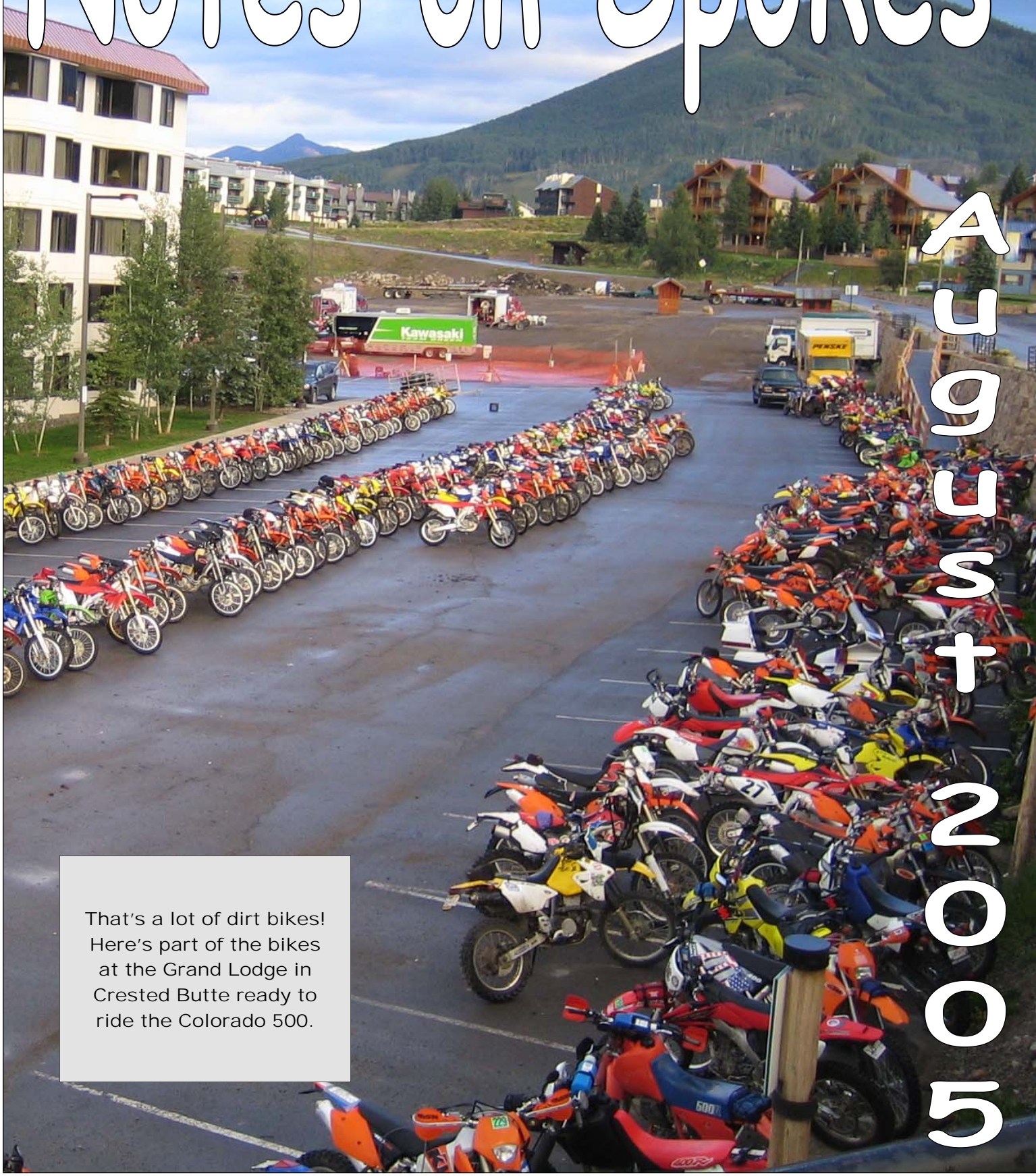


Notes on Spokes

August 2005

That's a lot of dirt bikes!
Here's part of the bikes
at the Grand Lodge in
Crested Butte ready to
ride the Colorado 500.



TID BITS

I didn't even have to change the title of the main story in this month's issue. Colorado two months in a row. Sweet.

In the news

A couple of members of OMTRA have made the newspaper lately. Elston and Donna Moore made the Outdoor section of the Springfield News-Leader on August 18th. It's a good article. It talks about how they got started riding and then racing. It's good exposure for off-road riding.

And Rita Williams made the Willard newspaper for getting her black belt in Ken Kar Ju Ryu. According to the article, Ken Kar Ju Ryu is a combination of martial arts and boxing. So don't mess with Rita.

Last Man Standing

If you haven't heard about this race, it's going to held at Red River, TX, the site of the final BJEC enduro. The course consists of one 40 mile loop. 200 riders have been invited. All the riders race the first loop. The top 100 get to race the second loop. The top 50 of that loop get to ride the next loop at night and back-

wards. And the top 25 of the third loop race the fourth loop, also at night. Karl Harris received an invitation to race and it planning on going. I might just have to go along to cover the race for Notes on Spokes. The race is going to be held November 12th.

OMTRA Moto-Grass-Scramble-Eliminator

On November 13th, Mike Davis is holding the first annual OMTRA Moto-Grass-Scramble-Eliminator. It's going to be like bracket drag racing, get as close to your target time without beating it. Plus, there's going to be a bonfire, socializing, etc... I'll have more info as it becomes available.

The Hardwood Enduro

I've had three days of work on the enduro and I've got the course figured out with all the speed averages, resets and check locations; it's a lot of work. The extra-short course is about 15 miles. The short course about 40 miles and the long course about 70 miles. I've had another year to get to know Bull Creek and it should be a really fun event. Plan on being there October 23rd.

Bob Fuerst

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COLORADO!

By Bob Fuerst

What is it?

If you aren't familiar with the Colorado 500, here's the scoop. It's an invitational charity trail ride. You must be invited by a veteran of the ride. I was invited five years ago by Terry Brumley. The ride helps all kinds of charities. It helps schools, rescue units, soccer programs, scholarships, and the legal defense fund. So even if you don't ride the 500, but you do ride in Colorado, you benefit from the 500s contributions to the legal defense fund. Well over a million dollars have been raised by Colorado 500 riders. It was started 30 years ago by Wally Dallenbach and Sherm Cooper.

Who went?

Our crew consisted of Terry, Dwayne Miekley, rookie Luther Stem and myself. We were joined by Dick Lane and his son Matt, Earl Schnell and his son Wade. Matt and Wade were also rookies.

Sign Up

We arrived in Basalt on Sunday, August 21. The first thing we had to do was get through the technical inspection. The bikes must have a working headlight and taillight, plus rearview mirror and horn. If you don't have a license on your bike, you can buy a temporary tag for the week. Plus, your bike must be quieter than 99 db. My bike's tail light wasn't working. That was no fun. I'll make sure I check that next year!

Then you have to go through signup and get your goodie bag.



Yes, this is a trail. It's actually passable by 4wd. It's on day one and they are coming down from Taylor Pass. The guy in the front is on a 20-year-old dual sport. He just picked up the bike, couldn't get it started and is about to have a heart attack. And I'm standing there with a camera.

Day 1

The first day would take us into Taylor Park. This is the same area I had ridden the month before. We made our way from Snowmass Village over Taylor Pass. It's a tough jeep road coming down into Taylor Park. It's a lot tougher going up, but we wouldn't be doing that for five more days. The first casualty of the day was a flat tire on Wade's bike. It wasn't the usual pinched tube. It was a defective tube. It had a big split on the side.

(Continued on page 4)

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Dick Lane blasts across Cement Creek.

(Continued from page 3)

We were on our way to Lilly Pond trail. It's a fun trail. I had ridden it only a month earlier, going the other direction. It was just as good this month. Earl fell twice on this trail, both times in creeks. First, he soaked his left side, then his right. It was on to Taylor Outpost, by way of Timberline trail. We grabbed a burger and fries while at the outpost.

We had to get to Crested Butte, so we took off. We picked up Doctor's Park Trail. It was in awesome condition. You could really rail.

Dominos anyone?

We got to the end of the trail. Another group was stopped at the

end of the trail. Wade's bike was hot. It had blown some antifreeze. Earl wanted to see how much it had lost. He loosened the cap. He tapped on it. Nothing came out. He loosened it some more. He tapped on it some more and nothing. He finally opened it all the way. It was like Old Faithful.

Wade jumped out of the way, since hot antifreeze was all over his face and head. His bike fell over into Matt's bike, knocking it over. It fell into my bike. My bike and I went flying into Luther's bike. Luther and bike fell into Terry's bike. Yes, they fell over, too. Five bikes and riders were all over the ground. The other group didn't know what to make of our group. I think they hid behind their bikes. Luckily no one was hurt. When it was time to take off, the other group hid behind their bikes again.

We had a long transfer section by road to our last section of single track. We headed up Deadman's Gulch trail over the other side to

Cement Creek. We had to cross Cement Creek in order to get to the road. Yes, Earl had creek problems, but he didn't fall this time.

We were on our way to the Grand Lodge in Crested Butte to hook up with our luggage, get some snacks and work on the bikes. We finished up the day with 120 miles.

Speaking of working on the bikes, Team Green and Revloc both have support trucks set up. They have an assortment of nuts, bolts and oils available. Good stuff. Speaking of good stuff, Slogarts has been our dinner stop.

(Continued on page 5)



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the race!*

(Continued from page 4)

Day 2

This was a long day. We left Crested Butte on our way to Ouray by way of Gunnison. We headed to Ohio Pass, where it started raining on us. A quick stop to put on our rain gear and we were on our way. Then we made our way to Gunnison by way of some open single track and gravel roads. I think we did 70 miles before lunch.

Team Green provided the food for our lunch. It was a donation lunch, with the best hot dogs around.

After that, we headed across the desert. It was funny, a few hours earlier we were riding in the rain and now the dust got pretty thick, and rocky. We popped out on the highway for a few miles, turning off at Powderhorn. A few miles later, after a missed turned, we turned off on Ceboll Creek Trail, a real fun, open single track. After that, we had 25 miles of dirt road and pavement to Lake City for gas.

It was in Lake City that a support truck driver asked whether we were taking Engineer or Cinnamon pass to Ouray for the night. We told him we were taking Alpine trail. He pulled out his map to figure out where we were going.

This was the first time anyone in our group had taken this trail. It started out going up a valley, crossing a creek three times. No, Earl didn't fall this time. The trail turned into the woods and up a hill. Make that mountain. The only way to go up and down mountains in Colorado is with switchbacks, lots of switchbacks. I came around the corner and Luther's 525 was making like Old Faithful. But it was on the downhill side. So he took off coasting. When I got to the road, I thought, "What a fun trail." Then I found out we were only one-third of the way through the switchbacks.

Dick had already hooked up with some other folks and skipped Alpine trail entirely. Luther wanted to conserve his bike, so he took off with Terry and Earl to ride around the last section of trail on the road. That left me with one AA rider and two A riders. And the trail got tougher. It first climbed, with some off-camber sections, plenty of rocks and



Most of the bikes are pretty new, but there are exceptions. Like the above Triumph.

switchbacks. Then we finally got to the top and had a fun section of level trail, until it broke out in an opening. It was one of the prettiest views in Colorado. When you go up, you must go down. The trail consisted of tight switchbacks that seemed to go forever. There were many switchbacks where you had to get off your bike and pull the rear end around the corner. It was reported that there were 111 switchbacks. Alpine rules!

At this point, we were over twenty miles from the next town, Ridgeway, by dirt road. We had already covered 200 miles. My odometer only goes up to 99 miles before it goes back to zero. It had gone back to zero twice, that doesn't happen very often on one day. It was left cheek, right cheek, scoot forward, slide backward and sit sidesaddle. There was no way to get comfortable. We finally got to Ridgeway and stopped for gas. We caught up with Luther, Earl and Terry. Everyone was wondering how many more miles was it to Ouray. We thought it was about 20 miles. We took off and saw it was only 10 miles, we were on the gas.

(Continued on page 6)







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(Continued from page 5)

Luther, Terry and Earl covered 250 miles. Matt, Dwayne, Wade and I covered 230 miles.

Day 3

We decided to make a day 3 an easy day. We had better. We could barely move. We would start and finish the day in Ouray. It was nice not to have to pack up the bags for a day. It was jeep roads all day with lots of great views and high mountain passes. It was on one of these roads that Wade wanted to adjust the brake pedal on his bike. First, let me give you a little background on Wade and his father Earl. Many years ago, Earl needed Wade to clean the air filter on one of the bikes while Earl was out of town on business. When Earl got back, he heard this rattling sound from the bike. It seems that Wade dropped a few nuts and bolts down into the bike. Since then, Wade hasn't had to work on the bike. Anyhow, after about 30 seconds of working with the brake pedal, Earl says, "Step away from the wrench."




It's a pretty wild group. Luther, Terry and Dwayne are in the front row. Bob, Dick, Matt, Wade and Earl, back row.

Our route took us over Hurricane Pass and through Animas Forks to Silverton for lunch at the Handlebar restaurant, more good food. Then, we were off to Telluride by way of Black Bear Pass. This was probably the most

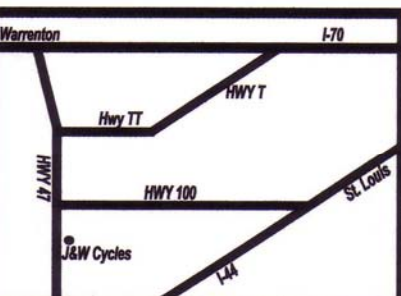
challenging ride of the day. It's a downhill jeep trail. It's just wide enough for a jeep and one side it goes straight up and the other straight down; lots of fun.

It was a comparatively short day, only 80 miles. We got back in time to do some maintenance. The organizers had a reception late that afternoon. The movie "Dust to Glory" was being shown at the Elks lodge and we got to see about 45 minutes of it before our

(Continued on page 7)



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(Continued from page 6)

8 pm dinner reservations at the Outlaw.

Day 4

We had to make our way back to Crested Butte. No, we were not going to ride all 230 miles. We would pick up some cool single-track. We left Ouray and headed over Engineer Pass to Lake City. It's a much quicker route than Alpine Trail. In Lake City, we gassed up and headed up to Slumgullion Pass and then to Cebolla Trail. We had ridden this trail the other direction on day 2. It's just as fun going this direction. This trail ends at Powderhorn. According to the map, Powderhorn is a town, but really, it's just a wide spot in the road.

Then, it's a few miles of pavement before we turned off and went through the desert to Gunnison. We made our first stop at the motorcycle shop. According to the owner, we were the first group to make it to the shop. We also noticed they had the movie "Dust to Glory" on sale. The parts guy didn't remember the Colorado 500 coming through when he ordered copies of the movie. Our group purchased every copy of the movie they had in stock!

Our next stop was the A&W. We always stop here on day 4. It just doesn't get any better.

We had several single track trails waiting for us after lunch. We don't know the name of the first one. We stumbled on to it last year. It's a lot of fun with some good off-camber. At the end of the trail, we found Matt with his bike up on a rock, the front wheel was off and a new tube was going in.

It was also getting dark and stormy. After the single track, there was a long dirt road section. It started raining. It got



Matt does a no hander!

slippery, very slippery. It also smelled really bad. I'm not sure if it is the dirt smells bad when it gets wet or it was wet cow poop, but it stunk.

It was still raining when we got to the next single-track and it was very slick. The rain was also hampering vision. We all made it through OK. Matt did have a little incident. His bike started coming around and then stopped. That was quickly followed by a high side.

We got some paper towels out of Luther's back pack and cleaned up our goggles. The rain was stopping and we were off to our next single-track, Green Lake Trail. It's about 10 miles long and pretty challenging. Just a little way down the trail, we came across another group of riders. They were having some problems and let us by. When we got to the most challenging part of the trail, the mud bog, we wondered what they were going to do. At least, there were a bunch of them. They could always carry the bikes through.

Green Day ends just outside of Crested Butte. We were on our way to the Grand Lodge. We had ridden 170 miles.

We wanted pizza for dinner. The driver suggested the Secret Stash. He looked like he might know. It's a great restaurant. You might say it's got ambiance; we ended up in the attic of an old house converted into a restaurant and looked like an opium den. The table was the height of a coffee table and we sat on cushions. Bets were being made: Could this bunch of old guys get back up? (Matt, Wade and Dwayne excepted.)

(Continued on page 8)



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It doesn't get any better than this.

(Continued from page 7)

Day 5

We had some real nice trail planned for our last day. All of a sudden, we thought it might be a bad day. As we were getting ready to leave, it started raining. We made our way back to the lobby of the hotel and waited. Soon, we saw blue sky. We waited a little longer for the rain to end.

When we took off, we headed to Jack's Cabin Cutoff to Roaring Judy Trail. This led us to Rosebud Gulch Trail, then Deadman's Gulch to Bear Creek Gulch to Flag Trail which let us out at American Flag Mountain.

We climbed to the 12,700 foot summit of American Flag. Yes, there is a road going all the way to the top. Have you ever changed a tube at 12,700 feet above sea level? We had to. Actually, Earl had to. Wade got a flat rear tire. Earl stuffed a 21-inch tube into the 18-inch rear tire and off we went. We didn't want to be late for lunch.

Steve and Lyndi Widner had their usually donation lunch and opened their cabin for all the 500 riders. After lunch, we didn't have much trail left. The hardest part was the rocky climb back up to Taylor Pass.

We covered only 80 miles, but we had to get the bikes and gear loaded. And get ready for the banquet.

The Banquet

On Friday night, the organizers throw a pretty good party. It's

impressive how much money is raised for charity. They also preview the annual video.

The Drive home

We left Snowmass at 4 am Colorado time. That's 5 am here in Missouri. We made it to my house at 9:15 pm, a new record! We had two DVD players in the truck and plenty of time to watch "Dust to Glory."

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OMTRA Meeting Check out www.hillbillygp.com

The August OMTRA meeting was held at Ryan's on S. Campbell on the 17th.

There were nearly 20 members present.

Greg West brought some shirt designs for the club to approve. The club agreed the basic design is good, with room for 8 major sponsors. He will get a price quote for us on 200 shirts to be sold at the Enduro. He can also design hats for the club. He showed us a couple of designs but the club agreed to wait on hats for now.

The club is now selling the raffle tickets for the TTR-50, to be given away in December. Tickets are selling for \$10 each, with a limit of 400 sold total. Contact Mike Davis and he will get a packet of tickets to you.

Malcolm Wood will be designing and selling shirts for the Hill-billy Series this year. Supported by Moose Racing, he will be securing items for the year-end Banquet as well.

Bob Fuerst reports the Bull Creek trails are coming along nicely, with some trimming still needed. The club will be scheduling another work day at Bull Creek soon.

Shawn Hall and Bart Williams both seem to be recovering well from their respective surgeries.

Club President Shane Martin is working to form a steering committee for the club, just to re-affirm the goals and direction of the club. Anyone interested in serving on this can contact Shane.

Donna and Elston Moore appeared in the Springfield News-Leader recently, focusing on our sport as a family friendly hobby.

The September meeting date and place has not been determined at this time.

Judy Willis
OMTRA Secretary



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OMTRA meetings the third Wednesday of each month. Check www.hillbillygp.com for location.

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- 9/25/05 — Indian Nations, Scipio, OK
- 10/23/05 — Hardwood, Walnut Shade, MO
- 11/6/05 — Red River, Bulcher, TX

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- Oct. 8-9 Thayer Motorsports, Thayer
- Nov. 5-6 Loaiza Dairy Farms, Westphalia
- Dec. 3-4 Mile High, Seymour
- Dec.17-18 Bull Creek, Walnut Shade
(This Will Also Be A Toys For Tots Event)
- Jan. 7-8 Century Farms, Richland
- Jan.28-29 Black Jack Ranch, Collins
- Feb.11-12 Hillbilly Hwy's, Highlandville
- Mar. 4-5 Cassville Nationals, Cassville

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- 10/22-23/05 — Ozark
- 11/12-13/05 — Goshen
- 11/26-27/05 — Fort Smith

Outdoor Adventures



On July 30th, Wonders of Wildlife in Springfield, MO tried something new. They held an event called Outdoor Adventures. They had a couple dozen organizations set up booths to show what they do. The Ozark Mountain

Trail Riders had one of those booths.

We had several bikes on display. And several members were on hand to answer questions.



Here's Donna checking out one of the other booths.

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