

SERVING SOUTHERN MISSOURI/NORTHERN ARKANSAS



# NEWSLETTER

4th ISSUE

LOCAL DIRT BIKE NEWS

NOV 94

**HEY!** We're BACK! I know that I talked about waiting until after the **HARDWOOD ENDURO**....but I just couldn't. Have too much stuff to tell you about. Results from the Hardwood Enduro will have to wait until December. Should be able to publish the results **AND** BJEC year-end standings! We might have to do a *gemendous sized* issue to get that all in...but we'll do it if we can. We're going to dedicate this issue to **CHADWICK**. Stuff happening there

and various things going on. I've been going over trails getting mileage ready for the enduro and will talk about some of the changes. **Friends of Chadwick** had an outing on the 15th/16th of this month. Didn't hear what went on but know there was some clean-up, and saw a lot of BJEC riders with garbage bags in their hands. Before we get going, I want to share a letter with you that I recieved from Skip Seals of Tulsa Trailriders, talking about the Six-days. Read close, it's good! !

## AFTER THOUGHTS FROM THE SIX-DAYS

# T T R

ulsa rail ider

The Tulsa Trailriders, and friends, did not know a lot about how to deal with thousands of spectators and it showed. We did not know much about dealing with the press and they have let the world know!

There is one thing that we do know how to do and with the help of so many, we put on one hell of an Enduro! Each and every rider that we have heard from praised the event. **Leroy Winters** said this was the best organized SIX DAYS he has attended. He said **John Penton** expressed the same opinion. **Bill Baird** of the AMA Congress, and an all time enduro great, said it was well done. The rider's opinions are what count with us and from that perspective it appears an outstanding job was done by all!

There were some truly outstanding contributions observed from my limited perspective, that is observations from someone stuck in the Pavilion most of the time. **Marilyn Shoalmire** rose to the occasion and took control of rider administration and with the assistance of **Sherry Compton**, **Barbara field**, and **Toni Capretta**, did one fantastic job. Randy, you and your "MX Medics" did such an outstanding job that you drew a salute from everyone! **Mike Doughty** and the **Okie Dirt Riders** ...they came, they grass tracked, they drank all the beer in Osage County, and they left quietly. **Fred Tobin** headed up the terrain tests, doing such a bang-up job the "Jury" had no complaints...and that says alot! Due to his position as Deputy Clerk of the Course, **Jack Shoalmire** could have managed to do very little, instead he worked his butt off from 5AM until after midnight each and every day from well before the event until the Ranch was cleaned up afterwards, and for those of you who do not know; he was the **Trailmaster**. The loop captains were the heart of the event; "**Uncle Bob**" **Robinson**, **Paul Rodden**, **Randy Coffin** (my trail boss), **Jerry Hickerson**, and **Rob Burness**. How about the excellant job done by all the check captains and their boss, **Randy Ralls**. There was one overwhelming job and it was done well by **Larry Bolander**, as Grounds Captain, his may have very well been the most demanding. How about the final moto-cross, **Roger Ralls** did a stand up job! Communications were handled by **Guy Morris** and he will be glad to tell you how good a job he did (which was excellent, just don't tell him I said so.) **Joann Owens** put up with the press, God bless her. I do want to thank someone from the AMA...**Debbie Sheldon**. She worked as long and diligently as anyone. She came early to help review our sign up plans and assisted **Marilyn** during administration. Finally, Thank You, **Wayne Hinman**! After it was all over, **Jack Shoalmire**, **Harold Compton**, and I were discussing **Wayne**.

The question was asked, "why would anyone come all the way from California to get up every morning and take abuse until midnight each day?" The answer is simple, we just don't know what it is. Am certain that I will remember other outstanding people and will kick myself for forgetting.

This is for all those spectators that came and were dissappointed. The Tulsa Trailriders and our friends are enduro riders first and foremost. Nearly all our concentration went into this aspect of the ISDE. If we had it to do over again, I'm not sure how we could have done it differently. How could we turn several thousand people loose on 30,000 acres of private property that we do not own but have assumed the responsibility for? How would they get around? In private vehicles, or on motorcycles? Can you imagine the traffic on the gravel roads or the bikes in the way out on the trails?

Not one outsider has come forward and asked if anyone was hurt, nor has there been any concern shown by any of these, including the AMA, for this part of the event. Thankfully, there was not one serious injury to any of the thousands of spectators, support personnel, or staff. That is quite an accomplishment! And we felt we owed that to the Zink Foundation for the courtesy they extended to the enduro world for allowing us to use this Ranch.

The lack of big screen TV was a disappointment to us all, but when the vendor showed up and demanded an additional \$15,000.00 over and above what was contracted for, we refused. The monitors and video coverage that was set up almost immediatly was both professional and entertaining.

How about the Opening Ceremony? Well, like I said, we ride enduros and sometimes do not give the window dressing the consideration it's due. While I was not able to make it to the opening ceremony, I heard some people say they liked it better than Holland or Sweden. I did not see Sweden's but I did see Holland's and was not impressed. Wish we had listened to the Italians, they said they would have prefered doing something with cows.

Most of the criticism has come from those that are under the impression that we had excess funds to work with. We did not! We recieved zero from the AMA, FIM, and the governments. \$18,000.00 is set aside for the host club by the FIM but it goes through the AMA first. Apparently this money is not going to make it to the TTR. It is going to be very close financially.

Allow me to close by stating that with your help, a volunteer, we held the ultimate enduro and the ones that count, the riders, loved it. We had not one full time person working on this event. It was done with 100% volunteer effort **and it was done well!**

Skip Seal

*Have to wholeheartedly agree! As I stated earlier, "you would have to be a 'LOON' to take on an event of this magnitude.....willingly!" TTR did, and did one hell of a job!*

## Potential for Danger!

I saw two things in the last few days that made me instantly think about "Potential for Danger!"

**The 1st** was a trip to Fort Leonard Wood for routine stuff. Since I was going right by **Skyline Honda/ Yamaha**, I decided to stop in and see Super Dave. Dave wasn't there but his Dad, Dick (and another person who will for now, go un-named) were. Right by the counter sits this brand, spanking new **CR 500**. I said; *Who's is that?* Long pause, *Well...it's Daves, he's gonna run Black Jack next year.* Whoa! All stop! A CR 500 in the woods, between tight trees? I would have liked to have been sitting in the grandstand bleachers of Super Daves mind when that rationalization took place. I can just hear it now; **but...I need that power!** I don't care what you say....**There is Potential for Danger there!**

**The 2nd** is seeing **Max Harkey** (Collins Enduro fame) at Chadwick, riding his RMX. When we stopped I noticed his tire had **TWO** side knobs. We're not talking about the back one here although the only way you could tell it used to be a knobby was a faint visual outline of where the knobs used to

be. My concern was in regard to the front tire. **Two knobs!** We're not talking on one side either! Grand total of side lugs on both sides was **two**. I don't care if Max is a Dentist and "supposed to" make lots of money...I'm going to give him an old tire that at least has four knobs on it...you know, reduce the **Potential for Danger....by Two knobs!**



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## MOTORCYCLE PEOPLE WHO CARE

You'll notice I put this under Steve Underwoods ad. There's a reason. When I put on, or help put on, an enduro or hare scramble and need something....Steve helps. I don't think I'm the only one either. He has provided the arrows for Chadwick for years, loaned generators, whatever it took to make the event's go. **I think he just likes motorcycles!** Thinking along those lines got me off on a tangent that dealt with dealers in general. Since I'm talking about Steve, I'll use him as an example. Motorcycles are my sport, especially dirt bikes...let's call it a passion, something I like and talk about alot. Imagine selling them and having them as a hobby? What are you going to talk about...well...motorcycles. I'm talking eat, sleep, sell, maintain, maintain for other people, ride, and breath motorcycles. I've seen that look on my wifes face when I'm rambling on about some motorcycle related thing...like enough is enough. So where did that thought tangent take me? I decided Steve is good people and I bet good people have a hard time riding with friends and then trying not to make them mad when they need to buy some part for their bike. I also think "we" need to understand dealers in general as people who happen to love motorcycles **and** are trying to make a living at it. I also decided **Denise Underwood** (Steves wife) must be a wonderful woman. I'm not sure even I could take the eat, breath, sleep, maintain bikes, maintain other peoples bikes.....whoa! That might be the one that got me. I feel guilty about the maintenance on my own bike, and I try hard. Hmm....maybe if I left out the "other peoples" thing...I could be alright with it!



# Fun-duro

Got to thinking about how we're going to do this and to be honest...I haven't taken alot of time to really think this through. I will tell you what I know so far. We're going to put points on the map and you figure out what trails you want to use to get there. Once there you'll find a punch hanging in the tree, to punch your card. If you get all five punch's, you get to draw five cards for a poker hand. The winning hand gets a trophy. That's how we'll give trophies out...yes, **Possum Hollow Trophies** is going to provide some trophies. To make things a little juicier, we're going to find two hills that are...well goofy. If you make it up them **on the first try** you get to draw an extra card for each hill. (You'll need at least one witness for this one.)

**FOOD!** We're looking at a bunch of hotdogs, a bonfire, a huge grill, baked beans, potato salad, soft drinks, and maybe a vat of hot chocolate. The important thing here is the bonfire...if it snows we might just do that! Just kidding. If the weather's bad this thing is going to go, it's up to you if you want to ride...or sit by the bonfire.

We're going to have to have some kind of a pre-entry thing so I know how much food to try and get, I'll get something together for the December Newsletter and get it to you that way. It is important to me that anyone be able to come and ride so feel free to ask friends, just let me know how many...again, so there's enough stuff.

I've also tossed around the idea of asking for donations for Chadwick Fire Dept. Why? Cause they just bought a new (old) fire truck...and need to pay for it. The reason it's important to "us" is that sooner or later someone's campfire at Chadwick will get out of hand...and they're the ones who will respond, let's help them? I will put that on the pre-entry and con **Aggie** (the Chadwick Lady) into collecting that for us. The only thing I will ask her to do is add it up that day and give it to the Fire Dept.,and tell us how much, **right then**. What do you think? The bottom line here for me is that we **want to see you there**, don't get hung up on the donation part. If you want to give...give, if you don't, or can't...come ride with us!

So...when is it? **New Years Day!**

# RUMORS

WORD is there's someone looking at a new KX 250 over at **Lebanon Suzuki/Kawasaki** and that person won't have to have taller seat foam to ride it. You don't suppose.....yes, I think you're right!

**THE TINY AVENGER! RIDES AGAIN!!**



# CHADWICK in 1962

1962, are you serious? Yes...I...am! Aggie sent me an article she had kept from then on Chadwick and it's Neat! I'm going to have to apologize for not having enough room to print it all but I've picked out some key phrase's that typify the "lingo." I also cut out the pictures and I'd like you to pay special attention to the "the babe" on the back of the 1st motorcycle in the one that talks about club membership.....yes, it's Aggie



was to speed over a two foot rise, pull the front wheel into the air and ride on the rear wheel.

on behind her son. These pictures are old, and recopied a couple of times so they won't be very clear...but they're neat! !

"A person wouldn't ride his horse up this hill. Maybe this is why these young lads left their horses at home to go roving the hills on motorcycles."

"Right off, several started walking the dog. All it involved

"About midafternoon we reached the hill. Someone had a sense of humor when they called it the hill. A bulldozer worked on the hill's side and when it could no longer climb, then it was about in shape for the bikes. About one in ten



"Club membership of more than 40 lines up on Chadwick's main street!! could navigate the barrier and the other nine either tore up their bikes or themselves."

Special thanks to "Aggie" for sending this in. Times change but the sport continues to PROVIDE FUN!

## NOW IN MISSOURI !!

### WOODS VALVING

Pro-Action has always offered a valving system for the woods, which worked well, but was never a main priority. We did special valving for a few woods riders and they were happy and that was that. Well, in 1992 all that changed. Not only was woods riding becoming the fastest growing segment of racing, but more and more riders were interested in taking a thoroughbred motocross bike and competing in the woods and at the same time occasionally taking the same bike to the motocross track on Sunday. It was quite a challenge to develop a suspension that worked great blasting down a straight, fast fire trail, or finding its way thru rocks, roots, and creeks.

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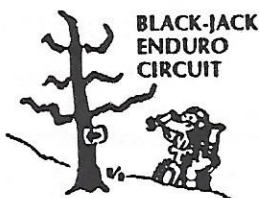
# 27th & 1/2 ANNUAL HARDWOOD ENDURO

## Rider Information

### ROUTE SHEET

0.0 Go 15 mph  
2.9 Speedo Ck  
6.0 Go 18 mph  
Reset 13.3-16.3  
20.04 End Youth B,  
Womens B & Vintage  
20.04 Gas available  
Reset 20.04-23.04  
25.68 Danger Road  
Reset 25.68-28.68  
31.25 Danger Road  
Reset 31.25-33.25  
34.8 Go 24 mph  
38.8 Go 15mph  
Reset 38.9-41.9  
47.3 Go 18 mph  
(Short Course  
Finish on trail  
57.6 or sooner)  
Reset 57.8-64.0  
64.1 GAS STOP  
Reset 64.2-72.0  
81.2 Go 24 mph  
Finish on trail  
93.5 or sooner

All Mileage on  
trail is in One  
mile increments.



Welcome to the **HARDWOOD ENDURO** and, the last event in the '94 season for the **BLACK JACK ENDURO CIRCUIT**.

All gas stop's in this event are common. They all land in the sign-up area. All class's end out on the trail and ride into the start area.

Youth B, Women's B, and Vintage mileage is: about 17 actual

Short course mileage is: about 43 actual.

Long course mileage is: about 61 actual.

There are sweep riders who will follow **immediatly behind** the Youth B riders who are started last. Parents rest assured, they are there to help your child if they need it.

Score cards will be scored out on the course. After the last rider is in, protest period will begin. Look and be ready for scoring and trophies to go quickly.

If you break down, give your score card to the next rider by and we will come for you. **Do NOT leave your motorcycle!**

---

The Annual BJEC club Rep. meeting is being held Saturday afternoon.

After the Enduro is over (at the protest period,) next years enduro schedual will be posted in the sign-up area for you to copy. There will also be membership forms for you to take with you, fill out, and mail to the BJEC Treasurer who will make sure your name gets into the computer.

Again, we **THANK YOU** for coming. Our continued access to this area hinges directly on "our" repor with Rangers. When you see one.....please stop them and **Thank them!**

# CHADWICK the "Official View"

*Jim Voyles (Ava Ranger District and more specifically Chadwick Supervisor,) has again provided us with news and happenings at Chadwick. They (the Forest Rangers) will be around the week-end of the Enduro. When you see one..thank them for all the things they do for us!*

In the last article I promised to discuss some of the problems we have and some of things we have planned for the future.

Our major problems involve trail erosion and illegal trails. As riders know, erosion often occurs on the ends of ridges where the trails drop into the hollows. Water tends to follow the trails down the slope and before long, a trench develops and leads to riders creating a new trail beside the old one. This process can lead to multiple trails on these points. Environmentalists, especially the Sierra Club, like to point these areas out as reasons ATV's should not be allowed on public lands. We are working at solving this problem by building new trails with switchbacks and waterbars to turn the water off the trail. We unfortunately have to use a dozer to do this and it results in trails being wider than some riders like. I hate to sound negative, but we either have to correct these problems with the methods we have or face the fact the environmentalists will have ammunition in their fight to close the area down.

The other major problem we have is illegal trails, more specifically, hill climbs. All authorized trails are marked with orange diamonds, those not so marked are illegal. Hill climbs again lead to erosion problems and project a bad image of the users to the public. We close illegal trails as we find them. Users can help with these problems by self policing. If you see someone riding off the trail or participating in a hill climb, point out to them that they are ultimately damaging our ability to keep the area open for their enjoyment and that of other riders.

Now to some things planned for the future. I'm happy to report that the **Friends of Chadwick** presented to the Forest Service with a check for \$5000.00 on 16 October '94. The money will be used to construct a pavillion at the old Kansas City Campground. We hope to get the pavillion done by fall, barring any appeals by the environmental groups.

We are also working on plans to expand the Cobb Ridge Campground. We are planning group sites north of the county road along with a water system, flush toilets, showers, new pit toilets, trailer dump station, childrens playground, a host site and motorcycle wash racks. In addition, we will add water to the existing campground and renovate the old toilets. Of course these improvements won't come without a price as once the improvements are done, the campground will be a fee site. Depending on funding, these improvements are scheduled to be done in 1996.

*A lot of stuff!.....Thank You Jim, for letting us know.*

## \$500.00 REWARD!

For information and return of two off-road motorcycles stolen SUNDAY MORNING, OCTOBER 23, 1994 from PEPPERTREE APARTMENTS in Springfield, Mo.

**1993 YAMAHA YZ 250**-White with purple *Tall* CEET seat and graphics; Pro Action suspension; and purple ACERBIS handguards.

**1991 KAWASAKI KDX 200**-Green with blue seat and graphics; Barkbuster handguards; blue grips and blue forkguards. VIN#JKADXNE18MA01679.

**PLEASE CALL: Cliff or Charles Davis at (417) 882-8125 (Collect) or (417) 836-4736.**

## Golf on a WR-250?

Down in Chadwick the week before the enduro to do finish mileage so I could call it in to **Jart** gave me some unexpected material. Met a guy named **Spud's** on a couple year old WR 250. To make a long story short, John (Spud's alias, we'll call him Spud's from here on out) came with us just riding along as we looked over some trail. I know this guy is a good rider cause I watched him but when we headed across this off camber, chat, tight tree section, he did the most graceful slide out in history. It wasn't a crash really, more like a tired wilting to the chat. When **Wayne Beindorf** mentioned it to him later, he denied crashing. Said he was calculating the angle of the ground...you know, like golfers do...on his hands and knees, head down in the chat. The only problem with that story is he was still going **12 mph!** Sorry, story won't fly **Spud's!**

## COONTA CINTA JOHNSON!

Had to include this because people have asked me why I write about Tom Johnson so much. Well, the answer has to be that he's a little "goofy." I mean what do you say about someone who gives you a never ending supply of "stuff?"

Example: I'm in the process of trying to build a tin shed with a cement floor. Tom's good enough to come help and got there after we had set all the poles and had the form for the cement leveled and set in. John (another friend) and I are starting to put up the roof joists when Tom shows up. "*What can I do?*" I look at him taking into account the new Thor jacket and \$100.00 (bright purple) running pants (that will never be run in...they're too nice for that.) "*Well we need all that dirt dug out down to six inches.*" Tom digs it all out (we're talking 17'x17') and a couple hours go by before he joins us on the roof. John and I end up climbing down for something and from inside the shed hear, *Coonta Cinta Johnson. I come to America, start out shoveling and look at me now.....I'm on top of da world,.....Coonta Cinta Johnson! !*

Why not write about somebody that .....goofy! !

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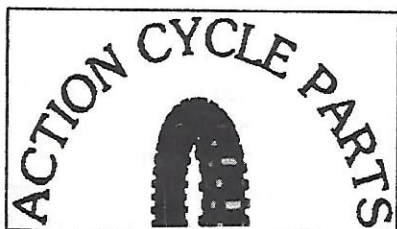


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## CHADWICK, TRAIL TALK

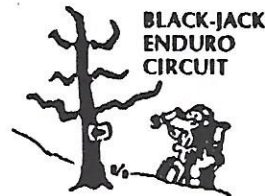
Had to talk a little bit about trail stuff I noticed at Chadwick the last time I was there. Everyone had told me about 134 (the trail right at the black-top where you turn in) being dozed out and ruined. Well the old tight tree section is definatly gone but the trail is neat! Sure I would prefer the old cedar section, but I like this too. I especially like the way they reconfigured the hill at the end of it (after all that was the whole point, to stop erosion) made it switch back and put in erosion bars so you get a jump or two. You could argue this one several ways but overall "I" think it's better. One argument has to be that now people of "average ability" can ride it, and, get up the hill at the end. Jerry Adams (Chadwick Ranger) also told me that they had reconfigured Dairy Queen hill. Haven't seen that but he indicated they didn't remove or level rocks, but routed it up more in line with the old original trail. If they did any kind of job like the one on 134 it should be okay!



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Haven't talked about MOTOSPORTS, and that's going to change right now! **Sam Lorenz** is the owner and keeps a very nice (90s boutique style) shop! Handles **KTMs, Huseburgs, Polaris Four Wheelers, Go-Carts**, and who knows what else. The really neat thing he does in addition to everything else, is offer a (I'm assuming out-of-pocket) **Black Jack Enduro Circuit Contingency Program**. In a nut-shell it means that if you place well in a **BJEC Enduro**, you get credit on parts. That's Neat! For full details, or just to check him out, call and see what you might be missing.

**Tom, with the broken foot** you know the one on the KDX, just got ahold of a **MOOSE PACEMAKER** from Lebanon Suzuki, and *it's way neat!* I run an ICO (could probably get by with a sundial) which I like very much but I'm into gadgets, stuff that's neat. This computer has multiple readouts...you name it, it does it. Now I wonder if I could call **Pete Dennis** at **Moose Racing** and get one that will make "me" go faster, you know, *ride for me*. Where's that number?

**I know...1 800 MOOSE-IT !**

## "ABOUT THIS NEWSLETTER"

Many of you have already heard this, but for those who haven't...we're doing this thing non-profit but we can't lose money either. We decided to assess a \$6.00/year subscription fee. We're planning on 12 issues but I'm going to commit to eleven (incase something happens one month) but plan for 12 all along. The subscription fee works out to about 21 cents per issue after postage. We "hope" to generate some money above operating costs...and will spend that on an annual outing of some kind at Chadwick on New Years Day (as we're doing this year.)

What's important to you is that on **1 December** we're sending this out to **payed subscribers, only.** That doesn't mean you can't subscribe at a later date but we are not going to continue to send out the 200 or so free ones that we have been. Most of you will probably see this for the first time at the **Hardwood Enduro** as we will hand them out there. There's a box at sign-up with envelopes provided for you. Put a check for \$6.00 (or cash) in it (made out to: **Newsletter**), "**Print**" your address on the front of the envelope, seal it, and put it in the box if you want on the mailing list for future issues. I've said in the past that I wish we could provide this thing for free and let the advertisers carry the cost, but for now that's not feasible. If we don't get sufficient reader base (subscribers) to at least cover costs, we'll refund the money to you...you have risked nothing.

Another thing I want to stress is that this paper is for **YOU.** If you have something you want to talk about, an interesting story, or just whatever, let us know and we'll include it. One of our goals is to make a consolidated event listing for activities in our area. Event sponsors/promoters....let us know about the stuff your doing, and we'll get it out. This is a service to our readers...there is no charge for it.

Finally to those of you who have already subscribed, **Thank You!** The many notes inclosed with your subscriptions have been much enjoyed, and encouraging. It's reassuring to know the effort we've invested getting this going has brought at least a few smiles to some faces. **See you on the Trail!**

## STUFF FOR SALE!

1 set of Bark Busters (used) in good condition-\$10.00. A PSI pipe (fits a 1989 KDX 200) excellant condition-\$50.00  
Call (417) 678-4623 (day time hours)

3-rail M/C trailer, same width as S-10 or Ranger, pulls good, includes lights and loading ramp-\$200.00 Call (417) 345-6211 (mornings)

*To place an ad send complete description, phone #, and \$5.00 by the 20th of the month, and we'll run it for 3 issue's*

## RACE DATES!

**Chadwick Fun-duro**, New Years Day at Chadwick, start time is 10:00 AM. Info call: (417) 345-6211

**Ben Geren Gran Prix** Ft. Smith, Ark Nov 27th.

**Hare Scramble**, Possum Hollow MX area, Nov. 27th.

*If you are planning an organized event (or unorganized) send it in and we will include it in this section. Get the word out!*



R3 Box 138-A, Buffalo, Mo 65622