

The Rock Creek Rider



Newsletter of the Texhoma Trials Club – Vol. 1, No. 3 – January '06

the dish from Tish...



Current membership: 59

Texhoma Trials Club Charter President Robert Shaw (left) punches a clean for Montesa mounted expert Richard Billings at the December NEOTT event at Rock Creek

TXTC Event Calendar:

- Feb. 18 TTC Work / Play day at Rock Creek – TTC meeting at 6:30 pm
- Feb 19: TTC club trial – Rock Creek Riding Area
- Feb 25: Trials demo at the Hardy Murphy Coliseum in Ardmore, OK.
- Every weekend in March will be prep / work days in preparation for the April national event.

Meet the President:

Robert Shaw's love for the sport sparks exciting new club!

As a young rider I first learned about Observed Trials around 1972. I saw something about it on TV, if I can remember correctly, and the first trials bike I ever saw was the Yamaha 250. Then, a friend of mine bought a TL125 when we were 14 or 15. We thought it was about the greatest machine built for doing wheelies and trick riding backwards and such.

Next, I saw a Montesa and a Bultaco while I was riding at Muenster at the age of 16. That is when I first wanted a trials bike. However, I didn't actually buy a trials bike until I figured out that the V-Max I owned was going to cause my demise. So I traded the V-Max in on an Odyssey 350 four wheeler and I asked my dealer to order a TY350. I had to wait for 6 months to get this bike. When I *finally* got my dream machine, I had no earthly idea what to do with it and I did not know of true, organized trials anywhere close to me. It was parked for 5 years until a buddy of mine decided he wanted to get in to the sport and knew of a club that hosted events in Oklahoma City. We loaded up our bikes and went to our first event at Draper Lake.

From that point on I was hooked! We made many events...every 2 weeks between Tulsa and Dallas. Then, I told another old riding buddy about this fantastic sport and tried to get him to ride with us. He was too busy learning how to fly airplanes and wasn't really interested in a new hobby. I was persistent and never gave up on him. I went back time after time until he finally went

riding with us. He became so hooked that he even bought a Honda Reflex! Believe it or not, that bike worked for him until he could buy a pretty wore out Fantic.

Through a tragic accident, I left motorcycles for 10 years but never lost the love for them down deep. I contacted Steve Higgs, my friend who loved planes so much and I was surprised to find out that he had bought the land we flew over years ago and decided it would be an ideal place for Trials riding.

We used to visit the area and walk up to the doors of strangers to ask if we could ride on their rocks. We would demonstrate how quiet our bikes were and how they would not tear up the ground or the rocks. A man agreed to let us ride on his property and gave us his blessing to ride up and down the creek. Wow! I could not believe that Steve was telling me that he now owned a chunk of this trials haven.

I was hooked all over again. I started up my old Beta and rode the Sooner Cup; my first event in 10 years. After a few bull sessions with old trials buddies, we started talking about forming a club at Rock Creek. There was no stopping what was set in motion. We kept talking and brainstorming about an organized club of people as enthused about trials as we were and it just seemed to fall into place. Today, we have almost 50 members and will be hosting a National Event in April!

Robert Shaw - President

"I was hooked all over again. I started up my old Beta and rode the Sooner Cup..."



A break in the action during the December club meeting. Some club members in this photo are relaxing in the opulent, well lit, plushly carpeted meeting facilities enjoying the camaraderie and fellowship; while others are just trying to keep their thoughts warm...

Is your BETA drooling fuel? By Clark Pittman

should take care of the machine venting fuel onto the engine cases.

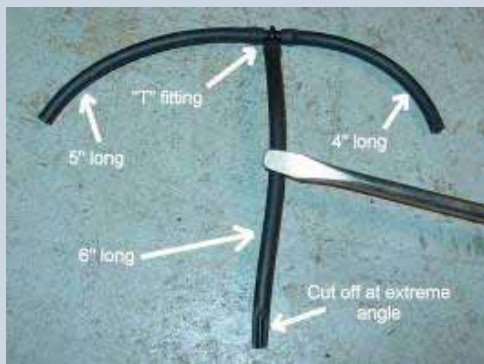
The reasons this happens are beyond the scope of this newsletter, but suffice to say that BETA owners may want to replace their float needle and seat assembly every couple of years as this may be the source of the problem. I don't really know and I'm only speculating. All I know is this solved the issue on my 250.

Give it a try. It doesn't take long and you'll like the results.

Originally detailed by Billy Traynor.



First, remove the stock, clear plastic hoses



Using 1/8" fuel hose or equivalent, fashion an arrangement of hoses similar to what is shown above using a "tee" fitting to connect the parts

The BETA Rev-3 line of trials machines represents some of the finest purpose-built motorcycles on the planet. However, for a number of reasons a few individual bikes are plagued by carburetors that vent raw fuel out of the float bowl and onto the engine cases. This not only causes an unsightly mess, but it can waste fuel. Here is an easy-to-do trick that solves the symptoms.

Remove the carb from the bike and take off the factory clear plastic vent tubes as shown. Use appropriate 'fuel-grade' tubing and a small brass or plastic tee make something that looks like the picture to the left. Notice that the left hose is 5" long, the right one is 4" and the middle one is 6" or so. All lengths are approximate.

Use the tee fitting to join the three pieces. Notice that the end of the middle hose is cut off at an extreme angle. You can see it in a couple of the pictures. This will stop the siphon effect and is an important step. Install the assembly and route the hoses for a neat and clean look. This



Install your arrangement of hoses as shown, note that you can offset to either side to suit your needs. Use zip ties if required



Once the installation is complete it should look something like this (or neater). The main loop of tubing could go behind the throttle cable for a cleaner look.

Texhoma Trials Club
C/o Robert Shaw – Pres.
907 W. Broadway
Ardmore, OK 73401

Newsletter E-Mail: contact
pittmandc@comcast.net

Web Site:
www.texhomatrialsclub.com

Trials Tip:

Try adding a pound or two of pressure to your tires when riding the rocks in Tishomingo – see what you think...

Competition Tip:

Use an energy gel like GU from GUSports.com or PowerBar's PowerGel between loops to give your body the carbohydrate-based calories it needs to quickly replace the glucose you burn in the sections. I prefer the flavors with caffeine. Caffeine has been shown to enhance performance in elite athletes... oh yeah, that's us!

These products are available at most bicycle shops.



Classified Ads

- 1995 Beta - \$1400 – Ready to ride. Contact Les Mizell 281-592-0962
- 2004 Sherco 2.9, excellent \$4250 / 2005 Scorpa SY250, excellent \$4950 / 2005 Scorpa 4-Tricks NEW! \$2950: Tom Batchelor (972) 754-9686
- 2005 Beta 270 Rev-3 Better than new! \$4250 Don Hubbard (512) 576-8295

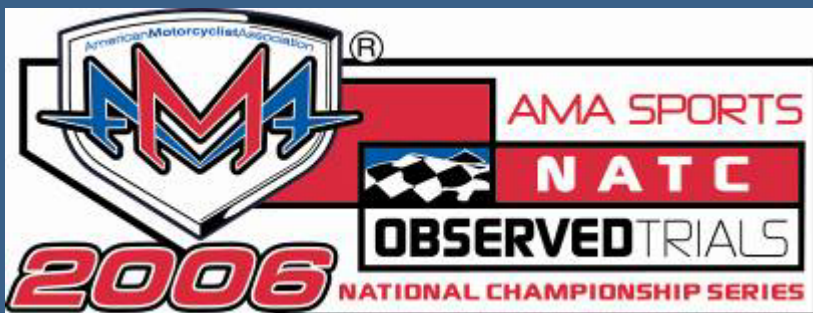
Parting Shots...



J&S MotorSports can supply ALL of your trials needs 580-226-0600



Chris Johnson's pristine Fantic, TXTC club trial January 15, 2005



Make plans now!

AMA National Trials Championship
Rounds 3 & 4 - April 8th & 9th, 2006
Tishomingo, Oklahoma

You're always welcome in Oklahoma!