



NEWSLETTER

12th ISSUE

LOCAL DIRT BIKE NEWS

AUG '95

Cannon Creek Enduro What to expect ?

The Cannon Creek Enduro is sneaking up on us and will happen on the 10th of Sept. This is the second year for this event on the BJEC shedual . . .and it's a good one! I went up on the 15th of July for a ride around it with Max (the motorcycle riding Dentist,) Bob Fuerst, and Koonta-Kinta. The course is very nice partly because they have taken a rock rake around the entire thing and picked up all the rocks. You won't buy that huh? Well how about the trails are clean with a couple of new sections thrown in for good measure. Buy that one cause it's true. I saw two things that concerned me a great deal. #1. I followed Max on his DR and had a pretty good view of a great brake slide training vehicle. There were **NO KNOBS** in the center of his back tire . . .zero . . .none. I was treated to some pretty exotic angles as I watched him brake for corners. Ground covered with grass was the best. Sometimes he just kept going and disappeared into the brush. #2. An act of stupidity we all participated in! It was like 96 degrees with a heat index of 110 so we went for this slow trail ride without helmets . . .**STUPID!** It went well for a while until Max who was in the lead knicked a tree while under power in about 3rd gear, and it went bad very quickly. It sent him off the trail into a cluster of tree's where he took the bark off one tree with his chest (no chest protector) and the left side of his face and neck. It was the most sickening, Gumbi-like crash I have ever witnessed. Max is very fortunate to have survived that intact. **IT DOES** bring back in my tired and numbed memory cells the reason we all wear helmets. **THEY ARE IMPORTANT** . . .don't fudge on it!

This issue we're going to give you some mid-year BJEC results, talk about Colorado because we just got back, give you an update on the Tulsa Trail Riders and the status of the Zink Ranch, and any other "goofy thing" that comes to mind!

More-on Shreves MC Trailer.

I know I've been picking on Ron and his trailer for a couple of months but I've just recieved new info that's goofier than the stuff I dreamed up . . .and it's TRUE! The last two rides that Ron has gone on (read this as events where you have to drive a couple of hours to get there) he has been out begging for boots! He just flat forgot them . . .twice in a row! Now remember this is the guy who runs a Radio Shack and knows his way around electronics. I "think" he should make a shelf in that trailer that has a sensor in it so if the boots aren't on it . . .the car won't start! He would never forget them again! Koonta's solution was easier, he proposed running a string up one leg of his pants and down the other with the boots attached. Kind of like a snow mitten situation that Mom's put kids through when they're little. It might work but it would have to be a small, smooth string so we wouldn't have to listen to Ron complain about "string butt" after the event. Any other suggestions?

BOLANDER

Sounds like Larry is making some progress. Last I talked with him he was up for short distances with a walker and doing more, in small increments, each day. For those of you who don't know, Larry had back

surgery last month and is experiencing some problems. Our thoughts are with you . . .Larry!

Vincent Davis

I don't have all the info but I understand that Vince went down very hard at a Hare Scramble in Manhattan, KS. on the 16th of July. Injuries include a broken jaw, ankle, and back. Obviously Vince could use some ongoing encouragement from us all. If you want to send a card or note, mail to *Vincent Davis, 5744 SW 33rd. Topeka, KS. 66614*

Talked to Mike Shown in Colorado on the 30th of July who said Vincent was in a removable bady cast/brace and while moving slow . . .was expected to fully recover. Get well Vince!

BJEC Results

Want to spend a little time talkin about this but you'll find the results in the BJEC newsletter, **KEYTIME**. There are some local guy's (and Gal's) putting in some very good rides! The first one that comes to mind is **JAC RICHMOND** on his DR-350. These are very nice bikes but going fast on one is not my most fond memory, mainly due to weight. JAC has B-Open sewed up at this point in the series and that's riding against 2-strokes!

JOE BEAVER came out of semi retirement to compete in the A-200 class and is currently 3rd, three points out of second.

STEVE LEIVAN is sixth O/A in the circuit which sounds good but he's doing it with only four rides. If he gets a couple more in . . .look out!

STEVE UNDERWOOD is currently 2nd in A-Open with only four points keeping him from first.

DAVID BERRY is leading A-Intermediate by a whopping 10 points and Ron Shreve is holding 3rd.

DEREK ZINCHUCK is leading the B-200 easily with something like a 20 point lead.

DALE RECTOR is holding on to fourth in B-200 in a close tie.

DALE WILLIS is currently third in B-Open with "Super" **DAVE ERNST** one place behind.

BOB FUERST is a close third in B-Intermediate in good position to take second for the year.

COY WORKMAN is third in A-Super Senior on his new KDX-200.

LARRY BOANDER is easily leading the A-Sportsman class with a good shot at O/A Senior Short Course again.

JASON HARMON, MIKE CLIMER, AND JON SHOALMIRE are holding 1st through 3rd in A-Youth in a tight battle.

JERRY BOHANNON, SAM HELMUTH, PAT PAYTON, CLIFF SAGE, AND FRANK LEIVAN are 1st through 5th in B-Super Senior and all fairly close . . . *Now there's a group!*

CLINT GANN, CHASE WILCOX-DUNN, AND JOSH WEISENFELS are all within one or two points of each

other in B-Youth.

ELSTON MOORE is 3rd in C-200, still in contention.

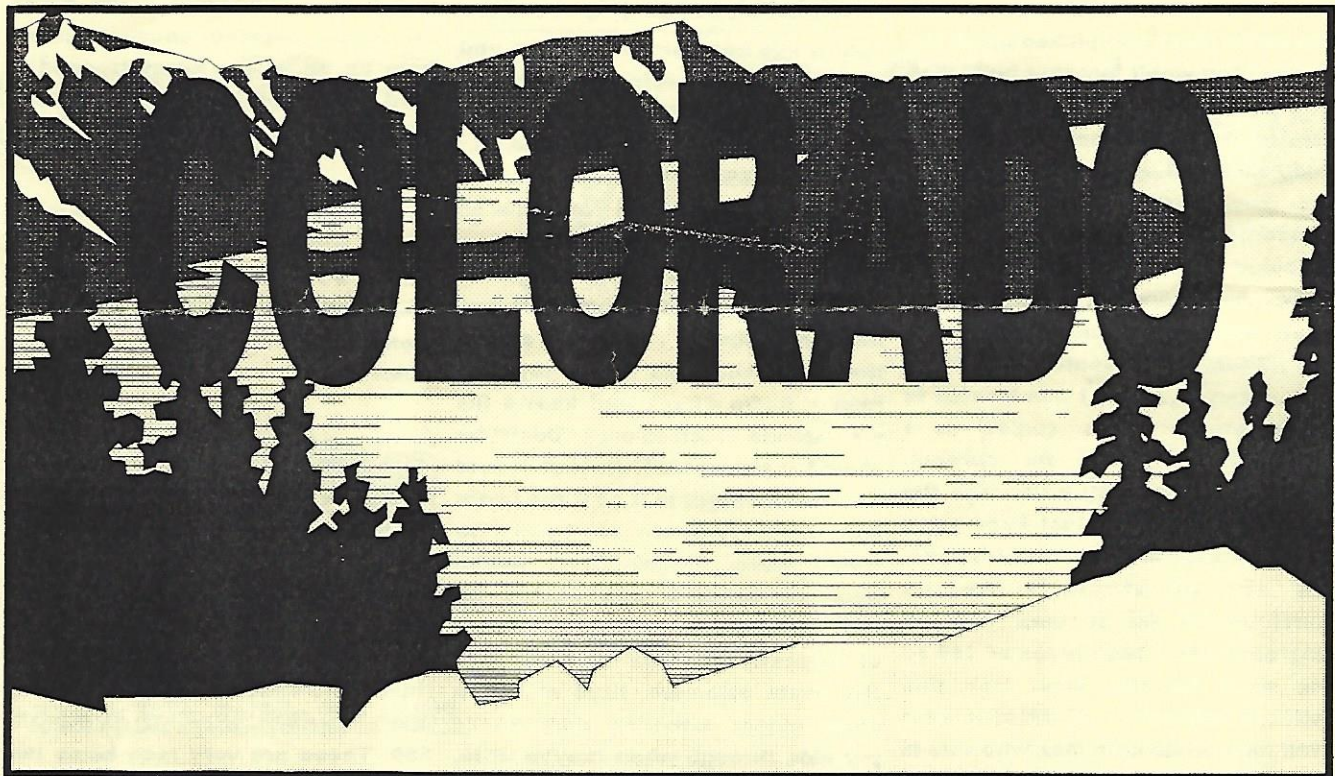
TOMMY JOHNSON is on top of a tie for 1st in C-Senior. "Yo . . . Koonta-Kinta!"

DONNA MOORE is leading Womens B quite easily.

MAX HARKEY is second in 4-stroke short.

JOHN LAWSON is holding 3rd in the B-Short Course.

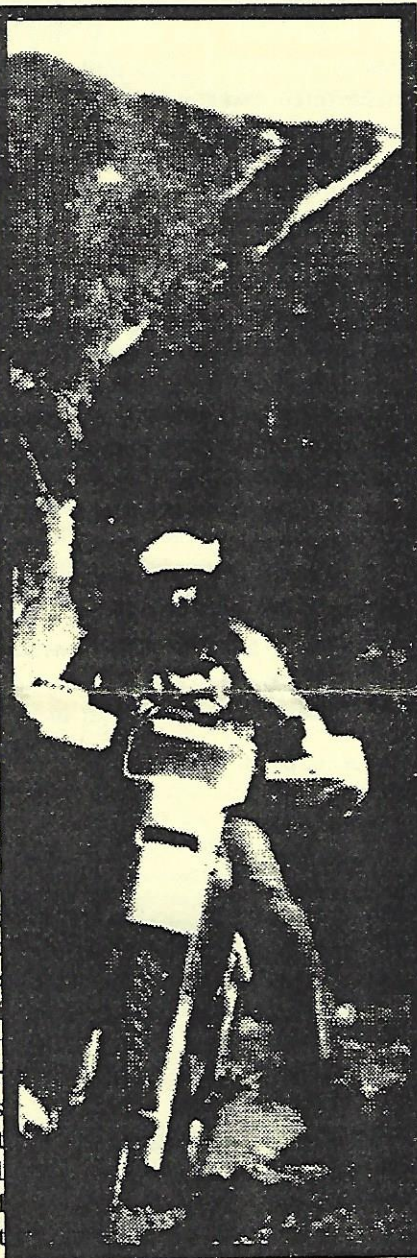
WAYNE BEINDORF is easily holding 1st in A-Senior, is in contention for A-O/A, and is currently like 8th O/A for the circuit . . . all out of the Senior class . . . **GO Mr. Wayne!!!!**



We went, We saw, We "almost conquered," . . . and we're back. To you folks who have been to Colorado a zillion times, this will be old stuff. If you haven't been . . . read on!

We had a cabin rented at Taylor Park (North of Pitkin, Colorado) and got in there Tuesday morning. That sounds easy but wasn't. We went up through Quartz looking for Vernon and Virginia Boatwright (which we never found) and ended up on a narrow gravel mountain road that took us up and over Cumberland Pass and down into a really rustic small town called Tincup. This little ride took over two hours. It didn't take long once we were there to get the itch to go explore . . . so off I went. Timberline Trail is right behind Taylor Park so that was the destination. I picked up trail behind an old mine called Pieplant and headed south. It didn't take long before I reached a narly, rocky (read boulders) uphill climb that I was unwilling to try alone as it was about 12 miles from anywhere. Getting hurt up there meant a long wait, or an even longer walk (or crawl) out. Discretion being the better part of valor, I went back to the cabin and barbecued, watched the sun go down over the mountains, and just generally chilled out.

The next morning my wife took Gracie (our Great Dane) up the mountain directly across Taylor Lake (in front of our cabin) for a hike. To get there meant driving about 11 miles with the P-up with me following on the bike. I headed up the mountain off the trail head as shown on the map. Guess what? It was new trail. I'm not even sure it was meant for motorcycles . . .but it was a hoot! Tight . . .tight woods as you climbed with switch backs that were so sharp that at times I had to get off to make them because the bike just wouldn't turn that sharp! I only went about 5 miles before coming back down and meeting "the hikers." It's about 11:00 in the morning by now so I head back by road to see if David (an old friend stationed in Colorado Springs) had shown up yet. We met in Taylor Park as he was headed up the hill to the cabin. It didn't take long to get his near new (read virgin clean) DR 350 ES unloaded and him in gear. Back up the same mountain we go to check on the hikers and find them coming down in the P-up with Gracie suffering from elevation sickness. Who would think an active dog would suffer from that? David and I kept going up the same trail I had ridden earlier. I had a blast watching David try to bend that new DR around these same switch backs . . .it didn't work well. Continuing on rewarded us with a view from the top of that mountain in the snow along with some really cool off-camber trails traversing slopes that dropped a thousand feet or more. A couple hours had us turning around and heading back down the way we came. This shouldn't amaze you but a new, stock DR is heavy. Going down meant getting through those same tight switch backs but now with some speed and inertia behind you. At least three times I got to watch a DR under hard braking fold the front wheel under as David tried to make a switch back and spit him 15 to 20 feet into the brush. Since we're on the side of a mountain . . .he would roll another 20 feet before something stopped him. It caused me to reflect on the environmental impact of riding dirt bikes. In this case, I don't think the bike's caused any damage but David sliding face first through virgin brush may have disrupted some plant growth. Maybe in some areas they should let us ride but just prohibit crashing? We made it down eventually but learned along the way that electric start on a dirt bike may not be that cool. When you lay it down on the right side (crash) it's not going to start anyway! The only method that worked was to bump start it which was easy cause the only way to go was down. We ended our first afternoon back at the cabin a little early as David and the DR were both gritting their teeth a little.



Everyone got up early the next morning and spent an hour sitting around drinking coffee in front of the fireplace and looking out at the spectacular mountain views. David and I eventually got going and headed up to Timberline behind Pieplant Mine (the same hill I was reluctant to try alone the first day.) My KTM grunted up it OK but all the dog paddling had me sucking wind hard which we would learn is normal at 13,000 feet. I caught my breath watching David flounder on the side of the hill (stock dual-purpose tires aren't good at this) before walking down and helping. David's face was a funny shade of purple when I got there with breath sounds similar to an old 650 BSA with a bad piston, idling. The two of us got the DR up that last few hundred feet only losing a turn signal and one finger on David's right hand . . .not bad! After cleaning up the blood (and watching David dance a jig) we put some Band-Aids on the finger and kept going. It was worth it! Once you get past that climb . . .it got beautiful! Tight woods trail through huge tree's, off-camber slopes, ice cold snow run-off creek crossings . . .wonderful! It was amazing to me that the trail was as well groomed as it was. Easy to follow with zero face slappers . . .great in every way. About 12 miles in while negotiating some very high tight woods trail we came to a 40-50 foot tree that had fallen across the trail about waist high. Dragging my KTM under wasn't a big deal with David's help but the DR was another story. It REALLY gets heavy flat on its side! We eventually got it through but the broken turn signal was now hanging by its wires. It was all well worth it. Stopping for lunch above tree line beside a small creek provided views that will stay with me for a life time. We continued on eventually dropping down until the trail became seriously "oh-my-god" type stuff. It wasn't impassable, it just got very rocky in tight off camber stuff. This got worse and worse until we were riding in tight woods over boulders the size of car engines close enough together that your tire never actually got to touch dirt . . .Cool! While it was cool it also claimed the shifter and license plate assembly on the DR along with scratches on every piece of white plastic. David swore the dent in the metal tank on the DR just miraculously appeared but the burnt hole in his riding pants and the material melted on the

the exhaust header told a different story. The DR and I were tired so we caught a two-track and headed the ten or so miles back to the cabin. We all piled in the P-up that night (minus the sick dog) and headed out on a 35 mile drive up to Crested Butte (a ski resort type town of 10,000 north of us.) Pete Denison (MOOSE RACING) had told me that *Donita's*, a mexican restaurant there was a "must do." He was right! After a couple of weird named beers we were treated to some exquisite Fajita's along with an incredible spinach/cheese/sea food Enchilada, called the "Baja Special." Bloated we headed back down as the sun was clearly behind the mountains offering truly spectacular views along the Arkansas river as it plunged down the mountain sides which accounts for the numerous rafting resorts along the way.

The next morning was Saturday meaning we had to pack up and go tomorrow so we headed out on gravel road to Tincup. We stopped there for coffee and sat on the front deck of *Frenchi's* restaurant and stared at the trout swimming in the pond below our feet. Taking a left in the middle of Tincup took us up very rough, narrow two-track which eventually petered out into trail that after only a mile or so had us at the divide looking down on Mirror Lake nestled between three lower mountains. This was another portion of Timberline Trail which was much easier to ride but with incredible scenery. After staring at Mirror Lake for what seemed forever (it was that pretty) I headed up the trail (off-camber of course) toward the snow line to see if we could make it. I stopped about 100 feet from the top due to a 10-12 foot snow drift about 30 yards thick. Spotting a goat trail that looked like it went around I waved David up and took off on it to the top of the world! Sitting on the bike at the crest (around 13,000 feet) above the snow line with 30-35 mile wind, comfortable in just a jersey, looking down on the world . . .was well . . .incredible. Actually I run out of words to describe it! The trail from there was fun off-camber stuff that took us around the mountains and down through the snow into a valley and eventually out to two track again. At the very end we hit a creek crossing that was about motor deep on my KTM and very cold but not bad as I held my feet up. David didn't feel comfortable riding the DR across in water that deep so I went back and got it. Find number 37 . . .a DR sits about six inches lower than my KTM! It made it through fine . . .but there was no way to lift feet high enough. Cold,Cold,Cold water! ! ! Find number 38 . . .David is a very smart man, he was dry!

If you're still with me to here, you've already read my account of the ride and I won't need to tell you that this was an experience of a life time! If you haven't gone . . .go! If you've always thought about going but just haven't . . .go! As for me . . .I made reservations for next year before I left!

LESSONS LEARNED: Our cabin was at 9,500 ft. I jetted 10% down (From 178 Main to a 160, 42 pilot to a 38, should have had a 36, and dropped the needle one notch, and turned the air screw full out,) and it worked very well. Never fouled a plug and had good power everywhere but right off the bottom (a 36 pilot would have been better.) Most of the riding we did was at 10,000 feet or higher.

Don't bring a ton of food. We ate half or less our normal intake at a meal (something to do with altitude) and just weren't hungry.

Everybody says to bring rain gear cause it will rain. We got lucky and had clear blue skies all four days with no rain anywhere.

All the roads are gravel and due to the traffic turn to a chalk like dust which gets into everything! Plan on extra air filters (one for the tow vehicle wouldn't hurt.)

All "BIG A" auto stores in the area carry bike parts if you need something fairly common. Something uncommon they can get in about a day.

Bring all the camera gear and film you can carry . . .and prepare to be amazed!

You will do a lot of road riding and I'm not sure Mousse tire inserts are the hot set-up for that but I haven't taken mine out yet to look. They felt alright, but next time I'll run tubes.

DO TAKE a DR if you have one . . .or consider buying one like I am. They are the hot set up there. They jet easier and offer neat riding on the amount of two-track and roads that you're forced to ride to get to different sections. The other neat thing is that many of the trails are easy enough to allow you to take the wife or a friend and share some of the views. It's hard to explain but easy to convert a non-dirt bike enthusiast . . .once they've seen it!

Maybe the most important thing is to just go do it! I've considered going for years but put it off as too expensive . . .or too far. I wish I had went earlier as I would have been hooked sooner . . .went more and seen more. For me, it's an annual now . . .it's just too cool!

Rid'in the Rockies!

'96 Hoopala !

Yes, it's here. Open any M/C magazine and you'll hear the first rumors of the new and fantastic dirt bike's all the brands are preparing for us in '96. It caused me to think a little (I've lived through this type of thing for more years than I care to admit) when I read through a few of those.

The only "new" bike that really catch's my eye is the new XR-400. It is new, looks trick, and has been long awaited. It also confirms my long time suspicion that eventually 4-strokes will catch up, in regard to technology, as they offer greater environmental friendliness. I had some serious "pangs," call it yearning when I saw the pictures of it and read the specs. Who knows?

The rest of the offerings confuse me a little. It wasn't long ago these same people convinced us that inverted forks were the way to go. Now the trick thing is conventionals? KTMs offering looks especially trick but translucent plastic . . . didn't Honda try that a few years back?

It really boils down to your dealer. If you have a good rep, trust him, and like the product . . . any of these bike's are so close "He" can make up any difference. Maybe we should just all look at who is supporting our sport. Helping with local events, and participating in them. Attitude is more important than brands these days!

If you would like a subscription to this NEWSLETTER send \$8.00 to: NEWSLETTER, R3 Box 381A Buffalo, MO. 65622. Subscriptions are for one year.

Mr. Wayne

Most of you will have heard this guys name a time or two, but I just wanted to take a minute and tell you a little more about him. Wayne Beindorf has been involved with dirt bikes in this area for many years. BJEC Hall of Famer from the early '80s era. Currently riding A-Senior in BJEC Enduro's. In contention for A-Overall, and currently 8th Overall in the circuit. That's against some very fast, young guy's with names like Leivan, Davis, and Travis. No I'm not comparing him to them but I am pointing out that a guy 46 years old with the skill, dedication, endurance, and ability can compete. So next time you get up in the morning and knee's don't feel right and your back hurts . . . think-about this guy . . . he's the closest thing to a local off-road hero that we have . . . so in fact, he is.

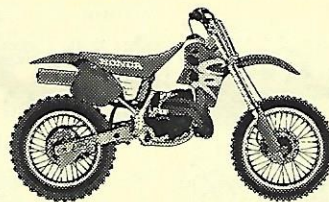
Danny Hamel

I just recieved my new issue of *DIRT RIDER* and sat down to read the latest on whatever the front cover promised to tell me. Flipping absently through the pages I noticed what at first I thought was a Kawasaki ad, it actually was a momento ran by *Thor*. It did cause me to stop and reflect. Few, if any will ever know the success this guy achieved in such a short period of time. **GOD-SPEED.**

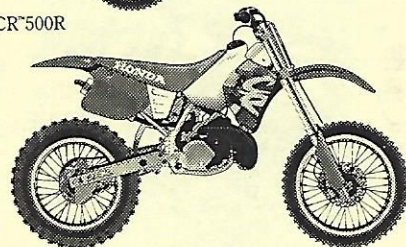


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John Zink Ranch?

I'm sad to say that this might be a dead deal! The old thing about "no news is good news," just doesn't apply here. Jack Shoalmire (TTR Pres.) indicated that there hasn't been a significant change in anyone's attitude, in fact it appears the Zink Foundation isn't even talking?

It is truly sad to think all the history that evolves around the Ranch is gone. The Tulsa Trail Riders meanwhile are going ahead with plans for new ground and in the mean time have secured Camp Gruber for a Qualifier style BJEC event on their original date of 29 Oct.'95. I would say that after the six-days . . . they can put on a enduro/qualifier type event . . . and make it a good one! Look for their flier on this one!

M/C Trailers ?

Here's something I always kind of took for granted . . . trailers. I recently learned the hard way that trailers are not all the same! I sold our old Winnie and bought a trailer only to realize I couldn't pull it with a new '95 Chev P-up with a 350 motor and four speed auto. We're talking a twelve foot trailer here! The problem was the front was very slab sided without rounded corners and it pulled like a big sail. That led to a frenzied "pull every trailer known to man" until I finally ordered one with a slant nose which promises to pull well. The thing is made in Indiana so there was no way it could be done in time to go to Colorado . . . so, STEVE UNDERWOOD of SURDYKE YAMAHA of MARIONVILLE loaned me his ten foot *Featherlight*. The thing was awesome! Extremely light, well balanced, with rounded corners to let the air off. At times I would forget it was even back there at 70 mph . . . loaded! As luck would have it when I took it back, Steve said, "I'm thinking about selling it and getting a Hi-Point." I've already ordered and paid for mine so unfortunately I can't jump on this but if your looking, this

is the one! With all the trailers I looked at running between \$2000.00-\$2800.00, this one used for about \$3000.00 is definatly a deal. It felt like a Ford Escort (early '80s vintage) could pull this thing down the highway. Steve, thank you for letting me use it, but . . . mine already doesn't feel as good . . . and I haven't even gotten it yet!

This letter

You are all probably tired of hearing this but I started this letter because it sounded fun . . . and might be a hoot for you, the reader. I am not a keen business type or a go-for-the-throat bill collector. Add to this an inherent trust for people who share the sport I enjoy . . . and you get the picture. Advertisers carry this letter. I set my budget early in the year based on a ad income and subscription prices as low as possible. The first slam was the Post Office raising their rates (from .29-.32 cents) which meant we were losing money big-time on subscriptions, . . . I thought to myself, that's OK. NOW one of the advertisers is unable or unwilling to pay after running six months of his ad's. Another big hit! We've stopped running his ad. No, I won't tell you who it is . . . you can figure it out from past issue's. I can tell you that I was dismayed and saddened that "one of our own" wouldn't, or couldn't" fulfill his part of an agreement.

We are going to keep putting these out if it means doing it out of pocket! This is the last thing I want to do but . . . subscription rates from this issue forward . . . just went up! Rates for one year will go from \$6.00 to \$8.00. Sorry, but we've got to try and break even! After postage that's still only something like 40 cents an issue. If your already on the mailing list, it will remain the same until your renewal date.



Buffalo MX

I didn't get to go to the opening MX but heard from everyone that this place is cool! It's a return to natural terrain without killer doubles, triples, or stadium type jumps. Every person I talked to liked it including some definite non-motocrossers like me, you know . . . "I only get air by accident, and then only worry about throwing up when I hit the ground!" RON SHREVE and STEVE UNDERWOOD along with JOHN GOTT had a pretty exciting "non-race" as it "appeared" Ron and John took Steves front wheel out on purpose (always good for a laugh as they're good friends) putting him on the ground to eventually play catch-up. Koonta Kinta and the Tiny Avenger had an epic "dice" the whole moto nearly getting lapped in the process. The real deal from everyone is that they all had fun without fear of coming up short on some monster double (monster doubles to me are anything over two feet high.) Isn't that what this is all about? Fun? Check it out! The next dates are in this NEWSLETTER.

Little Bike's

Spoke with SAM LORENZ of MOTOSPORTS, Ft. Smith, AR mainly about the new 360 KTM that's soon to be released and the conversation got on little, go-fast-bike's. Seems Sam has several of those little KTM 50's that everyone is raving about. If you have a little one that's trying to start out . . . these things are like cheater bikes in the Pee Wee class. For some where around \$1300.00 you can give them a state of the art racer that's sure to hold it's resale when it's time for them to move up to a bigger bike. The only problem is that everyone is doing the same thing so now to be competitive . . . you almost have to have one. What are you waiting for? The MOTOSPORTS ad with it's toll free number is in this issue!