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"Note's on Spoke's"



NEWSLETTER

22nd ISSUE

LOCAL DIRT BIKE NEWS

JULY '96

THE "ENDURO FROM HELL!"

The "Indian Nations Enduro" happened on the 9th of June and was provided by the Tulsa Trail Riders.

Maybe it wasn't the enduro from hell, maybe it was very similiar to "any" old time enduro I've ever ridden . . .but! in these times it was very, very tough!

The Tulsa Trail Riders old site (John Zinc Ranch) was notorious for having huge rock sections, and plenty of them. The Zinc Ranch is "sissy" compared to the potential of their new ground.

My day there was so @#&**#, I thought I would share it with you, partly because it was typical of many riders "days."

First off . . .I have to tell you that the Tulsa guy's and gal's did a very good job with the sign up area, T-shirts, and especially the finisher pins. The finisher pins were especially cool in light of the kind of ride they sent us on.

The ride sucked! No, . . .it really sucked! In the old days (the old days to me are the late '70s, early '80s) you went to an enduro totally expecting to trash your bike and your body. When I tell you it sucked, you need to factor in that it was no worse than any ride in the "early days." The problem is everyone (including myself) have become acustomed to rides that you can actually ride. Time keeping is important. This thing turned into an old time survival run. Any time the AA riders drop 40 points and are in contention for the win . . .it's a "suck day for ordinary folks like you and me!



Everything was going well until about the twenty mile mark. Vince Davis (ex-Junior Team Six-Days rider) showed up late and entered on my row along with that Koonta-Kinta man. This essentially meant I would not have to fool with unecessary things like computers and timekeeping. At that twenty-mile mark . . . I exploded! It was innocent enough. An open field with short grass about 500 yards long. Vincents is gone but I can still see his dust (that's as close as it gets.) The only warning I had that something might be wrong was a Honda 600 "parked" with the rider sitting on the ground next to it. I ignored that danger signal. 4th gear under power, thinking about shifting into fifth whenWham! That innocent, dry, short grass field had a sink hole in it! Things happened so fast I can't relate them to you in order but basically . . .all stop! The front wheel went into this thing

and instant endo! My reward was this hurting thing in the middle of my chest (helmet hit it) that fought for attention with my thighs which were sporting bilateral pain areas about six inches above my knee caps (they caught the handlebars.) None of this came to my attention until I was laying on the ground after a pretty spectacular head plant and heard the bike screaming at about one zillion RPM.

I crawl over and kill the bike while looking at the guy on the 600 who knowingly nods his head very seriously and says; "I did the same thing." Now! . . . if he did the same thing, why didn't he warn me? I think it's a misery loves company thing! Pick the bike up, kick, kick, kick and we

are on our way . . . slowly. Within about a mile we get to a reset where Vincent is waiting. Get off the bike and start digging for tools as the handlebars are in a "high" position (that means straight up) and the thing is nearly unridable. Loosen the pinch bolts and drag that thing down to where it's reasonable, now it's time to tackle the "rev" problem. When I crashed, the bike stayed rev'd about half throttle. That lasted until I found a reset and hit the kill button. It appeared the throttle cable was pinched between the tank and the frame backbone. Pry out on the left side of the tank and jerk on the throttle cable hoping to free it. Keep in mind this was a 10 minute rest, and I was about 2 minutes late getting to it.

Think it looked bad? I realized it must as Vincent handed some water to this old, fat guy sweating over a completely mud covered new KTM. Vincents kinda a "in your face, ride and don't whine" type of AA guy. For him to take pity . . .it must have looked bad!

Time to go, the bars are close and the motor isn't running at half throttle . . .down the trail we go. This down the trail thing lasted all of about 3 minutes as we came to one of the, what seemed like, 3,000 little muddy ditch's on the course and promptly buried the bike. Get off (getting off is easy when the only thing sticking out of the mud is the handlebars) grab the back fender, wiggle it back and forth (sideways) to break suction and then dead lift it out of the black hole it's in. Start it and take off. Repeat that little chain of events by twenty times and you start to get an idea of the course.

NOW I OWE KOONTA-MAN FOR LIFE!

I'm not sure what the mileage was (when your having "fun" like this . . .who cares about mileage) when we came to a deeper, and wider muddy gully crossing. This one was "special" because obviously they knew we couldn't make it because they built a bridge. This "bridge" was an 8 ft. 2 X12 with some kind of raised edge on each side, spanning a six foot wide, 4 foot deep slime hole.

Whoever built that bridge has my utmost admiration! How diabolical! No-one can fit a bike . . .and their feet on a 12 inch wide slimey, wet board with about a 20 degree incline . . .and make it! Square the bike up as best you can and launch it! The front wheel made it and the back wheel didn't. This left me off the bike with the front wheel on the far bank, the left foot-peg

hung on the very edge of the bridge . . .and the back wheel suspended in the air over this hole from hell! Koonta-Man comes up behind me, throws his bike down and dead lifts the back wheel while I gas it . . .**SAVED!** I suspect someone will have to inscribe my headstone . . ."Thank You, Koonta." I can't see living that one down in one natural lifetime!

I wait for Koonta (you can't leave after a deal like that no matter how much it hurts) who makes it after lining up his 125 and doing a burnout a top fuel dragster would envy on that slime board . . . and we're on our way, to the next slime hole.

This slime hole thing was broken up at about mile 40 as we splashed down this little rocky, running water creek and found **THE HILL!** You're in the creek. You have to turn left around a tree that an RM-80 would have trouble bending around, and this is the approach (in about 10 feet) to the **HILL FROM HELL!** At least it wasn't a surprise. You knew it was coming as you saw and smelled the 2-stroke oil along with a healthy dose of antifreeze in the tight woods. This hill was covered by bikes. Tight woods with boulders high enough you knew any one of them would drag on the frame. All of the rocks covered with wet slime flung up by the bikes in front of you coming out of the creek . . . yes it was special! Call it a social thing! As I bounced up through there joining the ranks of the "damned" getting off and lifting now and then . . .I saw a lot of people I knew. I had just never heard them using the words they were using now!

Shortly after this hill thing . . .we "fell" into a tiebreaker check ending our misery. The only thing significant I can recall thinking while I was in the check was noticing "I only dropped twenty points . . . now that's not too bad, considering!"

I honestly believe their fall event will be much different. One or two guy's from the "old school" layed this course out (and maybe didn't anticipate the wet conditions) and it's just not indicative of what they are capable of. Several of the Tulsa guy's were apologetic, promised a more reasonable course in the fall, and I believe them. After a week, I'm still sore but I figure in one more week the bruises will be gone and yes, I'll go back in the fall!

If you long for good, old time, kick your butt enduro'syou missed one in the '90s that would rival anything the "old days" had to offer!

DUMB . . . & . . . DUMBER?

Before The Indian Nations Enduro I had this Cheng Sing, Grand Sport tire on which is a wonderful combination for Chadwick although over the last year either the tire got bigger, or the Mousse (tire insert) got smaller. Anyway it wallowed bad in hard pack and any road. Smart me thinks . . . I'll put a Dunlop 752 on the back for this Tulsa thing. Good plan as that tire is very good. It's like a day before the event and I go by the local "tire store" and get one. The only problem is that it's a 110x100-18. That's about one size too small for my bike. Stuff the biggest Mousse insert into it and you end up with something equivalent to 22 lbs of air pressure, not perfect for the muddy, slick conditions that prevailed at the Tulsa Affair. That's OK, I didn't figure out what was wrong until about the 10 mile mark . . . and that was far too late!

After crashing hard in that innocent field with the 600 rider we found a check before the reset. The handlebars are "way" too high as I sit in the check getting marked. My right wrist is by now very sore coming out of a cast only two weeks before, and I don't want to hit down on the bars to see if they'll move down. Instead I start screaming at the check worker to help me hit down. As luck would have it the check worker was Ron Shreve babying a recently broken right hand and there is no way he is going to hit down on those bars no matter how loud I scream!

Quote of the Month; Minor injuries are injuries that happen to someone else and include, but are not limited too: broken bones, large lacerations, multiple broken bones, and pretty much any injury short of actual death that someone other than yourself might incur.

Major injuries on the other hand are any injury that "you" might experience, these include: small bruises, minor cuts, imaginary injuries and minor sprains.

It makes sense to ME!



"I" consider major injuries: hangnails, headaches, scratches, imaginary aches and pains, and "phantom itches."

It's an age related thing "I think!"

JUST "GOOFY" THINGS

I got a call the day after the event from a Tulsa Trail Rider asking about Frank Leivan. "Hello." "Do you know this Frank Leivan guy, Steves Dad?" "Well, . . . yes I know him." *Is he OK? I mean we had AA guy's ready to fight after that enduro and Frank comes up and tells us how much he liked the trail . . . are you sure he's OK?* "Oh I see what you mean. Frank is from the "old school" where enduros killed you and yes I'm sure he's OK . . . although I'm not sure he's "right." "In fact I've never been sure he's "right" ever since he put on the Jamestown Enduro back in the late '70s-early '80s and killed people there, running them through hog feed lots and stuff, but yes he's OK. . . I think?"



Steve Leivan (Franks Son & 1st AA) "I could have thrown the bike down, ripped my scorecard off the fender and walked to the next check . . . and gotten a better score!"

40% of all riders entered, DNF'd. The winning score for b 4-stroke was something like 229 points. I didn't even know you could lose that many without houring out!

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4-Wheeler Round-Up at Chadwick

JULY 13TH/14TH

Friends of Chadwick, along with Surdyke Yamaha/Polaris are sponsoring a clean-up day at Chadwick on the 14th of July.

14th, that's Sunday. Yes you are right! It's also in the works for a Hot Dog with fix'ins cookout about 6 PM on Saturday the 13th. Eat, line up 4-wheelers, and go for a 10-12 mile night ride. It promises to be a hoot!

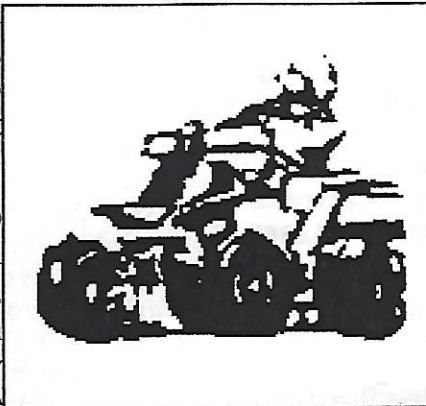
Right off the bat I need to tell you that this is not a race. It's a fun, go slow, bring the family, have fun type of thing. It is not really organized other than there will be some arrows to follow in a Poker Run format. Punch's hanging in tree's for you to punch and draw for the best hand when it's over. Surdyke Yamaha/Polaris is supplying prizes . . .COOL!

There is no entry fee. There is no requirement to not bring bikes however due to the expected slow pace, bikes may not be fun. In fact the only real "leanon you thing" is to camp and stay around for the clean-up Sunday morning along the black-top road at Chadwick.

It's really a mid-year chance to spruce up the road along Chadwick, have some fun, and support Friends of Chadwick. Jim Moon (Friends of Chadwick main guy) is expected to be there and hopefully give an update on the status of the permit and what we can expect from the Symms Trail Act. If you haven't heard . . .Chadwick has a shot at some money for trail maintenance. Come join us and hear about this upcoming chance to help.

Disclaimer!

Last month I talked about this 4-wheeler thing and stated that the only thing you had to do is have a partner. I was wrong! Actually I was stupid! Right after typing that I walked out in the back yard and



noticed the big Warning sticker on the back of my Polaris which says: NEVER RIDE DOUBLE ON THIS MACHINE! Based on that "we" aren't going to tell anyone they have to have a passenger. If you want to . . .that's your business. The real deal is . . .come have some fun, eat some Hot Dogs, and "goof off." The whole thing promises to be a riot. I can't ride one of those things in the daylight, let alone dark



"More . . . Goofy Stuff?"

I couldn't help but share this one with you. The other day (early AM) the phone rang, it was Dick Burluson (yes that 8-time Enduro Champ . . . old guy) all happy. My first thought was "He's in Michigan . . . he's been up an hour more than me . . . that's why he's so happy."

I won't drag you through the entire conversation but it basically centered on him wanting the number to the caterer in Colorado that we are using for the BJEC fun ride in August. Seemed Dick was putting together some dealer ride thing in July.

Dick says; "Pete said to call you." Now, . . . I had just called out to Pete's (MOOSE RACING/A-LOOP) in Colorado, and knew Pete was in Canada screwing off . . . probably with a Boy Scout Group.

Check this out (it's that part that got me thinking a b o u t "excess."

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Excess is usually "goofy.") Here's a guy from Colorado (Pete,) who's in Canada, telling a guy from Michigan (Dick,) to call a guy in Missouri (Me,) to find out a caterers' phone number in Colorado. Sorry, but that's GOOFY!"

The only thing I can think of that would make it "Goofier" would be for me to call Pete in Canada, to check and see if Dick, in Michigan, got a hold of the guy in Colorado. Now to do that I'm going to have to call the Parts Unlimited people in Wisconsin for Pete's number, before I call Canada . . . I wonder if anyone in California has Pete's number in Canada? You get the picture . . . and sometimes "we" wonder how anything gets done? HA! . . . Beats me!



Colorado in August

The two-day Poker Run/camp-out/BBQ thing in Colorado on the 16th and 17th of August continues to shape up.

The BJEC newsletter, KEYTIME, is scheduled to come out in a few days and will have numbers of things to do and places to stay.

Mike Shown of *Mike's Machine* has assured everyone that he has the trail sections covered. Pete Denison of *MOOSE RACING/A-LOOP* is going to provide some poker prizes. BJEC is providing some . . . HELL, we're ready!

If you aren't a member of BJEC (nothing says you have to be to attend this thing) and need info on this deal . . . let us know and we'll be happy to provide it to you.

The "real deal" is to go have fun, provide things for non-riders to do, camp-out, tell lies, and just generally get away from everyday worries and enjoy people who happen to share like interests . . . great riding. It's a gotta do thing for us.

See YOU . . . There!

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MX

The MX season is up and running! Possum Hollow, Buffalo, and the Kansas Outlaw series are all running hot and heavy. Look for dates and contact phone numbers in the RACE DATE'S section of this letter!

We also got our hands on a copy of the Arkansas Hare Scramble Series and have included it in the RACE DATE'S section. There's plenty of stuff out there to do just GO DO IT!

"6-Days Stuff"

I got a chance to sit down for a minute at the Tulsa enduro with Vince Davis who's going to this years Six-Days in Finland, Aug 12-17.

The part that amazed me was hearing the logistics involved! Not only do you have to ride better than almost everyone else to get a shot at going, you have to have the bucks to be able to ship a bike (you have to get it to California) from the west coast in June and not see it again until the middle of August across the big pond, and of course, have it set up and ready to go. This almost warrants a spot in the "That's Goofy" section!

It made me realize part of what these guy's are up against in the way of finances (I'll never understand how they go so fast) and notice the ads for t-shirts to support their effort!

It might just take an effort on the part of each one of us, in the way of t-shirts and contributions, to make it feasible for the average guy (financially) to even consider going.

After writing this . . . I sent in my order for a t-shirt along with a "tip" designated for the riders have you?

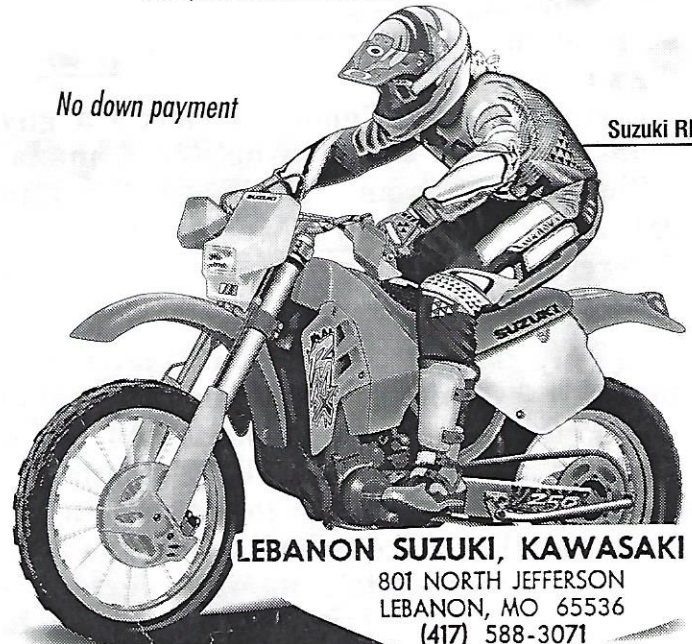
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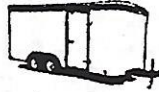
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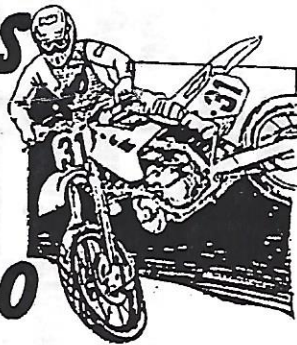
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Thank You!

I just wanted to take this opportunity to thank all the folks who have come on board in the way of advertisements, and thank all the subscribers.

It was our intent from the very beginning to create some kind of format that would reach people involved in riding in the dirt. It needed to be fun, informative, and timely. We have tried, and are still working at it.

The reward for me is having a tool (this paper) to share things happening in midwest (including our area) that affect off-road riding. Chadwick and the Symms Trail Act promise dollars for improvements. The fact that "you" know about it means this is working.

We as riders need to be concerned about all areas. Whiterock in Arkansas, Finger Lakes in Missouri, the Chicken Ranch in Kansas City, Flat River near St. Louis . . . any area. If you have information about an area, good things or bad, please share it with us and we will get the word out.

I believe it will take us all to maintain the areas we have. Many areas (Draper Lake in Oklahoma City) are experiencing changes. Unfortunately that is probably the wave of the future as more and more people compete for the same areas that will provide their form of recreation.

For now, make a commitment to support Friends of Chadwick and that effort to improve Chadwick for all riders, of all skill levels. In the future help us get the word out about impending problems, just let us know.

Again . . . Thank You, each and every one.

"Note's on Spoke's"

MORE ENDURO STUFF!

I just went back and read the story about the Indian Nations Enduro and realized how negative I sounded. Some of it is negative. In fairness however, I need to tell how cool the new land lease/riding area is. It is fantastic! Sure somebody chose to run us through wild crap but there are miles of very cool trail available. It is a very good place to ride. My concern is that you don't read the story and immediatly write this place off . . .It is cool!

Indian Nations Results

Overall-Steve Travis.

AA-Steve Leivan, Rusty Reynaud, Vincent Davis, Jeff Plunkett, Larry Crane, Billy Treadwell.

A Overall-Kevin Harmon

A Open-Troy Foster, Steve Underwood, Jac Richmond.

A 250-Mark Kendall, Allen Haynes, Jim Ingram, Russel Pace, Kevin Borts.

A 200-Derek Zinchuck, Rick Owens, Joe Beaver, Daren Ogden.

A Int-Randy Williams, Steve Fow, John Myrin, Gary Walkup, David Clemens.

A Senior-Wayne Beindorf, Bud Bieshke, Rocke Weaver.

A Sportsman-Tony Orihuela, John Boreing, Ken Thompson, Monty Leflore.

A Super Sr-Darrell Judy, Bob Pike, Lee Glenn, Frank Leivan, Dane Marable, Bill Hanson.

Super 55-Clarence Bonifacious, Jerald Richards, Zahn Lewis, Marv Donaldson.

A Youth-Mike Climer, Jared Jackson, Jacob Hill, Forest Humphey, Zane Giblet.

B Overall-Dave Gerber

B Open-Randy Laudermilk, Dave Willis, Lee Moffitt, John Lawson, Kirk Hulslander.

B 250-Kik Gallette, Casey Haynes, Scott Bailey, James Elliff, Kreg Simons, Chris Sloan.

B 200-Dale Rector, John Welsh, Jack Hall, Robert Schmidt, Philip Davis, Robin Fair.

B Int-Scott Duncan, Bob Fuerst, Tom Eidam, Henry Annesley, Phil Templeton, Steve Udem.

B Senior-Tommy Johnson, Dan Wylie, Dennis Schell, Tom Hennon.

B Super Sr-Jerry Southard, Sam Helmuth, Cliff Sage, William Britt, Dale Rector Sr.

C Overall-Tim Carr

C Open-David Miller, Tom Lucenta, Alex Dalton, Keith Rooney, Tim Edwards, Mike Lorenz.

C 250-Drew Chandler, Tommy Ray, Todd Knight, Jon Calkins, Steve Dalton, Scott Lacey.

C 200-Brant McFarland, Mathew Glenn, Robert Stuckert, Camp Gilliland.

C Int-Todd Donaldson, Elston Moore, Jack Lee, Dirk Wilkinson, Jeff Pasco, Shawn Hall.

C Senior-Randy Harmon, Andy Carrier, Larry Seitler, Martin Williams, Mike Olsen.

4 Str Short-Wayne Cosby, Brian Selk, Mike Wilson, Jon Yarbrough, Mike Wylie.

4 Str Long-Kevin Boyle, Gavin Hunt, Max Harkey, Jeff Shen.

B Youth-Chase Wilcox, Clint Gann, Aaron Willis, Josh Weisnfels, Clint Carr, Cody Fow.

Women-Donna Moore, Rita Harmon, Michele Eldam, Anna Umberger.

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Turkey "Ceremony?"

"We" have been chasing a fun story that started with this old turkey chasing Steve Leivan around a field. Last month we learned that the turkey was missing . . . and frankly, suspected foul play by that Steve guy.

A ceremony was held at the Indian Nations Enduro on Saturday before the event to honor the memory of the turkey. Koonta-Man attached this rubber turkey decoy (it mysteriously appeared in my p-up complete with Bass Pro receipt) to his helmet and rode slowly around the pit area eventually stopping in front of Steve Leivans trailer. Steve was "moved." I can't really share his comments because this is a family oriented paper but they were "moving!"

We've decided to end this turkey saga (mainly because Steve was talking about putting a big pile of turkey @^#*@#! in the seat of my p-up) and let this bird rest. He will be missed!

TID-BIT'S

H & R Cycles had their grand opening on 1 June at their shop near Lake of the Ozarks. "They" are comprised of a couple of long-time Missouri State Scramble Series supporters. Sounds like they have "ton's" of stuff. Check out their ad in this issue.

Dane Marable got us an ad for the Okie High-Jacker. This is a portable bike lift. Set it under the bike, step down on the lever, and it easily lifts the bike. He gave me one to try and the thing works so good, I've ended up using it all the time. His ad lists dealers who carry it. He's also looking for more dealers to carry this product . . . check it out.

Mel at Action Cycle went fishing in Canada recently. John, his main helper (and the guy who really does everything) was left in charge. I entered the store and almost left! It didn't look like I was in the right place! All the shelves were neatly organized, everything in it's place . . . everything neatly put away! Mel's been back for a week or so which means things are probably back to normal, but . . . you should have seen how neat it was the week he was gone!

Yes, I should have taken pictures!

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