

# Notes on Spokes



December 2003

Things got a little sloppy at the start of the WORCS race at Stillwater

# TID BITS

## TOYS FOR TOTS

The umpteenth annual Toys for Tots will be December 14th at Possum Hollow.

Gate : 8:30

Beginner & Youth Race 11 a.m. (1 hour)

All others start at 12:30 for 1 hour.

Pee Wees next for 30 minutes

All others run second moto—  
BACKWARDS

Entry Fee: A \$15 toy

Classes will be similar to Hillbilly.

If you can't make it to the race, bring your toy to the HBGP at Thayer, the OMTRA Christmas party or Surdyke Motorsports.

## MHSC

I got a report from Spud about the annual Missouri Hare Scramble Championship series meeting held November 22nd. The schedule is elsewhere in this newsletter. Plus, check out [www.mhscracing.com](http://www.mhscracing.com) for the latest information.

There are a couple of changes in the class structure. There is go-

ing to be a new third row. A new class called the A Sportsman class was added. It will consist of riders that finished the season in the top 26 to 40 positions. For the 2004 year, riding this class will be optional for those finishing the 2003 season in positions 26 through 40. In 2005, it will be required.

The B 4-Stroke Class has been dropped for next year and a C 250 class has been added.

ATV riders will also have a new class—4-stroke stock. The "Blaster" Class has been changed to include 300cc 4-Stroke.

**OMTRA Christmas Party  
December 12th  
Bob's House  
See Page 9 for Directions**

## OTHER STUFF

I went riding last Sunday at Chadwick. Dale Willis and I met up with Kreg and Ken Simons, Mike Davis and Scott Johns. Just as we were ready to start out, someone who was parked across the road came running up asking if any one knew CPR. Well, Kreg, a nurse, went running over. A rider in a group from Cuba, MO had passed out and stopped breathing climbing into his RV.

Luckily, he started breathing again by the time we got over to him. Kreg asked him quite a few of those medical questions and slowly got him sitting up. Then, standing. One of his group took him to the emergency room at Cox South with the rest of the group packing up and following. Kreg said, "I hope we don't have more excitement like that today."

Scott had to head out after a short ride. Ken didn't want to push it and get hurt after one good loop. That left Dale, who was on his first ride since hurting his shoulder this spring, Kreg, Mike and myself to head out on a second loop. I might add that Mike goes by "OLD N SLOW" on [www.hillbillygp.com](http://www.hillbillygp.com). This is Mike's first year racing. He got around the trails just fine. He did ask once or twice how far we had to go. I think we might have tired him out a little. *He did think he was the oldest in the group. He wasn't; both Dale and I are older.*

I do have to mention that I was following Dale and saw him come out of a water hole. But not go into it. I wish I had, because it would have saved me a swim.

## Wudi6

I got this from Jim Cook. The '04 version of the somewhat annual unorganized non-event referred to as the WUDI Fun Ride will be February 28-29 at Bismark, AR. The site of the Train Robbers Enduro.

Several members of the Arkansas Dirt Riders have offered to help guide groups as well as mark trails.

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# WORCS - Stillwater

By Karl Harris—Photos by Darin House

Here I sit trying desperately to concentrate on the Stillwater WORCS race; this should be an easy task. The race is the last round of the series I chased this year and is also an East vs. West shootout. The title of A-fourstroke champion that I so desperately wanted early in the season is up for grabs; I have another chance to run with Mr. Freddette and all I can think about is next year! frustrating stuff. Darrin House, Rick Conners and I made the trek to Cooperland Friday night, as usual we have had a good time. I just met Rick and he has fit right in, so much in fact that I have already given him the nickname of Brian. Mostly just cuz I can't remember the name Rick to save my life! We decided to spend the evening in a Wal-Mart parking lot in Stillwater and do our shopping while we were in town. Important note here; always buy your beer prior to entering Oklahoma — all of the beer in these parts is that 3.2 stuff! We had to double our order to get through the weekend!

Saturday morning we drove out to Cooperland. If you have never been to this place, make some room on your calendar and get there! This is one cool place; the track is awesome, big



Karl's team race

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fast, loamy clay sand mix. Of course it wouldn't be Cooperland without some monster jumps, but all are designed to be very forgiving and only as scary as your throttle hand makes 'em. The track is a muddy mess upon our arrival; it has been raining all week down here and the guys who came down early for Friday practice were bummed to find the pre-ride activities canceled due to the rain. It is a WORCS race and the MX track is only a small portion of the event; thankfully the woods are very near perfection. There is a heapin' helping of killer FAST grass track between the woods sections, you know, the kind of grass track with the long wide sweeping corners. I love this stuff, suck at it, but I love the feeling of sliding it through a slick sweeper on the gas! In all you could very easily remove first and second gear from my tranny and I would never miss 'em; yeah, just a little fast for this timber rat! My race is on the line pretty early and the track hasn't come around much at all. We went down to line up in the start area and it is all you can do to stand up in the slop! Evidently the track was perfectly groomed before the rain came, which left in its wake a foot or so of sloppy loam over a slick clay base! The ruts that were to form during the race were nothing more than piles of squishy gook squirted over from a tire or two, nothing at all that you could rely on for turning or holding you straight. For the first time this season there was a full A-fourstroke class! The new 250 jobs were everywhere — Hondas, Zuks and Kawasakis were all the rage. Missing from the action was my one motivating factor, the 450 Katoom of my class rival Tracy Bauman. Tracy and I were in somewhat of a points battle since I was forced to miss the Kahoka round by the sale of my KTM. I was hoping that his presence would put some life in my ride and give me solid reason to push. As

*(Continued on page 4)*

*(Continued from page 3)*

it now stood my only concern was staying on the lead lap and making sure I was scored for the event! Not my idea of racing, but points will make a fool out of any of us and my mind was stuck on avoiding a DNF and honestly not much else. I had been poisoned years ago by my hero Damon Bradshaw's SX title loss and the word "consistency" had taken over my brain waves. They started us with the engines running and our left hands on the helmet. I thought I could nail this deal, but evidently the west coasters are accustomed to this technique and when the flag dropped I found myself at the VERY back of the pack. This little turn of events put a little fire back into me and then on the back stretch, as I struggled to stay upright, Brian Garrahan launched his 450 KTM over my head and showed me I could pick up the pace a touch. I took the hint and piled into the woods and started my chase. At first I found it easy to pick some of the guys off; however, before the end of the first lap I started getting into some of the faster guys and passing in the fast woods became a little difficult for me. I have a pretty good technique for passing in these conditions but the tenacity of the riders I was coming in contact with (literally) started to make me second-guess my decision to push this hard! These guys were not gonna give an INCH — heck, they must have been on the metric system cuz they refused as much as a centimeter! Rubbing became the only way of racing! That's kinda the way I like it, but my worries about a DNF started making me hold up a touch. Then I caught the "Stick man" Dave Stickle; he is a regular at Bill Guesse races and is a heck of a guy and a darned fast rider, I have wanted to ride at his level all year, and the fact that he was on a new Suzuki 250F got me thinking that I may have the chance. Stick was being cautious, too, and he was making some good moves but coming up short of the ramming speed needed to make a pass stick in this crowd. Somewhere in this action Mr. Fred-dette popped up on his new Kawa 250F! I know — Fred-dette on anything other than a KDX! WOW! We all piled into a small clearing with a gnarly slick tree in the middle of it and the race was on! Stick went one way for the pass, I went another, and everybody else went another one yet. The end of the action saw me at the very back of the action and the Stick and Jeff were gone before I could even give myself a good cussin! I did find a way around the fellas between us, but it was too late and then when we hit the MX track I was looking way up ahead for the guys and ended up looking at a pile of



**Things were a little muddy at the start**

slop in my face before I knew what happened I was on the ground and getting passed! The boys I was with kept me company for the rest of the race and we had a good time battling it out sporadically, but it was too late for me; I had gone into season salvage mode and my only concern was pushing hard enough to stay on the lead lap. I started counting the minutes and seconds. I had plenty of time for this cuz although they had scheduled us for an hour and fifteen minute race, they let us stay out for nearly 2 hours total! I was starting to wonder about my decision to go light on my fuel load, but sweet little Besseta pulled me through, kept me on the lead lap and managed to hand me a fifth in class and somehow a 15th or something like that overall! Good enough to solidify my A-fourstroke championship. Surprised the heck out of me! I hurried back to the truck and proceeded to get around and watch Rick and Darin do some racing.

I wish I had more to say about this part of the day, but in between watching Darin and Rick fly by, I pretty much just lounged around the pits and BS'd with anybody that looked even partially interested. Malcom Wood was one of my victims as was Al Wiesenfels. Al broke the news about his son Josh's switch to a Yamaha YZ250 smoker that he was riding

*(Continued on page 8)*

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# BJEC - Scipio

By Bob Fuerst

The Tulsa Trail Riders put on the last race of the Black Jack Enduro Circuit of the 2003 season at Scipio, OK. Where to start? Attendance? Weather? Trail? Winner? OK, my buddy Jon "Spud" Simons took the overall! His first overall ever. Congrats to Spud.

With that said, let's talk about the trail. The trail was awesome. But last year's trail and this year's weather, plus it being the last race of the year, affected attendance. Unfortunately, only about 70 riders made the trek to Scipio.

Last year about 5 inches of rain fell in the area before the event. Plus it was all new trails, which meant the bottom fell out. There were many stories of stuck bikes. Many folks vowed never to come back. This year they were predicting rain and cold temperatures. And many folks were already locked in place by this time of the year and by going to Scipio, it couldn't improve their position. I've been there; after racing all year I can understand not wanting to drive several hundred miles if it won't affect your standing for the year. It had been a very busy fall for me, and I wasn't really looking forward to the drive.

Anyhow, the weather on Saturday was great. We all sat around that evening with temperatures in the 60s, and some really great bench racing went on. Unfortunately, around 2 a.m. a front came through with winds, colder temperatures and driving rains. My first thought was "I'm glad I'm not in a tent." (I was in an RV.) My second thought was, "I bet all the Tulsa Trail Riders have loaded up and taken off." *I'm just kidding, please don't cancel your subscription. I need every one I can get.*

Temperatures were in the thirties when I got up. It was cloudy, but by the time we started, the sun had come out. The Tulsa Trail Riders had one 26-mile loop to work with. The extra short course went 9 miles before heading back to camp. Short course riders went around twice for a total of 52 miles. And the AA, A and B riders got to go around 2 1/2 times, about 65 ground miles.

I was on row 30 with Donna Moore and Zahn Lewis.

Speed averages started out at a rather low 12 mph. But there cannot be a check for the first three miles. So gas it to 2.9 miles. The first mile had some cool grass track in it and the overnight rains make for a few puddles and slick spots. Then we tucked into the woods. Anytime the trail took riders into the woods, expect rocks. Somewhere around the 2-mile mark, we dropped out on this little road for about a half mile and ducked back into the woods just before the 2.9-mile mark. After we waited to get back on our minute, we had some nice open woods until the 4-mile mark, then the trail turned onto road next to a fence line. Since the speed average was 12 mph, we pretty much just cruised and kept time. Just as we got to a few corners in the road, we came to the first check at the 5-mile mark. It was a tie-breaker check, just to keep us on our toes. Most folks were riding at the top of their minute and we slowed to get as close to 30 as possible.

With the check at 5 miles, we could wick it up to 7.9 miles, then it's time to do some time-keeping. The next check is at 9 miles. It was pretty easy for most folks to zero this check. After every check, it's three miles before the next check is possible. Since the reset is from 11.5 miles to 14 miles, I know I can pretty well roost to the reset. Of course, that means it's time for a soil sample. I get to the reset and Zahn says that I was riding real good, right up to the point I crashed. Thanks, Zahn.

After the reset, the speed bumped up to 15 mph. The trail was tight and rocky. There was no check coming out of the reset. Between the 18 and 19 mile markers we dropped out on this little road for about a quarter of a mile. I was getting down toward the bottom of my minute. Even a short blast can help get you back on time when the speed is at 15 mph. Then, I catch up to a row of riders and they are just cruising. It appeared they were running a 12 mph average. I was worried that I missed a section of trail and I had caught a row toward the end of the loop where the speed average would be 12 mph. As it turned out, no one on their row had a computer or was doing any type of time-keeping. Now, I just had to get around four riders to keep on time. I just made it to the check at the 20-mile mark before I got out of my minute. *(Continued on page 6)*


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(Continued from page 5)

The speed average dropped to 12 mph after the reset from 20.5 to 23. It was pretty easy to keep on time in this section. The smart rider used this time to check out this trail. There was 6 miles between the reset and the end of the loop. The second time around, the first three of those miles would be run at 15 mph and the last three at 18 mph. The first part of this section turned out to be the tightest. A straight blast along a fence row would allow riders to pick up some time. Then the trail tightened up and got a little rocky before the end of the loop.

Most of the riders made it to the check at the end of the loop without dropping any points.

Then we got to do it again. The course reset from 33.5 to 0, so all the mile markers would be at the same places. The only difference was the speed averages were bumped. This time the first section was run at 15 mph instead of 12 mph. The speed was still attainable. When we rolled up to the five-mile mark, no check. So the promoters were moving things around to keep us on our toes. At 15 mph, riders had to keep moving to stay on time. The first check on the second loop was at the 9-mile mark. So, that one had not moved. Hmm, this would be interesting. With no possible check before the 11.5 to 14 mile reset, riders didn't have to worry about getting out of their minute.

After the reset, the speed average bumped to 18 mph. This was a tough section at 15 mph. The promoters also found something to do with that check crew that had been at the 5-mile mark. They moved right outside this reset to catch any riders trying to leave early.

This section took at least one point from all riders, except one; eventual winner Jon Simons was able get through this section without dropping any points.

One more section remained on the short course. Most riders had to haul to stay on time, if they were able to at all. The organizers made this a little more challenging by making this a tie-breaker check.

Since I was finished for the day, I gassed up Jon's, Chili's and Shane Roberts' bike. I also checked out their score cards. At the end of the short course, Spud was one second off perfect.

Long course riders took off for approximately 13 more miles of

riding. There were two checks on this section, all run at 18 mph. The check-in burned a few riders. The check out took at least one point from all of the long course riders.

When the cards were tallied, Jon Simons dropped one trail point and 60 emergency points. Brian Jahelka, BJEC Webmaster, dropping 2 trail points and 70 emergency points, came in second overall and took the Overall A honors.

Third overall went to Aaron "Chili" Roberts, dropping 3 trail points and 99 emergency points.

For the second time in a row and for his second B Class race, Shane Roberts took Overall B honors, dropping 7 trail points and 197 emergency points. *Uncle Chili and Spud made Shane ride on another row to give him a little more time-keeping experience.*

Overall C was taken by Tony Davis. He dropped 1 trail point and 31 emergency points on the short course.

Taking Overall Senior Short Course for the first time was BJEC President Luther Stem. He dropped one trail point and 8 emergency points.

*Spud and Chili told me I had to say this: I beat Shane on the short course! That's probably the last time that will ever happen.*

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# BJEC - Red River

By Bob Fuerst

If you rode the Red River enduro at Muenster, TX or you've looked at the Web site, you know that Red River Dirt Riders put on an excellent enduro. But the thing I'm going to remember is those damn cockleburs. In Missouri, we have these things called stick-tights. Well, those cockleburs are like stick-tights on steroids. And they are so painful. On Monday after an enduro, I usually feel sore muscles. Not after the Red River; it was tips of my fingers that hurt from all those cockleburs. I don't know if I'll ever get them all out of my RV. I think I'll just throw the outdoor carpet away. I think they might be a new weapon of mass destruction.

OK, I'll get back to the enduro. It was a co-sanctioned event between the Black Jack Enduro Circuit and The Texas State Championship Enduro Circuit (TSCEC). The course was laid out in three loops. The extra-short course rode the first loop. The short course went on all three loops. The B riders rode all three loops plus the first loop again. And the A and AA riders rode the short course and the first two loops. To make things more challenging for the A and AA riders, more trail was added to the second loop. By the way, the second loop was the most challenging already. It's a section called Bill's Woods.

The weather was actually perfect. It looked like rain was going to be a factor. It had rained off and on all day Saturday. But luckily, it was pretty dry to begin with, so the rain just kept the dust down and packed the sand. The temperature was pretty cool. I chose to ride in two jerseys, but I saw several riders with riding jackets on.

To make matters more difficult for this reporter, my computer's thumb switch wasn't working due to a bad connection in the wiring. So it makes it a little more difficult to write this article. I think the first check, a check in, was at the 3 mile mark. All the top riders made it through the first section without dropping any points at the check out at the end of the first loop.

After a short reset and emergency gas, we took off on the second loop. To make things more interesting, the speed average was 17 mph. This would be the toughest section of the short course. All the top riders made it to the check in without dropping any points, but many of us mere mortals dropped points going into the section. This was Bill's Woods. It lived up to its reputation. It's tight. There were many places where you had to wiggle your bars to get between the trees. It bottlenecked in places. It was very difficult to impossible to get around these bottlenecks.

Steve Leivan and Michael Wilson set the fast time through the test, each dropping three points.

The main gas and a reset followed Bill's Woods. The third loop was the longest of the day. It also had three test sections. The first section, run at 18 mph, was zeroed by the top ten finishers. It was about 3 miles in length and tight.

This was followed by a short reset and another section run at 18

mph. This section was a little longer and a little tighter, taking one point from most of the top finishers.

The final section on the short course was approximately 6 miles at 24 mph. The section was a little more open than the rest of the short course. Only Steve Leivan, Hayden Franklin and Cole Kirkpatrick were able to get through this section dropping two.

At this point, the B Riders had one more section at 20 mph. The check out of this section was a tie breaker. Steve Leivan came out with a perfect 30. Michael Wilson was four seconds off perfect, coming in at 26 seconds.

The A and AA riders had one more section — Bill's Woods. It was approximately 10 miles in length. The Red River Dirt Riders added more trail to this section from the short course. And from talking with the A and AA riders, it was all tough trail. The first half ran at 20 mph and for the second half, the speed average bumped up to 24 mph. To make things more difficult, the first check in this section was not at the beginning of the section. It was also a tie breaker. Cody Potts, who finished fifth overall, made it to the first check the quickest, dropping 5/279. Steve Leivan was close behind with a 5/289. There was one section of new trail that wasn't really a trail. It was more of a boulder field. Riders were jumping from one big rock to the next. Steve Leivan was really on top of his game, dropping eight points at the last check on the course.

Steve Leivan won the enduro overall, dropping 19 total points. Hayden Franklin finished second overall, dropping 23 points. Michael Wilson was one point back and third overall. Cole Kirkpatrick, riding the same row as Wilson, was one point behind Wilson with a 25. Kirkpatrick also picked up Overall A riding the A 200 class.

Shane Roberts, making his very first B Class appearance, took the Overall B honors. Congrats, Little S&It.

Overall C honors were taken by Jordan Chambliss. Marcus Upton dropped 13 points to take overall Senior Short Course honors.

Oh yeah, those cockleburs; my riding buddy Stewart Hall says, "You've got a power washer, that should blast them off." Good idea. So I tried it. The rubber backing on my outdoor carpeting

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*(Continued from page 4)*

for the Fayetteville shop and parking under the Zip-Ty tent for next years Worcs series! Exciting news to me. As a Josh fan I am looking forward to the day this guy is handing out butt whoopins on the national level. I have a good feeling about him having someone as knowledgeable as Ty Davis by his side. His folks are great, but you know when you're a kid sometimes you just can't force yourself to listen to the old man. I hope Ty can keep him on track and focused. I also got to BS with a bunch of the MHSC and HBGP regulars such as Mr. Zac Bryant and Jeb Patton, who I conned into riding the Sunday team race with me. I tell you I really do like the way the races are spread out over the course of the day during the WORCS events. It gives a fella plenty of BS time. It is a darn good thing I made use of it too, cuz by the time Rick fed Darin and me and iced his knee down (the Stillwater mud was not kind to him), this old man was ready for bed! That' right, folks, 7 p.m. is late by old man Harris standards, and I was sawin' logs by 7:30!

Sunday mornings stillness was shattered by my clumsy feet stomping toward the toilet and rocking Arve just enough to knock down the impressive Keystone pyramid that the boys had built before Moses had led them to the land of slumber. Man, I missed out on something! Oh well, sleep is nice and it just happens to be something that has been in short supply around the Harris house lately. Jeb and I got all of our ducks in a row and finally got the chance for a team race. The rules were simple; we got to ride our own bikes and we had a wrist band that we switched after every lap to get scored. I started us off ,and as usual, I didn't have a stunning start, but I held my own and of the team riders Jeb's mom had me spotted as first up until nearly the last corner of the MX track when I took a soil sample (results: much drier than Saturday but still pretty deep and squishy) and got passed by a couple of guys before getting Besetta dug out and headed the right direction. Jeb took the reins and did us proud before handing off to me again. I think it was this round that I got to witness a stunning get-off on the log crossing that was an issue in Saturday's race. A fella from Steamboat Springs Colorado, who I had been battling, made a Banzi move on the slick log and did a real cool near-360 degree spin about 3 feet off the ground! I bet he was over the 180 mark before he got his boots off the pegs! SWEET! No injuries and he was getting up in a hurry, so I sped off before he could get me in his sights. Back at the handoff area ,things were getting a little weird and many of the teams decided to disobey the rules and switch every other lap instead of every lap, so we had no idea what position we had ended up in until the results were posted later. We ended up seventh, but we had fun and we both thought this would be a cool thing to do at a club race or something of the sort.

The pros were up pretty soon, so Jeb and I parted ways and headed off to prepare to watch the "Big Race." Going into the race, Ty Davis and Brian Garrahan were the title contenders, and Ty had to hold off Brian for the season win. Brian had the machine in the form of his 450 KTM for the fast course; it looked to be a barn burner. It was, it turns out, but not for the reasons we had originally thought! Scott Sheak broke out to an early lead on his KX 250 smoker and looked to be pulling away from the secondary pack of Russ Pearson, Ty, Lance Smail, Josh, Brian and a whole host of others; then sometime during the early laps Smail began to sail! He broke free from the pack and set a blistering pace on his WR450. I was keeping a pretty good eye on him, and it really ap-

peared that he was gaining on Sheak in the timber; well, maybe he wasn't catching Sheak there, but he sure as heck was leaving the pack in the woods! Finally he caught Sheak and the race was as good as over for first place. Smail got by Scott and set off for the checkers, riding each lap like it was the first. He never appeared to back off the pace for the remainder of the race. Sheak held on for second, Ty did what he had to do and the rest of the pack kinda had a loose conga line going. Except for Josh, who had gotten hung up somewhere and was playing catch up,. Man, the guy was flying and he looked head and shoulders above the rest on the grass and MX sections. I spent the remainder of the race BSing with folks in the woods and snapping pics of Josh when he railed by. I got to meet Coy Workman and his bride in the woods and talk with him a while. I have never officially met Coy, but his name has been in the area off-road discussions for years and it was nice to finally meet him. I also ran into Old Bill Guesse out there and he turned me on to his new series for the year. That pretty much takes us full circle; you see, the big problem I had getting excited about this race is the knowledge that the WORCS series had abandoned the Midwest and headed back to the west coast for '04. Bill had given up his successful Pirelli, Moose, series to accommodate Mr. Hamel's series and in the end Bill and the guys in the Midwest are the big losers. Bill ain't about to give up, of course, and he already has a schedule worked out and is fighting to get some of the contingency sponsors from the previous series events. His regulars love him and he will be back up in no time, but it is a bittersweet end to a season that I had held so much hope for. We'll see what the coming year brings.

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# OMTRA Stuff

Ozark  
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By Bob Fuerst

Let's see; I'm writing this from memory, since OMTRA Secretary Judy Willis's computer thinks it's a toaster and thus she is unable to type out the minutes. I do have their computer spread out all over a table.

The meeting was at Ebbet's Field in Springfield. This was the first time the meeting was held at this location. We also had record attendance. All seats were taken. More than 30 people attended.

Kreg and Cindy Simons (*actually Cindy*) prepared income and expense statements for the past two enduros, plus a statement of all non-enduro income and expenses. It showed where our monies had come from and gone to. *Note: I have since heard from the National Forest Service that part of the deposit will be returned.*

After looking at the income/expense statements, we discussed other methods of raising money for the club. We discussed riding, set up and maintenance school. Or, garage sale. Etc...

## OMTRA Christmas Party December 12th

### Directions

From Springfield come north on Highway 13  
to Highway T at Bolivar

Turn Left (West)

It's about 7 miles.

Mailbox is on right—702 Hwy. T

Look for a three-rail white fence and driveway  
on left. Look for Arrows.

Time: 6:30

Food: Bar-B-Que Brisket and Pulled Pork Pro-  
vided. Plus bread, plates and plasticware.

Bring a side dish or dessert.

Bring your own Beverage.

### Entertainment:

Hot Tub: *Bring your own swim suit*

Dirt Bike Videos

X Game for the kids

## CHRISTMAS PARTY DECEMBER 12



## Membership Application

Name: \_\_\_\_\_

Address: \_\_\_\_\_

City: \_\_\_\_\_

State: \_\_\_\_\_

ZIP: \_\_\_\_\_

Home Phone: \_\_\_\_\_

Work Phone: \_\_\_\_\_

Fax Number: \_\_\_\_\_

E-Mail Address: \_\_\_\_\_

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

Competition

Social Events

Communication

Are you currently a subscriber to "Notes on Spokes" (The official newsletter of the OMTRA)  
\_\_\_Yes \_\_\_No \_\_\_If NO, would you like to subscribe?  
YES, enclose \$9.00 for a 12 month subscription

Please send your application  
to:  
Bob Fuerst  
702 Hwy T  
Aldrich, MO 65601

Make Check Payable to:  
Ozark Mountain Trail Riders  
Association  
(OMTRA)

# Mark Your Calendar

OMTRA Christmas Party 12/12/03 see Page 9

TOYS FOR TOTS—Possum Hollow—12/14/03

## 2004 BJEC Schedule

[www.BlackJackEnduro.com](http://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

## Hillbilly Gran Prix Series 2003

Husqvarna Contingency Paid All Classes  
\$20 Gift Certificate and Plaque for 1st in each class.  
Plaques for 30% in each class

Round 5 (Sponsored by Lebanon Suzuki Husqvarna)  
1-18-04 Powell Ranch—12 miles east of Marshfield on Hwy 38  
follow arrows

Round 6 (Sponsored by R.E. Cycle and ATV)  
2-15-04 Mile High Ranch—10 Miles South of Seymour on K Hwy,  
look for arrows on right.

Format: two 45-minute motos. Motocross scoring  
Practice 9:30 am  
Rider's meeting 10:30 am  
Race 11:00 am  
Pee Wee Race—3:30 pm

\$5.00 Gate  
\$20.00 Entry  
\$30.00 Expert

(417)581-4678 Spud  
[www.Hillbillygp.com](http://www.Hillbillygp.com)

## 2004 Missouri Hare Scrambles Championship

Information 417-537-8406 Frank Leivan  
[www.mhscracing.com](http://www.mhscracing.com)

- 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

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# Notes on Spokes

Subscribe to **Notes on Spokes** for your own protection. Why read your own antics in your buddy's letter. Be prepared; don't let one blindsides you. Have your own come back ready, like "duh." On the serious side, we cover the Black Jack Enduro circuit and the Missouri State Hare Scramble Championship. Hey, it's pretty cheap, **only 9 bucks** per year. That's about the price of two value meals at Mickey D's. And it keeps coming month after month.



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### 2001 Yamaha YZ 125

Has about 15 hours on it.

Has been inside for past year. Gas was drained to keep it from gumming up. (Owner worked at ProCycle in Columbia, MO)

Never Raced

Has a few scratches from rides in woods

Rental handlebars

Excellent tires

Is basically same as brand new, except has undergone break-in period.

Asking \$2,700. Call (573) 268-7549

Jeremy Harvey

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 Fayetteville, Arkansas  
 (800) KAWASAKI or (501) 521-7133



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 Service Technician Rick Owens - 2<sup>nd</sup> A Senior  
 Unit Set Up David Sabo - Overall B



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*Kreg Simons is cleaning house. He and wife Cindy have got themselves a new Funmover. So, they don't need:*

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- Two Bike Shoes
- Battery—inside and outside lights
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- Oil Can Racks
- Multiple Hanging Racks/Hooks
- Painted Floor/Walls inside

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### Yamaha 4600 Generator

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### 1995 Yamaha WR 250

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