

Notes on Spokes

Terry Brumley gets
some air in Colorado



SEPTEMBER 2004

TID BITS

The Hardwood Enduro @ Bull Creek is taking up a lot of my time right now. It's coming along. Thanks to the work of many members of the Ozark Mountain Trail Riders, many miles of new single track have been cut. I think about 22 or 23. Plus, we're using some existing roads and ATV trails cut for the Fun Day back in the spring. The extra short course riders get to miss most of the tough single track with their 15 mile loop. Short course riders get that loop plus a thirty-mile loop, most of which is single track. Long course riders get to ride the loop again, only faster! It's going to be a tough enduro.

Last weekend I rode the Black Jack Enduro at Wildcat Ranch near Decatur, AR. It was a good event. It was too dry and dusty, but the promoters can't do anything about that. Look for an article from John Humphrey in next month's issue.

Speaking of BJEC, Luther Stem is stepping down after two years at the helm. If you are interested in helping out the circuit as an officer, get ahold of Luther. You can track him down through www.blackjackenduro.com.

Many of you know Shawn Hall and the fact that he was in a bad accident two years ago. After four surgeries and many hours of physical therapy, he's been given the go-ahead to do anything he's up to. He's back on a bike and riding many of the new trails

at Bull Creek. Way to go!

The 2004-2005 Hillbilly GP season will soon be upon us. The first race is the 26th of this month. The rest of the schedule is on the calendar page of this newsletter. There are a couple of changes in classes this year. Spud is dividing the riders up by ability. There will be a Pro class with 100% payback. Other classes are A, B, C and Trailrider, plus two age group classes for the over 30 and over 40 riders. There are women's, youth and vintage classes. I haven't talked to Spud about the vintage class. So I don't know how vintage your bike has to be.

Spud is also introducing the helmet-mounted scoring this year. Technically, it's called RFID. What it is, is a thing duct taped to the underside of your visor. Every time you go through scoring a receiver reads the thing taped under your visor and automatically inputs it into the computer. So Ken Simons will be saving his voice by not having to yell rider numbers.

Spud has also increased the number of races to seven. There are also several new venues, like the Bull Creek Ranch, Hickabilly Hills south of Warsaw and on February 13, the last race of the year, we'll be at a new race site, very close to Bull Creek Ranch.

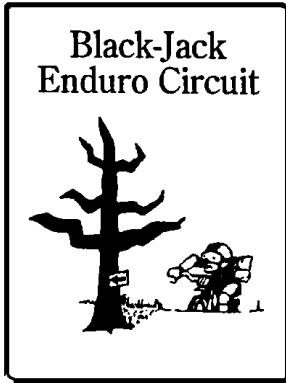
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The 37th Annual
Hardwood Enduro
@ Bull Creek Ranch
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The Ozark Mountain Trail Riders are holding their annual enduro at a **new location**, Bull Creek Ranch at Walnut Shade, MO. The terrain is typical Ozark hills, expect tight single track, roots and lots of rocks, big and small. This enduro will be run with traditional enduro (time-keeping) rules. The extra-short course will be approximately 15 miles in length. Short course will be approximately 45 miles and long course will be approximately 75 miles.

GATE FEE: This event is being held on private land. All riders and spectators will have to pay a \$5.00 gate fee.

ENTRY INFORMATION: Pre-entry for this event is **\$30.00** for all classes, except Women and Youth and which is **\$15.00**. All pre-entries must be received by October 15. All entries postmarked after October 15th will be **\$35.00, \$20.00** for Women and Youth. BJEC riders will be allowed to request a row. Postmarks will determine priority. If the requested row is not available, we will issue the next closest row. Up to 4 riders per row. Staple your entry forms together, if you wish to ride together. Make Checks payable to: OMTRA

MAIL ENTRIES TO Hardwood Enduro
 Marcie Henslee
 208 Tonya Street
 Nixa, MO 65714
 (417) 725-5019

TRAIL INFORMATION Bob Fuerst
 (417) 694-5202
 Karl Harris
 (417) 759-7917

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NAME: _____ AGE: _____ BIRTHDATE: _____
 ADDRESS: _____ CITY: _____ STATE: _____ ZIP: _____
 HOME PHONE (____) _____ - _____ CLUB AFFLIATION: _____
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LONG COURSE CLASSES

- AA RIDER
- A
- A-VET.(30+)
- A-SENIOR (40+)
- B
- B-VET (30+)

EXTRA SHORT COURSE CLASSES

- Women
- JUNIOR Novice (16 OR LESS, Small Wheel)
- Youth (12 & Under)

SHORT COURSE CLASSES

- A-MASTERS (40+)
- S. SENIOR (50+)
- B-SENIOR (40+)
- C-OPEN
- C-250
- C-200
- C-VET (30+)
- C-SENIOR (40+)
- SUPER 55 (55+)
- SUPER 60 (60+)
- Expert SHORT COURSE
- JUNIOR Expert (16 OR LESS)

Please Read Carefully and Sign Signifying Understanding

I hereby agree to abide by and be governed by the rules for Competition set forth by the Competition Congress of the American Motorcycle Association, Inc. I also agree to abide by and be governed by the Supplemental Rules set forth by the Club Council of the Blackjack Enduro Circuit. I understand that refusal to abide by and be governed by the above listed policies will result in immediate disqualification for this event and possible permanent disqualification from all BJEC events that will be sponsored in the future. I agree to hold completely blameless the AMA, the BJEC, the sponsoring clubs or any members or officers thereof for any losses or injuries (including death) that may occur as a result of my participation in this event. I also agree to hold blameless the owners of the properties that I may cross during the course of this event for any losses or injuries (including death). Entry includes a one day membership in the Ozark Mountain Trail Riders Association.

Date _____ Signature of Rider _____

FOR ALL RIDERS UNDER 21 YEARS OLD

Being the legal parent and/or Guardian of the above named minor, I do hereby approve of and agree to the participation of _____ in the above named event, I agree to release clause listed on this page completely and without reservation.

Date _____ Signature _____

Appear before me on this _____ day of _____, 19 _____. I do hereby certify that the signee understands and fully accepts the document completely.

Notary Signature _____

My commission Expires _____

- **Sign-Up** open Saturday, 2pm - 7pm and Sunday 7am - 8am
- **8 am Key Time** for Start
- **Fuel Information:** Main gas will be near sign-up. If you cannot go 30 miles on a tank, there will be an emergency gas stop on the trail.
- **Workers:** We don't need any.
- **Camping Information:** Primitive camping at start area. Motels in Ozark, MO, 15 miles from start.
- **Food Information:** concessions on Saturday (lunch and dinner) and Sunday (breakfast and lunch) by Cookie Lady Christine.

**Directions: 65 hwy south of Ozark to Hwy 176E
Go east 1.5 miles - Look for Arrows**

Hardwood Enduro
Marcie Henslee
208 Tonya Street
Nixa, MO 65714

Colorado 500

By Bob Fuerst

For the fourth year in a row, I attended the Colorado 500 Charity Dirt Bike ride. For those of you unfamiliar with the event, not only is this ride for charity, but also it is an invitational ride. A veteran of the ride must invite you. This was the 29th annual ride.

My veteran was Terry Brumley. Our group consisted of Terry, Dwayne Miekley, Earl Schnell and Dick Lane. Earl and Dick were Terry and Dwayne's rookies.

Our group made the trek across Kansas on Saturday, August 21st. We needed to get to Basalt, CO, for technical inspection and registration on Sunday. Over 300 riders attended the ride. Last year was the first year that bikes were required to pass a sound test, last year the bikes had to be 99db or quieter. This year, the maximum sound level was reduced to 97db. All the bikes in our group easily passed.

The ride starts in Basalt. But we cheat and skip at least 20 miles of road riding and start in Snowmass. The first night is spent in Crested Butte. The second and third nights are spent in Ouray. The fourth night is back in Crested Butte and we finish up in Snowmass.

This is a first-class operation. Your gear bag is loaded in a truck every morning and driven to the next town. The motels and hotels you stay in are first-class. They have snacks and beverages



Here's our group on Engineer Pass. L to R. Front Row: Dwayne Miekley. Second Row: Dick Lane, Terry Brumley and Earl Schnell. Back Row: Ben Watkins and Bob Fuerst

after every day of riding. It includes breakfast every morning and a banquet after the last day of riding.

The first day, we headed over Taylor Pass. This put us in the same area that I had ridden a month earlier. We picked up Lilly Pond trail. This is one of the easier single tracks in the area. But it is cool trail. It doesn't have much elevation change for a Colorado trail. Ride it, if you are in the area.

Then, we had to head down to the Taylor Park Outpost for gas and lunch. As usual, even though when I'm in Colorado riding lots of miles on a dirt bike, I don't miss many

meals. After lunch, we headed to Doctors Park Trail. This trail starts at the Dinner Station campground. I've ridden this many times. It's a tough trail. Winds around for quite a ways, eventually coming out at One Mile Campground. From there it was roads heading to Crested Butte.

Day two was going to be a long one. Crested Butte to Ouray is quite a trek no matter how you look at it. Joining our group was Ben Watkins from the east coast. First, we had to make our way to Gunnison. There is a lot of road riding in this section with

(Continued on page 6)








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Earl Schnell on Bear Trail

(Continued from page 5)

some cool old logging road. And we did find some new single track. In Gunnison, we gassed up and had lunch. On day two, Team Green sets up a donation lunch at this little park outside of Gunnison. It's nothing fancy, but it's all about location. After lunch, we were heading south out of Gunnison. This area is called the desert. It's sand and rocks. The rocks are all loose and square edged. There are lots of them. We were on our way to Lake City. After the desert, you have to ride a few miles down the highway before heading to Slumgullion pass. Unfortunately, we missed one section of cool trail. It paralleled the road we were on and we didn't realize it until we came to the exit of the trail.

After Slumgullion pass we headed to Lake City for fuel. Colorado is a big place and you don't want to start pushing. We had one more set of mountains to cross before Ouray. This is some of the prettiest scenery in the state of Colorado. We took Cinnamon pass to get to Ouray. It was approximately a 190-mile day and we were plenty tired.

The third day, we started and finished in the town of Ouray. It was nice not to have to pack up everything first thing in the morning. It would also be a short day. Not only was day two

long, but so would day four be long. So it was nice to have a break in between. We had a couple of towns to get to that day, Silverton and Telluride. We got lunch and fuel in Silverton. Then headed to Telluride by way of Black Bear Pass. I use the term "road" loosely when describing how we got to Telluride. It's one way, downhill only. I've seen jeeps go down the thing. I've even seen a two wheel drive pickup go down it with two kids on the tailgate. I think I'll stick to my two-wheeler.

Another reason to get back a little early was the reception the Colorado 500 folks were throwing back in Ouray, and then steaks at the Outlaw. Good stuff.

Day four was pretty much a repeat of day two except we picked up the trail near Slumgullion pass. The weather had been perfect all week. That meant no rain. It had rained a couple of days prior to things getting started, keeping the dust down. But it was starting to get dusty. When it's dry, this trail turns to powder.

We had to head through the desert before we got to Gunnison for lunch at Sonic. It's tradition. Have



Bob Fuerst checks out some single track.

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(Continued on page 7)

(Continued from page 6)

you ever walked into a Sonic in full riding gear? There were a few folks wondering what was going on and thought we were in a race.

After lunch, we retraced our route from day two, making sure we picked up the single track we discovered. On the way into Crested Butte, we had to ride Green Lake Trail, a ten-mile long single track that's pretty tough and lots of fun.

This put us into Crested Butte for the night. We had one more day of riding left and as I walked around the parking lot full of bikes, all of them needing new rear tires.

For our last day, we had to make our way back to Snowmass. Day five always includes the donation lunch at Widner's cabin. These are good folks that support off-roading in Colorado and provide lunch to all the Colorado 500 riders, asking for a donation to help keep our public lands open. We rode some sweet single track to get to lunch. The first trail was Cement Mountain Trail. I've also heard this called Roaring Judy. This trail took us to Deadman Gulch trail. Watch out for the hole, it's still there. If you've ever ridden this trail, you know what I'm talking about. This is a downhill trail that took us to Bear Trail. These trails are a combination of woods and open areas called parks. Bear Trail takes you up and up and up, all the way to American Flag Mountain, which is just above Widner's cabin. It was on this trail that it started to rain and sleet and snow. Oh well, it kept the dust down and it really didn't mess things up

too much.

It was still raining after lunch. So we had to make our way back up Taylor Pass in the snow. It started getting pretty slick. Going down the other side of the pass, the rain and snow stopped. We had a nice cruise back to Snowmass to finish up our ride. In fact, as we loaded the bikes and changed out of our riding gear, the sun came out and it was very nice.



Dick Lane on Doctor's Park Trail

That left the banquet. Good food, some auctions to raise some more money for charity and the legal defense fund. The last thing at the banquet was a preview of the video. They make a video of each year's ride. What a great way to show your friends what the Colorado 500 is all about.

We had one last thing to do. Drive back across Kansas.

 **Jim, Josh, & Gabe Cook**
Sam Robertson 

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Now for something totally different

By Bob Fuerst

Product reviews are not a normal part of this newsletter. But, for the last year, I've done something completely different. I've run a Rev-Loc automatic clutch in my WR450f. And, while I was in Colorado for the Colorado 500, I had a left hand brake kit installed.

What does this all mean? First off, the Rev-Loc automatic clutch means you never have to pull in the clutch lever. It's not an automatic transmission. You still have to shift gears.

What do you get? You get a re-engineered clutch basket and a new pressure plate. There is a core charge on the clutch basket. They take the stock clutch basket and make some modifications to it. When you get the kit, it includes a modified basket. After you install it, send your old basket back to Rev-Loc and they will reimburse your core fee. The new pressure plate is where all the trick stuff is. It's a two-piece unit. You can take it apart, but be careful; there are a bunch of ball bearings in there. So you don't want to scatter them all over the garage.

How does it work? It works by centrifugal force. As soon as you give it some throttle, it's going to start engaging. It's always got

the right amount of slippage. If you want to start out in fifth gear, it's going to slip and try its best to get you moving. They don't recommend that you start in fifth gear. That's going to burn up your clutch quick.

What's it like riding? It's great. Put it in gear, twist the throttle and it goes. To shift gears, back off on the throttle and shift. By backing off the throttle, I mean a quick chop. And stalling almost becomes a thing of the past. You can go into a corner much harder and not stall. It makes the tight stuff much easier. And for you enduro riders, it makes trials riding into a check a piece of cake. You noticed I said stalling almost becomes a thing of the past. It is possible to stall; if you keep on gas and brake real hard, it might stall. On average, I might stall it once per enduro. Well worth the trade-off. I stalled a lot more without the auto-clutch.

Are there other negatives? Well, you can't bump start the bike, and if you can't make it up a steep hill, it goes backwards quick without the left-hand brake kit.

Tell us about the left hand brake kit? Since you don't need to operate the clutch with your left hand, Rev-Loc came out with a kit that allows you operate the rear brake with your left hand. The kit replaces the push rod with a hydraulic piston. So you have one system that pushes on the stock rear brake. If for any reason the left hand brake kit fails, you still have the stock rear brake system to use.

How is it to ride with the left hand brake kit? It gives me much more control of the bike and braking. I'm 6'4" tall. In order to operate the brake with my foot, I have to lift my foot off the peg, even with the brake as low as it will go. I do this so much, my right foot peg is worn more than my left. The left hand brake allows me to keep both feet on the pegs, giving me more control of the bike. And I can't always get to the brake with my foot. There are times, left-hand switch backs for example, that you just can't get to the brake. You can with the kit. You can also modulate or control the brake better with your hand than through a thick boot.

The bottom line: I doubt I'll have another bike without them. The folks from Rev-Loc are big supporters of the Colorado 500. I got to talking to Dave Vlasicak and Doug Drussel from Rev-Loc

(Continued on page 11)

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Dick Roberts

Aaron Roberts



OMTRA Stuff



OMTRA Meeting
 Check out www.hillbillygp.com

The August OMTRA meeting was held at Buckingham's on S. Campbell on the 19th. Most discussion centered around the upcoming Annual Hardwood Enduro to be held at the Bull Creek Ranch. Work assignments were given out to members. It was agreed that the club had enough members to help, eliminating the need for workers from outside the club. It was announced there will be \$5 gate fee per person for this event, as it is being held on private property. The issue of parking was addressed, with the possibility of a new graveled entrance to one of the parking sections, contingent on the land owner's approval. Karl announced the trails are progressing quickly. It was agreed to hold an "enduro work meeting" at Shawn Hall's house on the 15th of October. The place and time of the September meeting will be announced as available.

It was agreed by the club to continue with Jennifer Callaway as our accountant.

Jerry Sharp supplied the raffle prize, a Mo. MX T-shirt, won by Donna Moore.

Judy Willis

OMTRA Secretary



Membership Application

Name: _____

Address: _____

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Membership Type:

- Family(\$20.00)
- Individual(\$15.00)

Riding Interests:

- Motorcycle
- ATV
- Bicycle

Please circle any areas you would be willing to help

Land Preser.	Rider Awareness	Legal/Legislation
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Mark Your Calendar

OMTRA meeting—The next meeting is scheduled for Thursday 9/16 at Qdoba Mexican Grill in southwest Springfield at 7 pm. The restaurant is on the corner of Kansas and Highway M. It is next to the grocery store on the northwest corner. We have the private room scheduled for the club. They do not have waitress service, but do offer a very good, low cost menu. Beer in the bottle is available.

2004 BJEC Schedule

www.BlackJackEnduro.com

- 10/10/04 – Oklahoma City, OK
- 10/24/04 – Chadwick, MO
- 11/7/04 – Red River, TX

2004 Missouri Hare Scrambles Championship

Information 417-537-8406 Frank Leivan
www.mhscracing.com

- 10/2/04 – Park Hills
- 10/17/04 – Smithville

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- 09/26/04: Old Crow - Russellville
- 10/17/04: Possum Trot - near Harrison

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2004-2005 Hillbilly GP

- 9/26/04—Seymour
- 10/10/04—Highlandville
- 11/21/04—Thayer
- 12/12/04—Ozark
- 1/9/05—Cassville
- 1/23/05—Warsaw
- 2/13/05—Ozark

Keep up with the schedule on:
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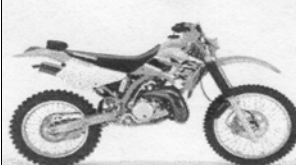
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OK, I admit it. I had this space to fill up and I just copied this picture from the Colorado 500 in here to fill up space quick. This is the way to go to lunch. Ride to the restaurant on your dirt bike. We are in Silverton, CO at the Handlebars restaurant.

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(Continued from page 8)

about the left hand brake kit and the auto-clutch. Dave wanted to take a look at my clutch and the next thing I knew, he had the bike on its side and was taking the clutch out to check it out. There are two circles of ball bearings in the pressure plate. He reduced this to one row and reduced the outer row from 36 to 30. In the WR450f, there are six springs. The kit replaces these with much lighter springs. When the number of bearings is reduced, the number of springs is also reduced. He reduced the number of springs in my bike to two.

Then, Dave installed the left hand brake kit. It turns out that my bike was only the second WR450f installed and he was installing a prototype. *By the way, the other WR450f to get a kit was owned by a stuntman. He jumped a semi off the bridge in Terminator 2!* Since it was a prototype installed, it took a couple of days to get it adjusted correctly. It also doesn't have an attachment for the hot-start lever. I rotated the clutch lever up and I don't even notice it. Another option would be to use a bark buster mount, drilling and tapping it for the hot-start lever.

I was at the Rev-Loc trailer a couple of days after riding to get the kinks worked out. And Dave and Doug were all over it getting everything worked out.

Dave and Doug didn't know anything about Notes on Spokes or me writing an article about the kit, so they didn't give me any special treatment. They are a service-oriented company that produces some slick products.

Notes on Spokes

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