

Notes on Spokes

Shane Roberts rails a
turn in Colorado

AUGUST 2004



TID BITS

As you can tell, Colorado is dominating this month's issue. It's also going to dominate next month's issue. I'm trying to get this issue to the printers and in the mail before I head to Colorado for the Colorado 500. I'm heading out with Terry Brumley and Dwayne Miekley. We're going to meet up with Earn Schnell and Dick Lane, two rookies. Look for the article next month.

Bull Creek Enduro:

The Ozark Mountain Trail Riders are very busy at Bull Creek Ranch. If you missed it in last month's issue, on October 24th is the very first Bull Creek Enduro. *Don't worry Chadwick fans: we'll be back at Chadwick in the spring.*

As I write this, the enduro is coming together pretty well. It looks like there is going to be 20 miles of brand new SINGLE TRACK! It is cool trail. I rode it last weekend. It's tight single track. You'd best have trimmed those bars down to at least 30 inches, 29 is better. Put some bark busters on.

This is the Ozarks. So expect some rocks. No whiners.

The extra short course will be 15 ground miles, and we have taken extra care to make it rideable by all. And we'll have sweep riders to make sure all the riders make it around.

The short course is 40 miles. You won't want any more. It's got more single track, hills, rocks and creeks.

Long course is 65 miles. Same stuff, higher speed averages.

If you've never been to Bull Creek, it's like Chadwick before ATVs. It's very cool. By the way, there's going to be more.

So I got you interested in riding at the ranch. You're asking yourself, "Can I go trail riding there?" The rules as to who can ride there and when are being written. Right now, don't go there unless invited. This is private property. If you are not invited, you are trespassing.

Black Jack Info:

I stole this from www.blackjackenduro.com

The Oklahoma Dirt Riders would like to encourage everyone to come and participate in the 25th annual Black Jack Cross Timbers Enduro to be held at Lake Stanley Draper in Oklahoma City, OK on 10/10/04. This is the last time the event will be held at its current location due to trail closure. Please don't miss the final opportunity to ride this multiple winner of the Black Jack Enduro of

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Colorado

By Bob Fuerst

What does it take for a bunch of rednecks to go on vacation? It takes a whole bunch of wheels, 92 to be exact. Over 20 members of the Ozark Mountain Trail Riders went to Colorado to play with their dirt bikes and ATVs for a week. It took 92 wheels to get them there, back and play while they were there. By the way, that number does include any spare tires or wheels.



Another day in paradise

July 16th was our departure date for this expedition. My wife Linda and I headed

out early in the day to Abilene, KS to visit friends. The rest of the group left Springfield after work. Aren't cell phones wonderful? At 1:15 a.m. Karl Harris gives me a call. "Are you awake yet?" Thanks, Karl. I grab a Dew, get in the drivers seat and take off. Linda doesn't get out of bed. About 2 hours later, six vehicles and 20 people invade this gas station in the middle of Kansas. Everybody's all yippy and yahoo, we're on vacation. It was 3:30 in the morning. It was going to

be a long day.

We made our way through Limon (breakfast), Colorado Springs (cheaper gas than Limon), Canon City (no stop, it's just that I really feel like I'm in the mountains at this point), Salida (Wal-Mart), Monarch Pass (you gotta stop and let the

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She's going to be very, very mad at me.

When you go on a trip like this, you learn a lot of interesting information about the other folks on the trip. For example, Judy Willis, shown, was once a candidate for astronaut training. We're just not sure what planet.

newbies see it) and finally Pitkin.

Our group split into two smaller groups. One group had three cabins in Ohio City. The other group was planning to camp at the National Forest Campground at Pitkin, CO. But there weren't any campsites available at the Pitkin Campground. With no camp sites available at Pitkin, we had to move up the road to the Quartz Camp Ground.

While we were checking out the Pitkin campground, two more OMTRA members, Max and Daniel Harkey, showed up. Now, they hadn't told any of our group that they were going to be there. You want to know something odd. I was on my way to work Thursday morning and saw Max's RV with trailer heading west. Our routes crossed for approximately one mile and we both happened to be there at the same time. What are the odds?

We got set up for our stay at Quartz CG.

Our first day of riding was Sunday, July 18th. I knew we'd be getting a late start on the first day, with everyone getting their

jetting set up and so forth. When we did get set up, we headed to Napoleon Pass. As soon as everyone turned off the main road, riders were greeted by a road covered in basketball-size rocks. Up to the pass, at over 12,000 feet, riders were scrambling to make more jetting adjustments. Down the other side of the pass to Shawn's beaver pond, so called after Shawn Hall went wading in it two years ago.

Then, it was on to Tincup, where we took a right turn to head up to Timberline Trail. It's cool trail and gave us our first taste of Colorado single track. We had two first timers on this ride, Elston Moore and Clint Callaway. I don't think they could say anything but "wow."

Timberline took us to Cottonwood Pass Road. A left turn took us to Taylor Park for food and fuel. Can't skip either one! Lunch is always interesting and fun. For example, Dale Willis really needs his glasses to order. He waited until everyone except Karl had ordered and picked out the best of what he had heard. Then, after Karl had ordered, he decided he wanted what Karl was having.

After lunch, we took off toward Union Park, picking up some single track in the process. We were on our way to Cameron Creek. Cameron Creek trail is a neat single track. It appears to have just recently received maintenance, making it actually easier than in the past. This trail goes over Scott Summers Pass. This isn't the real name, but it's where Chili met Scott Summers two years ago. It's holy ground.

Going down the other side of the pass, the trail becomes Gold Creek Trail. But we wouldn't be on that trail for long. We took a left on Fairview Mine Trail. Clint Callaway waited at the trail head for Brian Sharp and Karl to return. You see, this trail dumps you out above the town of Pitkin. But Karl and Brian didn't want to miss this trail. So they rode it to the end and turned around and rode it back, getting back just in time to keep Clint from getting carried away by the mosquitoes. If you know Clint, this would take a lot of mosquitoes.

After Fairview mine, it was down the mountain to Pitkin and then up the road to Quartz CG for the night and more jetting adjustments.

On Monday, we again headed over Napoleon. But when we got to Tincup, we checked out a new route to Union Park, road 764. It's a Jeep/ATV trail. It seemed pretty open to us, but more on this later. We stopped by Taylor Park for fuel on our way to

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Elston Moore leads Dale Willis up Timberline Trail. It doesn't get any better than this.

(Continued from page 4)

Dinner Station. Dinner Station is the campground we stayed at last year. It's also where we crossed the bridge over the Taylor River to pick up some neat single track. This is a spur of the Colorado Trail. It also leads to Doctor's Park. This year was one of the wettest in my memory and the traction was great. This trail has lots of turns. It's bermed up. Oh yeah, did I tell you the traction factor was high. There are a couple of sections of this trail that get technical. That's a nice way of saying it gets tough. We had just got past this one tough section when we got word that Mick Spickard's bike broke its chain. Not good. We were a long way from camp and bikes don't go without chains. We pooled the tools. Chili had a large tire iron with an aluminum hammer. They used part of a screw driver to remove the offending link. Mick had to move the rear axle all the way up to make the chain work. Unfortunately, we lost too much time and had to find a different way back. Plus, we had split up with Max and Daniel Harkey and needed to hook up with them again.

Luckily, we weren't too far from a spur on the Timberline Trail. This was part of the Timberline that we had not run before and it is one of the most fun trails period. One of the unfun parts of the

trail was the stump that pulled the push rod out of my rear brake. The spur hooks up with the main part of the Timberline and dumps us out at Texas Creek. This is where Max says that this has been a great day, it hasn't rained on us. We headed back to Taylor Park for more fuel. It was too late for Chili, he ran out of fuel on the way down Texas Creek road. Of course, it started raining.

At Taylor, we put on our rain suits for the ride back. I think we put 100 miles on the bikes.

On Tuesday, the folks with families headed out for family day. With the guys on bikes and the women and kids on ATVs, we were quite a group. We headed up to Cumberland Pass. While passing an abandon mine, the guys decided to stop and check it out. It's pretty cool to try and imagine what it was like to live and work in these mines.

Of course at the top of Cumberland Pass, we had to stop and take pictures. It was quite a view. While I led the group down Cumberland Pass road toward Tincup and Road 764, Karl Harris, Dale Willis, Elston Moore and Chili Roberts went exploring.

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Womenfolk take to the mountains

By Linda Fuerst (aka Spokette)

So what were the women doing while the guys were challenging themselves in the mountains of Colorado? Were we sitting in camp, taking naps and eating bon-bons? No way: we were out there on our four-wheelers, taking in the sights. We may not follow the guys up the goat trails, but we find plenty of excitement on our own as we ride the jeep roads.

Judy Willis, Donna Moore, Kerri Roberts and I were enjoying a picnic lunch at the Alpine Tunnel on our first day when we noticed lightning striking a nearby peak. We learned the true meaning of togetherness as we huddled inside the outhouse to escape the sudden hailstorm that pelted us with pea-sized ice pellets. When we ventured out, the ground was white with little hailstones. We all just love our trusty rain gear; we needed it every day.

Jennifer Callaway's first attempt to reach the Alpine Tunnel was cut short when she discovered oil spewing out of her four-wheeler. She had to turn around and go back, but I understand she and her daughter Jaycee made it to the tunnel another day. Jen and Julie Harris were both first-timers on the trip, and they both toted their toddlers along on the four-wheelers without any major problems. The kids loved riding, but it wore them out.

Jaycee and Kale Harris both fell asleep on the four-wheelers, and their moms really had to work to balance a sleeping kid and shift gears while coming down the mountain.

Julie was really glad that Kale was riding with dad Karl Harris when we started down one particular trail that Aaron "Chili" Roberts assured us was "a flat dirt road through the valley--You'll love it." Most of the trail was fine,



Judy Willis, Keri Roberts and Donna Moore go exploring

but one downhill part with big rocks and a big rut was a little too much, and Julie's four-wheeler tipped over, spilling her and her niece, not once but twice. That didn't stop her, though; she kept going, a little sore but still having fun. (Note to Julie: Never believe anything Chili says about a trail.)

Judy was glad she had a more powerful four-wheeler this year; she wasn't always the last one up the mountain for a change. (Last time we had to stop, turn off our motors and listen to see if Judy was coming.) In fact, when Judy, Donna, and I found ourselves in the ghost town of St. Elmo at 5 o'clock one afternoon, on the wrong side of the mountain and a long way from camp (and it was looking like rain), Judy amazed us all with the burst of speed she displayed in her determination to get back before dark.

Since she's expecting a little Roberts early next year, Kerri took things easy this time and didn't push herself. But Donna, who usually rides a Yamaha WR250F, switched to a four-wheeler for this trip and discovered some really cool mountain passes—cool enough that we played in the snow on top of Tin Cup Pass. The mountain wildflowers were gorgeous, and the friendly little marmot we met at Mirror Lake posed for pictures like a pro. Donna wasn't too thrilled about meeting a Jeep on the narrow road up to Tomichi Pass, but after she squeezed by on the outside edge of a long drop-off, she grinned and said, "Now I can do anything!"

That's what Colorado will do for you. It's not just the guys who are eager to go back.



Kale Harris makes a pit stop


GPS

This was the first year I used a GPS in Colorado. I purchased a Garmin eTrex Legend to use in laying out trails at Bull Creek Ranch.

So, I zip-tied it to my handle bars with a wash cloth for a cushion. You mark way points. The way points are shown on the map in the bold letters. Yes, I marked the spot Mick Spickard's bike broke its chain.

But most of the time, I just left the unit on. Karl Harris and Mick Spickard also had GPS units on their bikes. But they kept shutting off. We assumed they shut off due to high RPM. I guess I don't rev it enough!





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Pictures from the ranch



Spud teaches son Race Simons how to ride. That's an MR 50 Race is learning on. He's got to learn on a clutch! Spud, with a Rev-Loc in my WR450, I don't even use a clutch.

Above and to the right are the evidence that Shane Roberts has arrived. Shane and a few others, I think Karl was involved, were going to leave for pizza. *No roughing it for this group.* They were going to take Shane's van. With Shane's bike leaning against the trailer, he unhooked the trailer from the ball and set the tongue on Brian Sharp's bike stand, unplugged the lights, and they take off. They hear this loud bang and crunch. To make it worse, Shane thinks he has pulled loose from whatever he was hooked to. He takes off again. Wrong: he continues to drag the trailer by the safety chains with the bike stand under the trailer caught on the axle. He also managed to rip the shroud off the bike when it fell over. What a class act.

Thanks to Stewart and Christine Hall for the evidence, I mean pictures.



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TID BITS (Continued from page 2)

the Year Award. Please come out and show your support for the club that has made it possible all these years. Your support will go a long way in helping with our efforts to establish the new riding area at West Elm Creek in Oklahoma City. Please encourage everyone you know to participate in this event. We can't stress enough the importance of a large turnout for this event. Whether you are a Hare Scramble, Cross Country, or Motocross racer, please come and show your support for the ORV community. Thank You.

Entry Forms (Flyers) for this event will be made available at <http://www.blackjackenduro.com/>.

Colorado:

How can there be any more about Colorado? I forgot to mention that Brett Skaggs joined us for a day. He rode with Mick and Shane the day everyone else went on the family ride. Chili had given Brett a list of everyone's cell phone numbers. Good move, Chili, except, there is no cell phone reception where we stay. We were not even staying at the campground where we had planned on staying. But somehow Brett, who had come over Cumberland Pass, managed to spot Mick's trailer through the woods at the back of the campground. What are the odds?

Www.rocketracing.com:

The Missouri Hare Scramble Championship series has it's own official site, www.mhscracing.com, for schedule, directions, results, standings, etc... But, they don't have the time to monitor a forum. Steve Weible's Chatrats site kind of served as the unofficial site of the series with it's forum. Well, after many years of doing this for his friends and family, he's shutting it down. Jim Walker has a neat site called www.rocketracing.com with a site that with a forum that just might be the new unofficial forum of MHSC. Check it out.



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Mark Your Calendar

OMTRA meeting—The August meeting will be August 19th at Buckingham's on South Campbell at 7 pm. With any luck, I will be delivering this newsletter at the meeting.

2004 BJEC Schedule

www.BlackJackEnduro.com

- 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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- 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

- 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

2004-2005 Hillbilly GP

It's still being worked on, but mark your calendars for September 29th and October 10th.

The locations are still being determined. There is a good chance that the first one will be at the Seymour site used last year.

**Keep up with the schedule on:
WWW.HILLBILLYGP.COM**

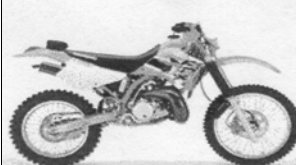
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(Continued from page 5)

Lucky for them, they found another way down Cumberland Pass and met us at the bottom. Oh yeah, Clint Callaway followed his family dutifully down Cumberland Pass road.

At this point, we took off down 764. The first few miles of the trail was pretty easy. It would have been easy to drive a truck down it. Then, things got a little rougher. Now, remember the day before we had taken the motorcycles down this road. Chili remembered this to be a really easy trail. Chili rides the A class in the Black Jack Enduro Circuit. The more neophyte off-roaders didn't think this was so easy. One section of the road had a pretty good rut in it, but to straddle the rut with an ATV meant getting pretty close to the edge of a drop off.

I'm not going to name names, but one of the ATVs did end up on its side.

The road dropped out into Union Park where it had to cross several creeks and big puddles. This is where Jaycee Callaway wanted her mom to go faster and do more! Way to go!

Then, we made our way to Taylor Park for lunch again. Luckily, they have a wide selection on their menu and we never tire of going there. After lunch, it looked like rain and we made our way back to Tincup quickly. It still looked like rain when we got to Tincup ,which didn't leave us much time for shopping. Darn, girls, we tried.

We split into two groups at this point. Chili, fighting a flat tire, took most of the group over Cumberland Pass. Dale, Elston, Clint, Donna, Linda and I headed up the old Tincup Pass road. The number of mines in the Tincup/Cumberland Pass area is amazing. It's also amazing how they got that heavy equipment up to the mine sites.

It was Wednesday and we had to head to Sargents to meet Terry Brumley and Richard Smith. They had driven from Missouri to Salida the day before and then they drove over Monarch Pass to meet us. Our group headed out from Pitkin by way of Wanita Pass to Black Sage Pass to hook up with Quaky Mountain Trail. It was in this section that Chili comes blasting past everyone to get us to stop. It turns out Mick Spickard's rear axle had come loose. He wondered why his bike was sideways and going straight at the same time.

Quaky Mountain trail is a nice single track. It's just not long enough. Before too long, it opens up to a two track. After a while, we caught up to a large calf. They are not very smart. It headed down the road. For the longest time, we slowly followed this bovine down the road. Finally, we thought it was heading off the road. But it only cut off a corner and came back on the road. We stopped shortly after that to go through a gate. Everyone commented about the cow taking the AA line!

Our timing was great getting to Sargents. Terry and Richard were putting on their gear. So we headed to the gas station to top up our tanks and grab a snack. Our route that day took us up to Sargents mesa to Continental Divide Trail to Marshall pPss. Marshall Pass is very pretty. A railroad used to go over the pass and some of the old railroad equipment remains.

We continued on Continental Divide Trail to Monarch Pass where we stopped to get another snack. Unfortunately, there is no fuel at Monarch Pass. The folks that run the Monarch Pass restaurant

work it from the middle of May to November. Then they head to Arizona. When they get back in May, it takes two weeks to push all the snow off the parking lots. They also claim to get the best sunrises in the world. I believe them.

Then, we made our way to Old Monarch Pass Road to make our way back to Pitkin. At this point, Chili's 1.8 gallon tank ran dry. We found out the best way to transfer gas was with an old water bottle. Trying to get one bike higher than the other and use a long fuel line didn't work as well. Before we got back to Pitkin, we drove through a downpour. We were so close to camp that we didn't stop and put on our rain suits. Boy, we got wet.

Thursday would be our last of riding and we split into two groups. You see, two years ago when we were out here we rode Horseshoe Trail. And Shane kept hearing how tough this trail was. Two years ago Shane was too young to come. Now he's an A rider and he wanted to ride that trail. So Karl, Chili, Mick and Shane headed up to Horseshoe and Granite Mountain.

The rest of the crew, Terry, Richard, Dale, Clint, Elston and me, headed for easier terrain. We were heading for Fairview Mine. We took a new route, 766 road, which was closer to Quartz Campground and it was also a shorter route to Fairview.

Basically, this would be the reverse of our day one route. We headed down Cameron Creek Trail to Union Park to Taylor Park for fuel and food. We picked up Timberline Trail at Cumberland Pass and took it to Tincup Pass. This is where we would change our day one route. We headed down to St. Elmo and turned and head up to Hancock Pass. We finished up the day with almost 100 miles on the odometer.

Our ride was over.

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