctor first before starting. In other words, I am covering my behind. Give it a try you will be surprised how much better you feel and do. Good luck and good health — catch you on the trail. K-1

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Black Jack Enduro Circuit Proposed Rule Changes for 2004

Brian Jahelka provided these rule changes. His comments are in italics.

Rider Advancement: It has been proposed that we get rid of the advancement 'point' system we have now and adopt a system that uses a 'percentile' ranking in order to determine advancement. This basically requires that the existing rules be completely rewritten. What follows is a replacement of the current section, *X. Rider Advancement*, as it currently appears in the rulebook.

X. Rider Advancement - A rider advancement system will be used based on the following:

1. Both BJEC members and non-BJEC members will be counted for the purpose of calculating advancement percentiles at all BJEC events. Non-BJEC members will be advanced just like BJEC members (TSCEC and SERA members are excluded)
2. There will be three sets of advancement percentiles calculated, one for all long course riders, a second for all "C" class riders (excluding C Senior), and a third for all senior short classes (including C Senior). A percentile will be calculated for each rider at each race. At the end of the season, the top 70% of the rider's percentiles will be averaged, and this will be the rider's advancement percentile for the season.
3. Advancement percentiles for each event will be calculated in the following manner: The percentile calculation will be based on the rider's finish placement compared to all other riders in their advancement set (not on their score). Riders must make it to the first check without houring out to be counted in the advancement percentile. Example: Joe Blow raced the "A" class and finished 15th out of all AA, A, and B riders. There were a total of 85 riders in the AA, A, and B classes. 5 of those did not make it to the first check, leaving 80 riders to be included in the percentile calculations. The percentile can now be calculated as: $(\text{Last Place} - \text{Rider Place} + 1) / \text{Last Place} \times 100$, or $(80 - 15 + 1) / 80 * 100$, which is equal to 82.5 and is rounded down to 82.
4. Advancement percentiles for the year will be calculated in the following manner: At least 70% of the rider's advancement percentiles for each event will be used to calculate the season end advancement percentile. These top 70% of the races are averaged, and rounded down to get the season end advancement percentile. The following table summarizes how many races will count toward the rider's season end advancement percentile:

# Of Events Raced	1	2	3	4	5	6	7	8	9	10	11	12
# Of Events Counted	1	2	3	3	4	4	5	6	7	7	8	9

Example: Joe Blow raced 5 races and received advancement percentiles of 82, 91, 78, 63, and 32. The top 4 races will be counted toward the season end advancement percentile. The 32 gets dropped, and 82, 91, 78, and 63 are counted, resulting in an average of 78.5, which is rounded down to 78.

5. Advancement Cut-off points: Riders will be advanced to a faster class when their season end advancement percentile is greater than or equal to the cutoff for that class. The following table summarizes the cut-off points:

6. Once a rider is advanced to a faster class, they must remain there for AT LEAST two racing seasons. If the rider 'points out', or has season end advancement percentiles below the cut-off for the class they are in TWO seasons in a row, then the rider may move back

AA/A/B Classes		C Classes		Senior Short Classes	
AA	85-100	Advanced	90-100	A Masters	??
A	50-84	C Classes	0-89	B Senior	??
B	0-49			C Senior	??

down.

7. A rider has the right to petition the circuit committee concerning their advancement, and state the reasons why they should not be advanced. The circuit committee will review and vote on any requests and provide a response to the rider within 2 weeks. The circuit recognizes that no advancement system is perfect, hence, the right to petition is granted.

8. Work averages will not count toward advancement percentiles.

9. Women, Junior, and Youth Classes will not advance.

(Continued on page 7)

10. Regardless of the outcome of the advancement percentiles as outlined above, any rider who wins the Overall A, B, or C class designation for the year must move up to the next higher class.

VII. Event

Regarding the length of the enduro, item (1) currently reads:

1. It is recommended that enduros be sixty ground miles in length.

Proposed to change to:

1. It is recommended that the super short course be approximately 20 miles in length, the short course be approximately 50 miles in length, and the long course be a minimum of 70 miles.

This rule change is being proposed to provide better guidelines for the event promoters on the length of each of their courses. Of course, land considerations may keep these guidelines from being met, that's why it is only 'recommended'.

Regarding the implementation of keytime being placed on each mile marker, item (7) currently reads:

7. Turn markings (major turns) will be designated by: A distinctive arrow with the turn number and mileage clearly visible. Loop enduros must have progressive mileage. Mileage numbers must be a minimum of 2" tall. Mileage markers are mandatory every mile.

Proposed to change to:

7. Loop enduros must have progressive mileage. Mileage numbers must be a minimum of 2" tall. Mileage markers are mandatory every mile. Keytime for the mileage is to be placed under each mileage marker, at each reset, and at each known control.

I'm not sure how long it's been since BJEC has used major turns in any of their enduros. I remember them from the 80's, but I haven't seen them used even once in two years. So why is it even in the rules (why confuse)? The main addition to this rule is the requirement that clubs put keytime up at these known mileages so that racers that are new can try out timekeeping without buying a roll chart, odometer, or computer. All they will need is a watch or clock with big digits to start their attempt at timekeeping. Additionally, I can provide the times that need to be put below each mile marker for the club after they give me a route sheet, so they have no extra calculations to perform, they just need to post what's provided to them.

Regarding the implementation of Newbies/Mentors on entry forms, the addition of item (24):

24. Sponsoring clubs are required to place "Newbie" and "Mentor" checkboxes on each entry form along with a short description of each. The sponsoring club should then, to the best of their ability, match up newbies and mentors according to the course length they will be riding, and what class the newbie and mentor are in. Ideally, the mentor will be in a slightly faster class, and a course length that is at least as long as the newbie's course length. The sponsoring club should inform the newbie at signup who their mentor is (by name and row number), so that they may introduce themselves at the starting line. An example of the newbie/mentor descriptions to be placed on the entry form: Newbie – Check this box if you are new to timekeeping and would like to be placed on a row with an experienced timekeeper. Mentor – Check this box if you are willing to mentor a newbie on the fine art of timekeeping at this event.

Sure, this is going to be a little more work for the organizer, but it should help out the new guy. Hopefully, most of the mentors already pre-enter, so as the newbies show up, they can just be placed on a row with a mentor that already has one assigned.

Regarding the adoption of the Advancement Percentiles, the addition of item (25):

25. All classes must complete their full course length. For example, AA, A and B classes must all complete the full long course. A 'B-Cutoff' is not allowed.

If the advancement percentiles are going to work, all of the classes in each set have to compete on the same course.

Regarding the addition of a new class for those 60 years of age and higher, the addition of the following class:

Class: Super 60 Senior – Age 60 and older – Short Course

Don't have much to say about this one, other than we have a few guys that old that are sick of racing against those guys that are 55 years young!

(Continued from page 2)

you think. Now, if your name is Karl Harris, you already know this.

With that said, I do already have an opinion on the changes. The biggest change by far is the advancement process. With the old advancement system it was too easy to advance by just showing up. With the old system, if you only went to a few races a year, you might never advance. As you'll see when you read the proposed changes, the new system is based on percentage. This will even affect riders who don't sign up for BJEC. Will it offend some riders who always show up and ride one of the C classes and take a top trophy? Most likely, but the cherry pickers won't keep taking trophies away from the riders who support the series all year. The percentages still have not been set for the senior classes, but assuming they fall in line with the long course percentages, I am definitely voting yes on this.

Recommended course length: Yes

Placing key time on mileage markers: Yes, it will add a little work to putting on an enduro. But not a big deal.

Newbies/Mentors check box: Yes, I think I've been a mentor once or twice before. It will give a chance to explain the rules of moto-golf. *Moto-Golf, by the way, is Karl Harris' word for enduros.*

No B-Cut-Off: Yes, it's got to go with the new advancement system.

A class for riders 60 years and older: Yes, and I hope to ride it some day!

Clear Creek. Creek Creek was a motocross park from back in the day. It closed in the 70s. It was located in the Willard, MO area. Karl Harris has been doing some research and is going to do an article on it. I'm looking forward to it.

AMA I was surfing around the Internet trying to find stuff to fill

this issue up with when I found an interview on www.raceroxill.com with Cliff Glidden dated 1/6/04. Glidden is running for the AMA board of directors as the Northwest member. It's a very interesting interview. He is not from our area, so we can't vote for him. But I hope he gets elected. I was very impressed with what I read. He's a hardcore dirt biker and fast. Read it.

AHSCS Here is the schedule for the Arkansas Hare Scramble Championship Series. Hopefully by next month, I'll have it in the calendar section.

02/14: Turtle Cove Grand Prix - Sparkman
02/29: River Ridge - Mountain Home (new race... not at Texarkana)
03/14: Wildcat - Decatur
04/04: Superlift - Hot Springs
04/25: Byrd's - Cass
05/16: Sturkie - Salem
05/30: Pine Ridge - near Atkins
06/06: Gorman's Race - TBA
06/20: Crossroads - Durham
07/18: River Ridge Classic - Texarkana
09/05: Highway 89 - Mayflower
09/18: Saulsbury/MMC - Saulsbury, TN
09/26: Old Crow - Russellville
10/17: Possum Trot - near Harrison
11/27: Riverfront GP - Ft. Smith ?????

Why the question marks by the Riverfront GP? It might not be a series race in 2004. Check out www.arkansasharescramble.com

TORO For those of you unfamiliar with TORO, it's the Texas Off-road Racing Organization. It's an eight-race series that starts in October and goes into February. Check out www.race-toro.org for more information. I know it's a ways off for most folks from the Missouri, Kansas, Oklahoma and Arkansas area to go to, but not all. Many time BJEC and MHSC winner Steve Leivan is making the trek to Texas. He was last year's winner and leading the series this year. Good Job Steve.

WUDI 6 In last month's issue, I mentioned the WUDI ride on February 28 and 29 at Bismark, AR, then it will move up to Chadwick, MO. Here's the official web site: <http://pws.chartermi.net/~jejb3/Wudi6/wudi6.html>

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OMTRA Meeting
7 p.m. January 15, 2004
Ziggy's on North Glenstone, Springfield, MO

Christmas party. The regular meeting was not held in December; instead The Ozark Mountain Trail Riders had the annual Christmas Party at my house on December 12th. The threat of snow kept a few folks away that night, but about 30 folks showed up. Karl's kid Kale really seems to like those horses. It's got Karl concerned. And Kevin's kid Kasey really likes cheese. He thought the best part about the party was the free cheese!

I won't give out any wimp awards for the folks that wimped out due to possible snow. But the Big Stud award goes to Max Harkey for driving all the way from Hartville for the party.

Chadwick Clean Up Day. Good weather helped promote an excellent turn out for the annual New Year's day clean up. About 40 folks should up making this one best turn outs in memory. The clean up was completed in record time. Plus, we not only cleaned up further along the road. 171 and the area around the pavilion got picked up pretty good.

By the time the trash picker uppers got done, Shawn Hall had warmed up a pot of chili. It was excellent. The Hall family reported that they had to live with the chili the entire day before as Shawn cooked it. After everyone had their fill, it was time to ride. Not fifteen minutes after the last group took out, it started raining. It rained hard. It didn't stop the die-hards. *I wasn't one of the die-hards, I didn't go for a ride after lunch.* After the ride, I read on the Black Jack Forum that the folks hung around talking until after dark.

I got a call from Kreg Simons. He wanted to see if any folks wanted to camp out on New Year's Eve at Chadwick. With the weather being so mild for this time of year, Linda and I along with Shawn and Kim Hall and their son Mark joined Kreg and Cindy to celebrate the New Year sitting around the campfire. Most excellent.

I must say that the new campground is also excellent. All of my recent overnight trips to Chadwick have been enduro-related. So I had to stay by the pavilion. This time, we stayed at the campground. It's designed very nice with many of the new campsites being pull through. We all were able to plug in to electricity and not run the generator. Sweet.



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Mark Your Calendar

OMTRA meeting—7 p.m. January 15, 2004

WUDI 6—Bismark, AR—Feb 28 & 29

2004 BJEC Schedule

www.BlackJackEnduro.com

- 3/7/04— Scipio, OK
- 3/21/04— Combs, AR
- 3/28/04— Forest Hill, LA
- 4/18/04— Braggs, OK
- 5/2/04— Nacogdoches, TX
- 5/23/04— Park Hills, MO
- 6/13/04— Bismark, AR
- 6/27/04— Stillwater, OK
- 9/12/04— Northwest, AR
- 10/10/04— Oklahoma City, OK
- 10/24/04— Chadwick, MO
- 11/7/04— Red River, TX

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- 4/18/04— Steelville
- 5/2/04— Polo
- 5/16/04— Westphalia
- 6/6/04— Warrensburg
- 6/20/04— Marshfield
- 6/26/04— Park Hills
- 7/27/04— Florence
- 8/10/04— Polo
- 8/22/04— Newark
- 9/5/04— Kahoka
- 9/19/04— Eugene
- 10/2/04— Park Hills
- 10/17/04— Smithville

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