

Notes on Spokes

October
2003

September in Colorado!

TIDBITS

First off, I think I could change this to Notes on Colorado, as Colorado stories have dominated this issue and the last one!

If you've surfed out to www.blackjackenduro.com lately, you know that the Scipio, OK enduro scheduled for November 23rd is going to have a sound test. Earl Schnell of the Tulsa Trail Riders brought out the sound tester to the Crosstimbers enduro so riders could get an idea of how loud their bikes are. Riders will be required to pass a 99db sound test.

I've got a WR450F. It has a stock muffler with a GYT-R insert. It recorded 94db. Many other bikes weren't so good. I saw one record 108db.

The Tulsa Trailriders are doing this because they are trying to get a grant to purchase this land for off-road riding. They are jumping through flaming hoops to get this grant, and this is part of it.

Speaking of land use issues, a golf course is going in where the riding area currently is at the Draper Lake riding area, home of the Crosstimbers enduro. The city is granting a small amount of land to ORV users. As time goes on, if the land is well managed, more land may become available... up to 2105 additional acres. The Oklahoma Dirt Riders' main concern is there is very little land and it will see too much traffic and will be damaged by overuse before more lands become available.

There is a copy of their plan on the Okie Dirt Riders web site, www.okiedirtiders.com. You better have a high speed internet connection to view the plan.

They are having a meeting on October 16th to take comments on the proposed plan. If you can't make it to the meeting, you can send your comments to Brion Bannister, bannisterbc@c-b.com or Jan New, Jan.New@OKC.GOV. They will only accept comments until Thursday, October 16.

I've been putting a lot of time in on the Chadwick enduro. It's going to be a good one. I wish I could ride it.

We are going to have a work meeting at Shawn Hall's house on October 17th. Here are the directions to his house:

Just go out of Ozark on 14 like you are going to Sparta. About a mile out of town you will come to Hwy W, turn right. At this point look at your odo, you will go 10.2 miles. This is a test section, so get on the gas. Follow the yellow lines for 8 miles. The road will turn to chip and seal. There will be a fork, take the right side. For those of you that are right/left challenged, have your wife or girlfriend tie a string around your right wrist before leaving home. Go about another 1.5 miles and you will run into a metal barn. The road makes a T. Turn right again and go down about 2/3 mile and Shawn's house is the only one you can see on the right. Tan house, metal shop by road.

Questions, call Shawn at 581-4046.

We should be getting Chadwick enduro flyers in the mail soon. If you want to make sure that you get one, go to www.blackjackenduro.com and you can print one out.

Speaking of enduros, I rode the Crosstimbers Enduro yesterday at Oklahoma City. The Okie Dirt Riders did a great job. The weather was perfect. I'll do a complete write up for next month.

I picked up a flyer for the Red River Enduro on November 9th. It says the short course is approximately 50 miles. The B course is approx. 75 miles and the A and AA riders will go approx 100 miles. I "heard" the short course is 65 miles. The B course is over 80 and the A and AA riders get to go more than 100 miles. I don't think any one will go home thinking they didn't get their money's worth.

I saw this great story from Brian Sharp on www.hillbillygp.com. I pretty much just stole it without Brian's permission:

YZFKarl, Clint, Darin, myself, and son headed out Saturday for a weekend of riding. It started off with an afternoon of 'schooling' at Sam's riding park. Dalton and I arrived first. Of course he was geared and ready to go in five minutes. He fired his bike up, took off, 2 corners later SPLASH. There he was smack dab in the middle of the biggest mud hole in the park. No problem, change some gear and he was back on his way.

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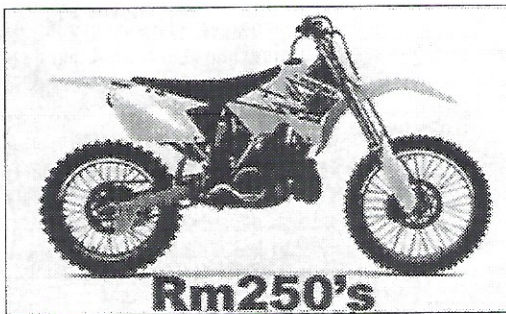
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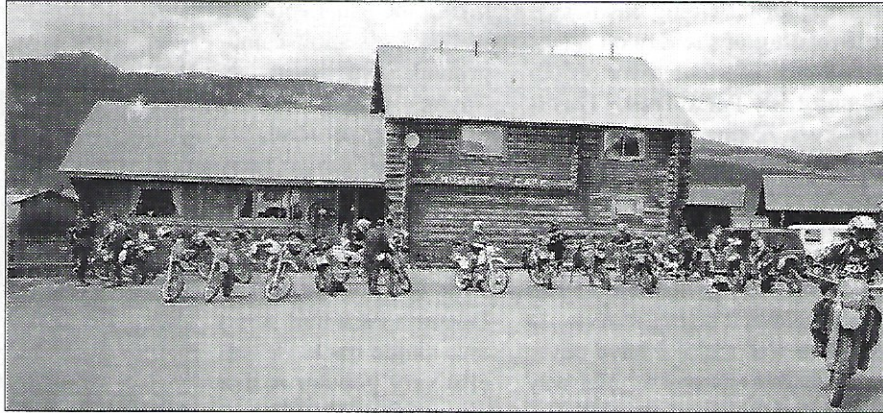
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Colorado 500

Ah, the Colorado 500. It is one of the highlights of my year. For those of you unfamiliar with the ride, it is an invitational charity ride. This was the 28th year of the 500 and it was my third year to ride it. This year there was quite a contingent going from the Springfield, MO area, Terry Brumley, Dwayne Miekley, Steve Underwood and myself. John Gott was also



The Golden Nugget Restaurant at the Taylor Outpost on Day 1

signed up to go, but he had a last minute business conflict that prevented him from going. And, by last minute, I do mean last minute. He called my house at 6am Saturday morning, one hour before our scheduled departure time. He had found out late on Friday afternoon about a meeting he had to attend and

tried all night to no avail to find a way to go and fly home for his Wednesday meeting. Anyhow, we were also going to take his truck and trailer. He let us take them anyway. Thanks John, that XM radio sure is sweet.

So, we leave Saturday morning, September 6th. We need to get to Basalt, CO for a Sunday technical inspection and signup.

A new requirement this year, your bike must be quieter than the 99db maximum or you don't get to ride. All the bikes in our group pass without any problems. Everything goes well at signup. We get our goodie bags, shirts, hats and jerseys. Well, there was one problem. You see, they give you a picture ID card that you wear around your neck, except when riding. The camera broke when they went to take Steve's picture. Hmmm.

Monday was our first day of riding. We had a pretty good group for the week. In addition to the four of us from the Springfield area, brothers Tom and Bob Huber and Dale Smith joined us. We started out in Snowmass, CO and had to get to Crested Butte, CO. The organizers of the event really take care

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NIOG, Not in our group. I'm not sure who this hapless rider is heading up Timberline Trail on Day 1.

(Continued on page 4)

(Continued from page 3)

of us. We put our gear bags outside our condos in one town and when we get to the next town, our gear is outside our condos waiting for us.

Our ride to Crested Butte started out up the highway past Aspen to Taylor Pass, the bikes must be street legal. Going down Taylor Pass is the first challenging off-roading of the day on a jeep trail with big rocks and creek crossings. Then we were on our way to Dorchester Camp Ground and Lilly Pond Trail. This is up at the headwaters of the Taylor River. Being this close to the Continental Divide, the water is starting a very long journey to the Pacific Ocean. Even though the river is really just a big creek at this point, there is a bridge to take you and your bike over the river. This part of the trail is passable by ATV and takes you to Italian Creek Road, take a left, go a little bit and Lilly Pond trail takes off on the right. Now, it's single track. In all the years I had been coming out to Colorado, I have never taken this trail. I had heard it was full of bogs and a good way to get stuck. There is a bridge at the beginning of the trail and the Forest Service has built up the trails over the soft stuff. It's real cool trail. Put it on your must-do list.

We did get separated from Terry Brumley on this trail. He somehow picked up a small side trail that loops around and comes out at the top of Star Trail. I've not been up that trail, but it is now on my to-do list for next year.

Separated from Terry, we headed on to Taylor Outpost. Sure enough, there was Terry. He knew where we had to go and he was already working out a jetting problem with his bike. We all took the opportunity to top up gas tanks and grab a snack. Then, we headed to Illinois Creek to pick up a spur of the Timberline Trail. Oh, this was a sweet trail. It's single track. Steve is leading. The trail hasn't had much use. He was having problems following the trail. This trail merged with Timberline trail. It was rocky, very rocky in spots. We were heading to Texas Creek. It was a little easier going this direction. It was mainly downhill. As we got to Texas Creek, another group of riders from the Colorado 500 were heading up the trail. Two crash within the first ten feet of the trail. Another about one hundred yards up. They were going to be in big trouble. What was a downhill for us was going to be a killer uphill for them. *Somebody in our group bumped into them in Crested Butte that night. They turned around. Good thing.*

We headed down Texas Creek road to Taylor Park road. We were on our way to Doctor's Park Spur. Instead of taking the usual entrance at Dinner Station campground, we went up Taylor Park road to Spring Creek road. I wanted to show Terry one of the trails I found on my last trip. We took the side trail to Doctor's Park Spur. This part of Doctor's Park trail was a nice single track. It was also very popular at that time of the day, a lot of folks on the 500 funneled into it from different trails. At one point, it widens out at a long uphill. Since the last time I was on this trail, it received a lot of maintenance, many water bars have been added. I was leading at this point. Steve was right behind me and he really wanted in front of me, but couldn't make a clean pass, Darn, sorry Steve. After that, it was on to Spring Creek Road.

We took a left on Spring Creek Road for a couple of tenths to Deadman Gutch. This is a real nice open single track trail with lots of sweeping turns gradually going up hill. There were two big holes right in the middle of the trail caused by water eroding under the trail. Last month these holes were about one foot across. On this trip, they were big enough to swallow a wheel. Steve was in front, managed to avoid them, swing around and stop everyone else before they had any trouble.

After that, we headed over the top of the hill and down a trail we call "37 Switchbacks" to Cement Creek Road. We were cruis-

(Continued on page 5)



Tom "Forrest Gump" Huber on day two is ready for the rain.

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The team green lunch on day 2

ing down Cement Creek Road heading to Crested Butte, when we saw the other group from Springfield. Rusty Reynaud led a group of dirt bikers around Colorado. Brothers Jeff and Mike Mills, Karl Harris, Brian Sharp and Kevin Hensley were spending a few days in Crested Butte before heading to Taylor Park. Of course we took care of the important matters at hand. We set up a time to meet for dinner!

The next day, Tuesday, we headed to Ouray. I don't know this area as well as the Taylor Park/Pitkin area. Our riding group was everyone from Monday, less Dale Smith, who was feeling under the weather, and the folks from J&W Cycle. Our first stop was Gunnison for the Team Green Lunch. We went to Gunnison by way of Ohio Pass. It's a nice ride, not much single track, but there was an old logging road that's pretty much down to a single path through it. It was kind of slimy, too. After we gassed the bikes and got a hot dog or two at the Team Green Lunch we headed through the desert to Lake City. At the riders' meeting that morning, they told us to make sure we got out of Lake City by 3 pm because bad weather was heading that way. They were right and wrong. They were right about the bad weather, but it got there sooner than expected. As we were leaving Gunnison, it started to rain. At first it wasn't too bad. We hoped it would let up. We headed down the dirt road that took us through the desert to Hwy 149, the main road leading to Lake City from the north. When we got to Hwy 149 and looked south, it looked bad and everyone started putting on all their extra clothes. We had

to head down 149 for a short distance and turned left on Bureau of Land Management (BLM) Road 3036 at Powderhorn and past Cebolla Hot Springs. Then, we took a right on a jeep trail we had taken the opposite direction last year. Only last year, we encountered powder dust 12 inches deep, this year rain. It still wasn't too bad yet. This jeep trail looped back to BLM Road 3036. We took this for a short time before it merged with Forest Service Road 788. We turned right toward Slumgullion Pass. It started snowing. The further we went, the harder it snowed. In no time, the ground was covered with snow. We'd stop and warm our hands on the exhaust. I wiped enough snow off my goggles to make a small snowball. Eventually, Forest Service road intersects with Hwy 149 right at Slumgullion pass (11,361 feet). I turned right and headed to Lake City as fast as I could make myself travel on the slush-covered pavement. I knew that getting to a

lower altitude was a good thing as the snow turned to rain. I pulled up to the restaurant in Lake City. The guy on the phone couldn't believe what he saw. I heard him tell the person on the other end of the call that a motorcyclist had pulled up and he looked like a snow man.

Two years ago, the same thing happened. We went to same restaurant. We all ordered soup again. Again we were shaking so bad we couldn't get the spoons to our mouths with any soup still in the spoon. Only this time the sun didn't come out. In fact, all the trails and jeep roads were closed, too much snow. Usually we head over Engineer Pass to Ouray. Not this year, the only way to Ouray from Lake City was pavement. It's a three hour drive by car! The support driver had found a dirt road that cut off a few miles. It had stopped raining for a little bit. We tried to get everybody together to head out. But just as we headed out, it started raining, hard. All in all, it was 110 miles in a driving rain. We stopped in Montrose to refuel. The other folks at the gas station thought we were nuts, including another dirt biker fueling his truck. I had to agree.

When we finally got to Ouray, the highway department had heavy equipment out trying to keep the road from washing away. Folks, it was raining hard. I got to my motel and they gave me my room key. They told me not to get it wet. That turned out to be impossible. The directions said to insert and remove rapidly. That wasn't hard, I was shaking so bad, it must have gone in and out about 100 times a second. Anyhow, my next-door neighbor came to my rescue. He told me to stay in his room where the heat was on. and he took care of getting me a key card that worked. Thanks to Denny Laidig of Holeshoot Engineering!

Wednesday, we are scheduled to start and finish in Ouray. That was easy for me. I didn't leave Ouray. I didn't start my bike. No one in our group started their bikes. Some folks did. My other next-door neighbor was a former six-day rider from New Brunswick, Canada. He was used to this stuff. Not only did he go for a ride, he changed both tires when he got back. He also told me about riding in New Brunswick. He lives in a city of

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On the way to Gunnison on day 4.

(Continued from page 5)

300,000 and he can ride out of his house to 3,000 to 4,000 miles of trails!

On Thursday morning, at the riders meeting/breakfast, they told us all the passes were closed. Terry heard there was 40 inches of snow on top of Engineer Pass. It's a long way getting back from Ouray to Crested Butte. First we had to get to Gunnison. I think it was about 80 miles. It was about 60 on pavement and the other 20 on a dirt road. In Gunnison, we had lunch at Sonic. It's tradition. Then we headed to Ohio Pass on our way back to Crested Butte. It was the reverse of our trip on Tuesday. Only this time, there was about 8 inches of snow on the ground. This snow was much earlier than usual. The trees still had leaves on them. The snow took down many branches and trees. It did make this section of trail more challenging. Normally on this route, we head down Green Lake Trail. Underwood, Miekley, and the Huber Brothers head down Green Lake trail, but Terry and I head around by road to the other end of the trail.

Forty-five minutes after our arrival at the end of the trail, the other crew come down the road. The same way we did! They made it about 2 miles into the trail before they were turned back

by downed trees. The trail head to Green Lake is only a couple of miles from Crested Butte. So we cruised into town and got ready for dinner at a Mexican restaurant. I'm not going to repeat any of the stories told that night. Sorry.

On Friday, we usually head back to Taylor Park and have lunch at

Widner's cabin. Not this year. Widner's cabin was buried in snow. Taylor Pass was unpassable. It was going to be another day of riding roads.

Well, not everyone rode the roads. Steve Underwood, Tom Huber and Bob Huber loaded their bikes up in Dale Smith's trailer and trailered back to Snowmass. Last year Steve and Tom rode the International Six Day Enduro, the ISDE, the Olympics of motorcycling. This year they finish the Colorado 500 in a trailer. I was told to tell you that!

Unfortunately, the weather didn't cooperate this year. That may be the understatement of the year. But the organizers of the Colorado 500 did a great job considering the conditions. The banquet on Friday night was first class. A lot of money was raised for charity. We got to meet a lot of dirt bikers from all over the country and the world.

I'll be back next year.



Terry Brumley on Day 4

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Hillbilly Highways



Elston Moore at Hillbilly Highways.

The second Hillbilly Gran Prix race of the 2003-2004 season was held at Hillbilly Highways at Highlandville, MO on September 28. The weather was almost perfect, quite an improvement over the first race in August. Approximately 130 riders participated.

Spud and crew laid out a 5 mile course consisting of rocks, small canyons, rocks, field blasts, woods, rocks, uphill, rocks and downhill. Did I mention, there were rocks.

In the expert class, Anthony Meyer won both motos with Chili Roberts in tow, picking up second in both motos. The first moto had Brain Sharp and Zack Bryant dueling. Now, Brian is a pretty sharp guy. *Get it, sharp guy. Ha Ha.* Anyhow, I would-

call him brain, enough of that, back to racing.


Jeb Patten is hauling. He won both motos in the intermediate class. He also picked up second overall. Elston Moore was looking good in the first moto, getting second, with Justin Smith getting third. In the second moto, Smith got second, good enough for second on the day. Kreg Simons picked up third in the second moto. Combined with a fourth in the first moto, Simons got third for the day in the highly competitive intermediate class.



Michael Hall has sure picked up the pace since I last saw him. By the time you read this, he will be in a nuclear submarine under the Atlantic Ocean.

In the open class, Shane Roberts ruled the day. He won both motos. In fact, in the sec-


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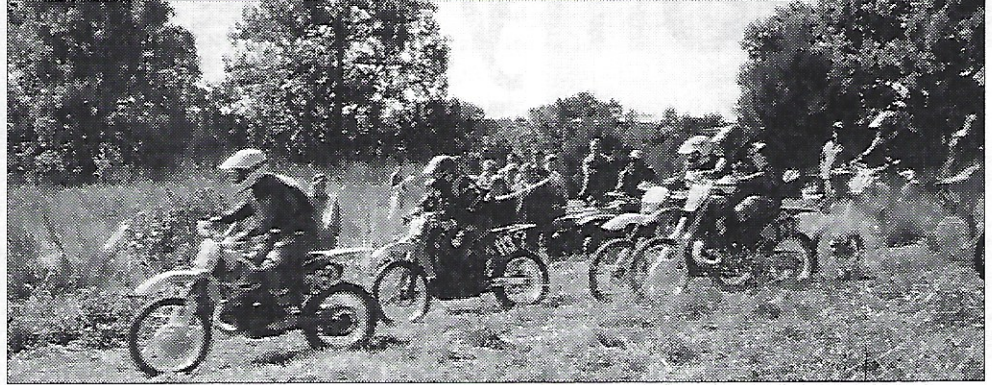
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The amazing Cliff Davis. I think he rides a bike maybe four days a year. And this was one of them.



It looks like Kreg Simons got the hole shot in the Intermediate class.

(Continued from page 7)
 ond moto, he must have really had a burp up his butt. He won his class by 3 minutes and finished sixth overall! Somebody is going to protest this kid. And it might be Chase Dunfee, who picked up second. Or Cliff Davis, the third place finisher.

In the 200cc class, Nick Frost Sr. and Ryan Southard swapped finishing positions, with Frost winning the second moto and the day.

Thirteen riders competed in the Over 30 class. Mark Janos picked up the win with 2 - 1 finishes. There was quite a bit of shuffling in the finishing positions between the two motos. Kevin Henslee's 4-2 finishes beat Mark Schober's 3-3 for second overall.



Dave Berry brought out his WR426 for this race.

Steve McWhorter and Steve Wohletz showed up to give three time Olympian Mike Herbert a little competition. *That's right, Mike competed in the 1988, 1992*

and 1996 Olympics. Things didn't go well for Mike in the first moto. After passing his way up to second in his class, he slid off the trail, dropping back to fourth. *In fact, his competition, ME, didn't notice Mike when I passed him.* Mike was able to pass me back for third in the first moto behind Steve McWhorter and Steve Wohletz. In the second moto, Steve McWhorter had his own problems, finishing the race on a flat tire, giving Mike the win but not the day. McWhorter's 1-2 finishes were good enough for the overall.

Mick Spickard won the beginner class with a 1-2 finish. As usual with the beginner class, consistency pays off. Shane Martin picked up 2nd with 4-4 finishes.

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OMTRA Stuff



The **August 21** OMTRA meeting was held at Buckinghams on S. Campbell with some 30 or more members (and guests) present.

The August Hillbilly results were discussed. There were close to 150 total riders braving the heat. The next Hillbilly will be held at Highlandville on Sept. 28. Spud informed the club that at the upcoming Hillbillies, youth class will race with the other classes and pee wees will run last.

Several upcoming events were discussed, including the Darrell Judy Memorial Ride and the MSHC event in Sedalia. The Darrell Judy event is held in Arkansas and the proceeds are given to a scholarship fund.

Jerry Sharp made it to the meeting, feeling good, despite becoming ill at the last Mo. State Motocross event and spending some time in the hospital.

The Chadwick Enduro was discussed. The Forest Service has been altering many of the current trails, affecting the trail layout planned for the enduro. Several club members will be working on re-structuring the routes in the upcoming weeks. There will be an enduro work meeting held a week or so before the event. Club members who want to help with the event are encouraged to be at the next OMTRA meeting so a list of workers can be developed. Again this year, as always, safety is the big issue. Every effort is being made to make sure the general riding public is informed as to the date of the event and the cautions they need to take.

The **September** Omtra meeting was held on the 18th at Tres Hombres with about 25 members present. Bob gave a report on the Colorado 500 that he attended. Lots of snow and cold rain. Karl gave a similar report about his trip to Colorado with some other club members. Lots of snow, several passes were closed. Karl did report some of the towns in Colorado that have previously been somewhat motorcycle friendly are getting tough now. Some require proof of insurance on the vehicle. A ticket for this is a mandatory trip to see the judge, no paying the fine by mail.

Karl is having some more trailer stickers and some smaller stickers made with the OMTRA logo on them. If you would like one, contact Karl.

There was some discussion about a club-sponsored riding school. There has been some talk of this on the website and anyone with an opinion or some previous experience with this sort of thing is encouraged to speak up. If the club were to take on this type of activity lots of help and knowledge would be needed.

The Chadwick Hardwood Enduro is coming up in October. The club will be posting flyers on the Internet as well as at motorcycle shops and Kay's in Chadwick. The suggestion was made to pass informational flyers out at the campgrounds in Chadwick so that any riders not involved with the enduro know what is going on.

The October meeting will be at Shawn Hall's house on Oct. 17. Everyone is invited, whether you are working or riding the enduro.

**NEXT OMTRA MEETING
SHAWN HALL'S
OCTOBER 17**



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2003 BJEC Schedule

www.BlackJackEnduro.com

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- 11/9/03 – Red River, TX
- 11/23/03 – Scipio, OK

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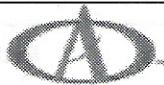
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Notes on Spokes - 702 Hwy T, Aldrich, MO 65601

(Continued from page 2)

YZF showed up and we went out and ran a few laps. It was like riding with Chili on a motocross track... easy pickens. Next thing I know, flat tire. Or should I say GASHED tire. So I load up my wheel, not wanting to spoil an opportunity to put a whoopin on the 04, and head to town to get another one. Before leaving, Karl rolls up with a rear flat!!!! Ha ha.

When I return there's Clint's bike with the front wheel off. **FLAT TIRE!!!!**

What a day for tires.

DAY 2

We stayed the night at Chadwick. This was going to be Dalton's first official ride at the wick. We took out and head for Rattle Snake. We stopped at the top and took a look at the hill. You should have seen his eyes: "I'm not going down that." Well, with a little coaxing from me and YZF, we headed down. It turned out to be no problem other than a little help with the hairpin.

He did good all day long. Occasionally he would get stopped on a hill and start whining "I'm stuck." Karl would look at me and I at him and say "Well, you ain't stuck till you're banging a rev limiter." So needless to say he would get mad, grab a handful of throttle and GO!!

Later YZF, Phillip, Anthony, and myself showed him some hill climbing. He got a big kick out of that. "You guys are crazy."

It was a day I will never forget.... On the way home all I heard about was how next time he wants to do this and this and this.

There is so much more to tell but I gotta get back to work."

Brian, thanks for sharing that story with us.

While I was stealing stuff from the Internet, I picked up this from www.mhscracing.com. It's part of the race report from the second to last race of the series at Eugene, MO:

Several classes will be decided at the finale in Park Hills on October 19th. Sammy Gosnell and David Taylor meet to decide the "A" class champion. The 250B class could go to one of three riders. Todd Corwin, Danny Crawford, and Gary Wolf all control their own destiny and one of these guys will walk away with the title. Either Mark Kendall or Matt Sellars will be the champion of the Open B division. Kreg Simons and Carl Dobson go into the series finale just one point apart in the Senior class. Stay out of the way of these guys Sunday morning on the way to the porta jons.

It's been a while since we've seen this many classes go down to the last few rounds to be decided. In spite of what many riders may think, this shows a pretty even level of talent across the classes. Speaking of talent, how about Rick Hoover? He has been riding for just five or six months (?) on a Suzuki DR-350 in the Open C class. The week before Eugene he switches to an 04 KTM 450 and decides to jump up to the 4-Stroke B division. The result? The class win and 17th overall! Hmmm...pretty impressive for a guy that learned how to ride from Steve McWhorter . . .

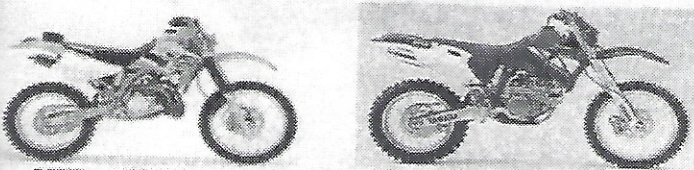
Good Luck.

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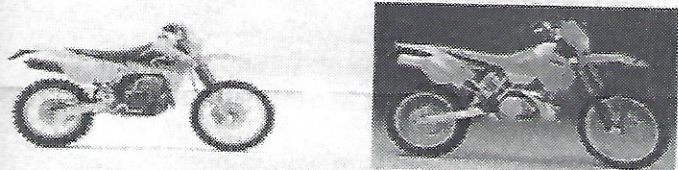
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