

Notes on Spokes



February 2004

Caleb Wolhertz on his way to the overall win at the HBGP at Seymour

TID BITS

We've got a new contributor in this issue. Aaron "Chili" Roberts is doing an interview column. Thanks, Chili. Mike Herbert is back with his Health Bites column. And don't forget Judy Willis contributing the OMTRA minutes.

Mike has already completed his column for next month's issue. Is he organized or what. He wants to know if anyone has any questions regarding workouts or nutrition. You can send him an e-mail by way of www.hillbillygp.com.

BJEC

The Tulsa Trail Riders are adding a second day to their enduro at Gruber, OK. This was just posted on www.blackjackenduro.com. It's tentative right now, but weather permitting, they want to have a qualifier-style race on Saturday and another one on Sunday.

Remember the new rules from last month's issue? Well, they all passed. But the advancement rules will not be retroactive.

The first race at Zink Ranch sounds like it is going to be very popular. I've heard estimates of 300 riders.

ATV Rodeo

The Richland Park Department is putting on an ATV Rodeo on

February 29th at the Richland City Park. The gates open at 12:30 pm and the event starts at 2 pm. There are 5 events, including an all new ladies' class. If you have any questions call 573-765-5128 (days) or 573-765-4383 (nights)

GNCC

On February 1st, the first GNCC of the season was held in Gilmar, TX. I talked to Kreg Simons about the race. He said it was the toughest 12-mile course he had ever ridden. It was fast, open, whooped out with lot of rocks. There was about 1.5 miles of single track. The race site was located on this big mountain that was in the middle of nowhere with the trail going up and down it. He said that he knew when the fast guys were catching up to him when he saw ATVs with big cameras on the back show up on the side of the trail.

There were lots of vendors and all the manufacturers had big truck for their teams. He said even the amateurs were a little more serious. There wasn't a 3-rail trailer to be found.

Plus, you could run into one of the big-time national riders anywhere. Even at the church service on Sunday morning. By the way, Kreg got 8th in the A-Senior class. Congrats Kreg.

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WIDE OPEN

By Bob Fuerst

A book review: It's not too often that this newsletter gets to do a book review. In fact, this happens to be the first time. For a little beach reading, I got Jeremy McGrath's new book, *Wide Open, A Life in Supercross*. It follows his life from a little kid to his retirement from supercross.

If you're a motocross/supercross enthusiast, it's a must read. It goes into all kinds of details of the arrangements with various sponsors. It starts out with him as kid and his BMX days, then his amateur days racing motocross. It covers his turning pro and then getting the call from Honda. It goes into the breakup with Honda, the last minute arrangement with Suzuki, his switch to Yamaha and his KTM sponsorship.

It also goes into his personal life. Did you know how much of a party animal he was? His house on Canyon Lake was essentially a scene out of *Girls Gone Wild*. He had a dungeon. *You've got to read the book*. He talks about meeting and marrying his wife.

OK, I did find an accuracy problem with the book. In the first part of the book, he talks about his mother riding a Yamaha IT that was a street and trail bike. It also says it was a four-stroke. ITs were neither four-strokes nor street and trail bikes. Plus, in the timeframe he was talking about, the IT had not been released. I know that's pretty picky on my part, but hey, I had bikes of that vintage.

I knew McGrath had guts, being able to jump those triples and all. But what really took guts was putting in the picture of himself in a tux going to his prom with a mullet. Yes, there are pictures.

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K- I's Health Bites

By Mike Herbert

Hello again. This month we are going to cover the benefits of weight training. Hopefully some of you have made some gains on your cardio workouts by now. Weight training is beneficial to young and old people, men and women alike. Weight training is currently being used in most all major sports to improve performance. Mike the "Rock" LaRocco attributes his long successful career to his weight training program. One, it keeps you stronger, and two, it keeps your body and muscles from getting injured so easily. I must tell you that these exercises are to be done in addition to the practice you do on your main sport.

Now to get started, you can either do your workouts at home or join a gym and work out with a partner. What ever motivates you to get off your can and get with it. I prefer the free weights myself for you have to balance them, thus making extra work for the muscle. Some prefer machines, for there is less chance for injury. I also like working out at home for the fact it saves you a lot of time not having to drive to the gym, and if you feel like working out at 4:00 A.M., nobody going to bug you at this time. No matter what happens the rest of the day, at least you have one good workout under your belt.

Some simple guidelines are that you need to weight train at least 3 times a week. Then you can increase your sessions once you get accustomed to lifting. The amount of time you do is up to you, but I would suggest a minimum of 30 minutes starting out. And then when you get used to lifting, you should be able get all of your workout in 1 or 2 hours. Pick out a weight you can lift a minimum of 8 times and maximum 12 times. You can vary these repetitions, adding more if you like. For your sport of off-road riding, I would definitely lean towards the higher repetitions for endurance. Do each exercise 8 to 12 repetitions and with a rest of no longer than 1 minute or less. Then repeat the same exercise 3 times at 8 to 12 repetitions, these are called sets. Write it down in a notebook and keep a log of your different exercises and the amount of weight and repetitions you do each training session, that way you can keep track of your progress.

If you really want to get a good idea where you are at, get a cloth tape measure and record all of your body measurements. Then

you can tell what body parts you're making gains on and what other parts you need to work on. The exercises you choose are up to you. Everybody has their favorite exercises that they like. You can try some out and find the ones that best suit you.

Start with your larger muscles first like the chest, back, and legs, and then hit the arms and forearms at the end of your workout. The one group of muscles that requires a whole lot of repetitions is the stomach muscles. You can expect to get a little sore the next day. That's how the muscle works, you have to tear it down, then the muscle responds by growing back stronger due to the extra stress you are putting on it. Give some of these exercises a try, you will be amazed at how good you will feel and how strong you will get.

Now here are a few examples on workouts on Level 1. Pick out the ones that work best for you. Then you can increase to more exercises after you have been doing it for a while.

Well, good luck with your workouts and good health. See you on the trail.

Exercise	Sets	Reps/(each)
1. Incline Sit ups	3	25-35
2. Leg lifts	3	25-35
3. Roman chair	3	25-35
4. Pull ups	3	10-15
5. Bench press	3	8-12
6. Dips	3	15-20
7. Military press	3	8-12
8. Squats	3	20-25
9. Standing calf raise	3	20-30
10. Lateral pull-down	3	8-12
11. Dead lift	3	8-12
12. Leg extensions	3	10-15
13. Flat bench fly	3	8-12
14. Seated rowing	3	10-15
15. Upright rowing	3	8-12
16. Barbell curls	3	8-12
17. Triceps extensions	3	8-12
18. Lateral raises	3	8-12
19. Leg Presses	3	10-15
20. Barbell shrugs	3	10-15
21. Hack machine calf raises	3	10-15
22. Alternating dumbbell curls	3	8-12
23. Seated press behind the neck	3	8-12
24. Barbell preacher curl	3	8-12
25. Wrist curls	3	10-15
26. Reverse wrist curls	3	10-15
27. Standing twists	2	25-50

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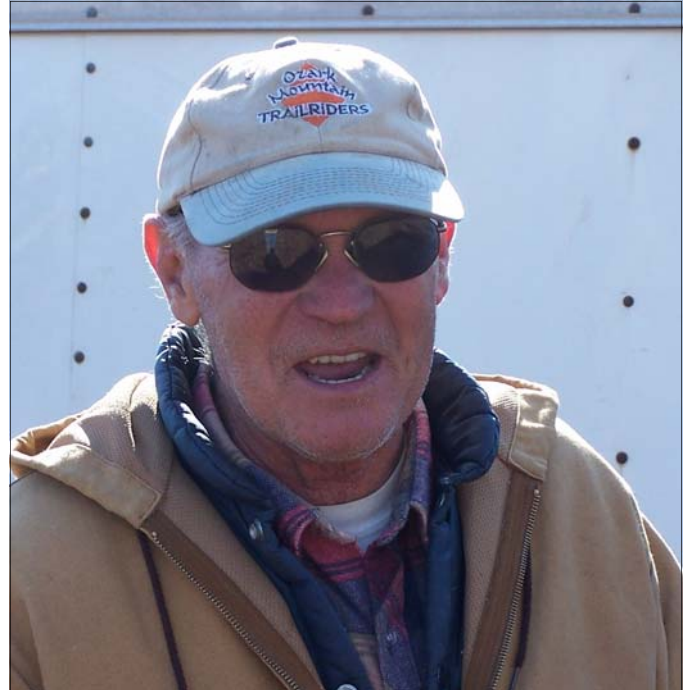
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Chillin' With Chili

By Aaron Roberts

Welcome to the maiden voyage of my new monthly contribution to the ole library in the bathroom. Reading that will hopefully keep you somewhat amused and informed. It is my new job to introduce everyone to all of the OMTRA family. Plus, since Bob has banned my ugly mug from the pages of this fine publication, I have found another way of sneaking in my presence. I will be interviewing an OMTRA member every month until Bob lets me go (or I am fired). This way we can all get to know everyone a little better. So, as you dodge what you say and do around Bob, for fear of getting in the "newsletter," be aware you might just be my next victim/participant.

My first victim/participant is my good friend Ken Simons. I have just really got to know Ken over the last couple of years by helping out him and Spud in the Hillbilly races. In spite of Spud and Kreg being a direct result of Ken's and causing me all kinds of economical and psychological problems by the two of them getting me into racing so much, I still can say Ken is a great guy. Over the last couple of years, I have sat around many a campfire with Ken, so I knew some of his history. Thus, I knew this interview would be a real treat. You see, Ken got into off-road motorcycle in its boom.



Ken performing his scoring duties at Seymour.

In 1968, Ken opened up a small motorcycle shop out of his service station in the bustling town of rural Ozark, Missouri. He received an Ossa dealership and was on his way to the top. The shop grew over the next few years, so he decided to move to Springfield in 1971. He expanded his dealership to include the famous CZ line, as well as the ever so popular Hodaka line. Wouldn't it be cool to see a bunch of Combat Wombats and Swamp Rats all lined up on a dealer floor? Well, back to the story. Ken said he had some real "hotshot" motocrossers racing for him in the glory days, none other than our very own Nick Stine on Ossas and Ron St. Clair sporting the CZ line. Small little world we live in, isn't it? After 3 or 4 years of successful times on and off of the track, Ken decided in 1975 to move over to Springfield Suzuki as the service manager. He stayed there

(Continued on page 6)



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(Continued from page 5)

until around 1987, when he decided to take a break from working in the "business." He says over the next decade he kept in touch with the motorcycle world through his sons', Jon "Spud" and Kreg's, racing efforts. He had a Yamaha IT175 (one of my favorites) that he rode from time to time at Chadwick and around the farm. Then, as quick as he got out of the "business" he was shot right back into the middle of it in 2001. That was the year that he and the infamous "Spud" decided to take over the Hillbilly Gran Prix winter racing series. Along with pretty much the entire Simons family, he shares the responsibilities of running the series. Everything from trail cutting, arrowing the trails and scoring. Yep, that's right, Ken is that brave soul who stands outside the scoring trailer trying to read numbers off of us crazed off-road racers. Believe me, I helped score at Marshfield, and I saw first hand how brave (i.e. crazy) he actually is!! So the next time you fly through the scoring chute, remember who you are yelling your number to.

I know this is only a small glimpse into Ken's life, but I hope you now know a little more about him. He is one of the nicest guys you will ever meet. I mean how many guys do you know that you can throw mud on them at every race, and he always comes back at you with a smile. Just don't mess with his cigar, right Ken! So the next time you go through the scoring lane, give ole Ken a big hello!

Now, my favorite part of this gig, the dreaded list of quickies. The rules are simple; I ask the poor victim/participant some loaded questions and they have 5 seconds to answer or I make it up! Sounds fun, doesn't it? Enjoy!

Ken Simons Quick Facts

- Full Name: Kenneth Simons
- Nickname: Ken
- Birthplace: Lamar, Mo
- Age: He can ride the Masters class
- Market Status: Off of the market
- Wife/Boss: Phyllis
- YRS off market: Long enough not to answer incorrectly
- Children: Kreg, Jon and Eden
- Occupation: Self Employed/Hillbilly Race Promoter
- First Weapon: 19?? Kawasaki 100 Enduro
- Current Weapon: 1995 Yamaha WR200
- Favorite Weapon: 1972 OSSA 175 Enduro
- Started Riding: 32ish
- Armed Forces: 1957 Marines Reserves 6 months at Camp Pendleton Served in Marine Reserves for 7 1/2 years.

Chili Asks? Ken's Answers

- MX, Enduro, Harescramble or Trail Ride? Harescramble
- Thumper or Weedeater? 2-Stroke
- Riding Style: Stand up/Sit down? Feet down!
- Fingers on the clutch? Two
- Roll offs or Tear offs? Lucky to find my goggles
- Body Piercings? None..... intentionally!
- Tatoos? USMC Bulldog (that's right boys, Marines)
- Supercross or Motocross? Motocross
- Riding Pants - Baggy/Traditional? Traditional/Levi's
- The Backflip? Innovative or Insane? Insane...Leave it to the Cheerleaders!
- Freestyle MX? Why is it called MX? They don't race.
- Lug it or rip it? Lug it!
- Motocross Racing/Rub or no Rub? Let them Rub!
- Training? 3 Stogies a day!
- Special Diet? It's all special to me.
- In 5 words or less, describe your favorite trail? SPUD CUT...OK'd by Kreg!

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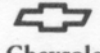




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First annual mudfest at Seymour

By Bob Fuerst

On February 15th, the final HBGP of the season was held at a new venue south of Seymour, MO. Spud and crew worked extra hard for this event. Separate 4 mile courses were laid out for both the motorcycles and ATVs.

Not only were courses suited better to each type of vehicle, but it allowed the races to get started quicker, since the next race could start while the course for the prior race was still being swept.

I didn't actually take a good look at the overall results. But I saw that Caleb Wolhetz won overall. Good job, Caleb!

The motorcycle course was tighter than many of the HBGP courses. Since this was the first time this property got used, it was a good chance to for Spud to put in some good Spud cut trail. And, Spud is not lazy. He made good use of side hills, up hills, creeks and tight trees.



Jeff Wendel takes a little break in the mud hole just past the check.

The course started out with about a quarter mile of grass track to spread the riders out. Then, the trail turned left and things got tight quick. The first thing you hit was this off-camber right turn with roots that gave you a good preview of upcoming attractions. Riders did get a short section of road before things got tight again with angled down trees to jump. Of course, every downed tree was slick with a good chance to go down.

This section also rutted up quickly and deeply. Oh yeah, throw in a few side hills with off-camber roots! Then down to and across this bottom

area with a few downed trees. Then up the other side. Think slick rocks that have your bike playing slot car trying to go up the hill. It made a quick up then down then up again. Wayne Crosby should remember this well, since the last time I saw him on the trail, he was spread all over this section. The trail continued along this side hill. It would zig and zag up and down along the hill, never going all the way to the bottom or all the way to the top. Don't forget the many downed trees along this section. The trail made a 180 to the left and went side hill back the other way until it made its way down to the creek and up the hill on the other side of the valley. At the top of the hill was a downed tree. A big downed tree. Three lines developed over this tree. To the left was a two-foot hop. The line in the middle went over the tree where it was only one foot off the ground. And the third line was the slowest, longest and easiest. It went around the tree to the right.

The riders still had some tight trail before it made its way to a little field. This little field, like all the other fields, did not give you a chance to rest. It was wet and slick on top and frozen underneath. Then you ducked back into the woods with ruts, roots and a little bar banging. It wasn't as tight as some of the other woods sections. The trail did this side hill thing down to the creek, but then it just turned and went right back up the hill. Think tight, brushy and stalled bikes. Then back down to the

(Continued on page 8)



Shane Roberts won the intermediate class, *not on this bike though.*

(Continued from page 7)



The race took its toll on plastic.

down. After a few tight turns, the trail dropped down a hill to a grass track section. This section was either wet and rutted or ice, no chance to rest here. A few creek crossings and a two track section led to this uphill. It wasn't just any old up hill. Where it wasn't deep ruts, it was frozen. There were lots of spectators here. I don't know if they were here to help or point and laugh.

If you made it up this hill, made your way along this side hill with all its roots, you got to ride through this field. Don't rest your grip though, it was slick and slimy on top and frozen underneath. Are you catching a theme here? If you made it through the field without busting ass, you had to come to a stop for some first gear wiggling of the bars to get through very tight woods. Just when you thought it was opening up, the

creek and into the creek for a little ways. Back up the hill—the same hill we just came down. We're side-hilling to the left until Spud has the trail make this 180 degree to the right. Now, we're side-hilling to the right until the trail makes this straight up the hill. What goes up, must go



Here's Donna Moore giving husband Elston some tips on riding her bike at the start of the second moto. You see, Donna won the Speed Bump award when another rider in the beginner class rode over her head in the first moto!



Things got really sloppy for the ATVs

trail turned left over a tree and up this steep tight hill. Easy to stall and crash. This hill seemed to go on forever.

Another short open section before we went back into the woods with a nice rutted downhill to a frozen road. Be careful when it turned to the left because it was frozen. This seemed like a nice harmless trail, except for the roots that liked to get your front tire and slide you into a tree. This led to another steep rocky uphill. I passed quite a few of them motocrossers here. A stiff suspension, a tall first gear and little fly-wheel weight wasn't the hot setup here.

(Continued on page 11)

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The January OMTRA meeting was held at Ziggy's on N. Glenstone on January 15th. There were over 40 members and guests attending.

Bob urged all Black Jack members to visit the Black Jack web site and cast their votes on the issues discussed on that site. He also met with the BJ members present at the meeting to get input from them on several new issues and rules as he is our group's BJ representative.

It was announced that this year's first Black Jack race will be held at the Zink Ranch near Tulsa, Oklahoma. This site has hosted many national and international events in years past. The BJ banquet will be held the night before the race at the Zink Ranch Museum, which would be a treat in itself.

The club discussed hosting an early spring event, before the many seasons get too busy. The last weekend in March is a possible open date. Discussion included a possible poker run type event on Saturday, with a Hare Scramble on Sunday. The idea is for this to be a family weekend event with riding for the kids as well as mom or dad. Spud informed us that the Marshfield area was likely unavailable at that time as well as the land in Bolivar. Malcolm Wood has a contact near Macks Creek with a good deal of land who wants to host some type of event. Karl and Malcolm will try to meet with him and view the land for that possibility. Karl will keep everyone informed via the Hillbilly web site.

Many comments were voiced concerning the recent article in the Springfield News-Leader by Ms. Portman. Her negative view of OHV recreation areas being expanded by the forest service has created quite a stir. Karl wrote the paper a letter concerning the article, and Bob wrote a letter that was published on the editors page giving the riders' point of view. Everyone who rides or appreciates the opportunity to do so is encouraged to follow the latest developments, they are usually available on the forest service web sites. They will never know how important your riding areas are to you unless you tell them! There is to be a public hearing on these issues in February in Rolla, MO.

Bob mentioned a Colorado trip this year, possibly end of July, first of August.

Cliff Davis, Bob Fuerst and possibly Mel Gere have agreed to be in charge of the Hall of Fame awards. The club would like for it to be a more ceremonial event. They will work on nominees and award events.

The club extends heartfelt sympathy to Bart Williams and family. Bart's dad passed away this month after a lengthy illness.

By Judy Willis

OMTRA Secretary

OMTRA Meeting
7 p.m. March 18, 2004
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for location



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2004 BJEC Schedule

www.BlackJackEnduro.com

- 3/7/04— Scipio, OK
- 3/21/04— Combs, AR
- 3/28/04— Forest Hill, LA
- 4/18/04— Braggs, OK
- 5/2/04— Nacogdoches, TX
- 5/23/04— Park Hills, MO
- 6/13/04— Bismark, AR
- 6/27/04— Stillwater, OK
- 9/12/04— Northwest, AR
- 10/10/04— Oklahoma City, OK
- 10/24/04— Chadwick, MO
- 11/7/04— Red River, TX

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- 4/4/04— Lebanon
- 4/18/04— Steelville
- 5/2/04— Polo
- 5/16/04— Westphalia
- 6/6/04— Warrensburg
- 6/20/04— Marshfield
- 6/26/04— Park Hills
- 7/27/04— Florence
- 8/10/04— Polo
- 8/22/04— Newark
- 9/5/04— Kahoka
- 9/19/04— Eugene
- 10/2/04— Park Hills
- 10/17/04— Smithville

2004 Arkansas Hare Scramble Championship Series

www.arkansasharescramble.com

- 02/29/04: River Ridge - Mountain Home (new race... not at Texarkana)
- 03/14/04: Wildcat - Decatur
- 04/04/04: Superlift - Hot Springs
- 04/25/04: Byrd's - Cass
- 05/16/04: Sturkie - Salem
- 05/30/04: Pine Ridge - near Atkins
- 06/06/04: Gorman's Race - TBA
- 06/20/04: Crossroads - Durham
- 07/18/04: River Ridge Classic - Texarkana
- 09/05/04: Highway 89 - Mayflower
- 09/18/04: Saulsbury/MMC - Saulsbury, TN
- 09/26/04: Old Crow - Russellville
- 10/17/04: Possum Trot - near Harrison
- 11/27/04: Riverfront GP - Ft. Smith

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(Continued from page 8)

After the uphill, the trail seemed to get a little easier. Fooled you. About the first 50 feet were really nice. Then, it went from thawed to frozen or ruts to ice. If it hadn't been frozen or wet, this would have been a really neat section. Then the trail dropped onto this road. Yes, frozen. You can ask Spud's brother Kreg. Dave Berry was following Kreg when he saw Kreg slide for about 30 feet along one side of the trail with his bike sliding on the other side and Dave riding between them.

The road took us through this field. Besides being slick and slimy on top and frozen underneath, this field was rough. Then, one nice little section of trail and field blast remained before the check.

It was after the check and before the start that the bottom started going away. This was a shared section of the course and it drew many spectators as the bikes and quads had to make their way through the mud run. In fact, before the end of the second ATV moto, this section had to be rerouted.

Most of the folks I talked to had a good time. The check crew got things scored quickly and trophies out while the Pee Wee race was underway. Kudos to the land owner for pulling all the rigs into and out of his field/pit area.

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