

# Southern Maryland DIRT RIDERS Club, Inc.

P.O. Box 1602, Waldorf, MD 20604

301-782-7633



March 2007 P.O. Box 1602

Waldorf, MD. 20604

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## From The Presidents Desk

### “Spring Fever”

by Rick Lukasik

Greetings Fellow Riders! Twenty Four Days to Spring and we have a snow storm! That too shall pass..... We are less than one week away from our first ride at the LPC property. A number of folks were down there yesterday working on the track and woods preparing it for next Saturday, March 3rd. Don't forget to thank those for spending their time in the cold to make our riding experience a pleasurable one. If you would like to help in working on the track or in the woods please contact either Steve or Kevin. Their e-mail addresses are posted on the SMDR.ORG website or ask at the gate when you sign in.

Most of our 2007 renewal forms from SMDR and LPC members are in and being processed. By the time you read this we should have a number of letters in the mail to current LPC members for move-up to SMDR. Once you accept and pay your SMDR dues you will be required to perform a one-time "initiation" work day. This is fulfilled

by working at one of our SMDR rides as a flagger. This must be completed before you can enjoy the full club privileges. The first chance to fulfill this obligation would be the 18th of March at our first Budds Creek ride. You will also be required to perform a regular SMDR workday.

As is the tradition, each year during our regular club meeting on March 14th, at the SMECO building, we will have our workday sign-up drawing. This drawing gives SMDR members first choice in picking a workday for the Nationals in June. As most know, this not only fulfills your yearly workday obligation but, offers us the opportunity to support our love of motocross riding. Where else can you get this experience and see your favorite rides up close?

With our first rides coming up fast I would like to remind all of our riders to please review the rules and regulations of the club. Our first

### SMDR Officers

*President:*

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*Vice-President:*

Rich Pettit  
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*Treasurer:*

Karen Acton  
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Jim Forlong  
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Barry Howard  
(barry383@comcast.net)

SMDR Web Site:

**SMDR.ORG**

## Activities Schedule for March

**March 3, 2007** Demarr Rd,  
SMDR Members and LPC Mem-  
bers

**March 1, 2007** Demarr Rd,  
SMDR Members and LPC Mem-  
bers

**March 14, 2007** SMDR Meeting  
at the SMECO building in White

Plains

**March 18, 2007** Budds Creek MX  
Track, SMDR Members Only

**March 24, 2007** Demarr Work Day

**April 1, 2007** New Club Member-  
ship LPC sign Up at Atlantic Cycle

**April 8, 2007** Christmas in April  
Project

**June 15,16 & 17, 2007** Pro Na-  
tionals at Budds Creek

*Please call the Ride line for the  
latest information on upcoming  
rides or log onto our new updated  
web site [www.smdr.org](http://www.smdr.org)*

March 14, 2007 SMDR Meeting at SMECO



rides of the season offer up the most potential of getting hurt for not following the rules and wearing the proper gear. Please remember, most of us have not ridden for the last couple of months and are rusty at best. Take your time getting started, thinking you can pickup where you left off last year is foolish. If you are not sure about the weather, or where we will be riding; it is always a good idea to check the ride line and website for any last minute cancellations.

This is a reminder that each April our club opens its doors for sign up of new LPC members. This year it will be held on April 1st, 2007 at the Atlantic Cycle parking lot on route 301 in White Plains, MD. Sign-up will begin at 6am and end at 9am with a LPC ride scheduled to follow, weather permitting. So bring your bikes or ATVs with you and enjoy your first day riding at the LPC facilities. At this time I do not know how many openings there will be but it is based on a first come first serve basis. So if you know of anyone looking to signup please let them know about the date and time.

## ***SMDR's Meeting Schedule***

Our monthly general meeting will be back at the SMECO building in White Plains, Maryland (across from Atlantic Cycle) from 7:00 PM to 9:30 PM. Please remember, no food or drinks are

allowed in the meeting hall at SMECO.

1. March 14, 2007 SMECO Building White Plains MD.
2. April 11, 2007 SMECO Building White Plains MD.
3. May 9, 2007 SMECO Building White Plains MD.
4. June 13, 2007 SMECO Building White Plains MD.

## **Meeting Minutes February 2007**

by Ray Rands

Our Monthly meeting was not held on February 14th, 2007 at the SMECO Building in White Plains, MD at 7:00 pm. The meeting was cancelled due to the weather.

## **LPC Chairman Desk**

Kevin Copeland

Thanks to all the volunteers who came out and helped make your riding area better. We changed the direction of the trails, so pay attention to the signs. Speaking of signs, the "Orange Arrows" point in the correct direction of travel. Red "STOP" signs have been placed were two trails merge. If you see a "W" or the word "WRONG" you are riding the wrong way.

Don't forget to plan your workday early. Schedul-

ing is on a first come first serve basis, choose the day you want before it's gone. To sign up, contact Kevin Copeland or Steve Blinn through the SMDR website. It's our club and we get out of it what we put in.

It's been a long winter and if you're like me, the riding can't start soon enough. We need to keep our mind on safety so all can have a great time.

Here are a few reminders:

- Please exit your car and show your membership card at the sign in station.
- Speed in the pits is 5 mph (the grassy parking lot area). That's first gear only, no racing through the pits.
- Do not cut the track. That means don't take a short cut.
- When entering the track, riders on the track have the right of way.
- When passing a rider, the slower rider or riders have the right of way.
- While being passed, keep your line. Don't swerve or pull to the side if you hear someone behind you.
- Parents must supervise their young riders.
- If there is a crash or injury, keep the person still and calm. Report all injuries to the sign-in station.

(Continued on page 3)



(Continued from page 2)

If you have any ideas or suggestions please contact Steve Blinn or Kevin Copeland. We wish all a safe and happy riding season.

### New LPC Membership Sign Up April 1, 2007

New Member Sign up. No This is not a joke. Jokes on you if you don't sign up! First come first serve. We advise getting there early, LPC fill up fast ! A ride at Demar Road will follow for all new LPC members, weather permitting. At Atlantic Cycle

### Kids & career options?

On February 2nd 2007 I had the opportunity to spend the day with Gregory Fuksa, the son of our past Vice President Todd Fuksa. Gregory, like other kids his age should start to consider what career paths they may want to follow. Gregory has displayed an interest in pursuing a career as a law enforcement officer and would like to attend North Point High School and participate in their Criminal Justice Program. To accomplish this Gregory signed up to "shadow me" for a day with the Charles county Sheriff's Office. We had the opportu-

nity to visit many aspects of the Sheriff's to include meeting some of our detectives and learn what they do; however, Gregory really enjoyed our stop at the Sheriff's Office's Crime Laboratory. This place is high tech! Just like C.S.I. We spent quite a bit of time there and I really think that was the highlight of our day. Gregory also had the opportunity to meet with the Sheriff himself Rex W. Coffey. The Sheriff shared some great stories with Gregory and provided Gregory with valuable advice. Whatever options in law enforcement may pursue you need to stay out of trouble, make good decisions, and do well in school. After meeting with officers all day long Gregory took quick notice that every one of them ended their visit with the same advice.

Gregory is one of many kids involved with the Southern Maryland Dirt Riders. We as parents need to encourage our kids to consider career paths early on and immediately start preparing themselves for those career opportunities. In addition I feel that we are already doing our part by being involved with our children and the So. Md. Dirt Riders is one example of good, quality family time. If they are at the track, we know where they are and there's no getting bored at a Budd's Creek ride!

I would like to thank Gregory for choosing to spend the day with me and for considering a career in my field. To all the kids

with our club, stay out of trouble, make good decisions, and try hard in school and I can tell you with confidence that one day you can and will have a good career.



Sgt. P. Scott Willis "WILLIE"

### Nuts & Bolts Forum By Rich Pettit

**We are going to try and cover FUEL AND AIR ADJUSTING SCREWS and THE IN'S and OUT'S of BRAKE FLUIDS.**

First off why do we have FUEL adjusting screws and AIR adjusting screws?

AIR screws are used to fine tune fuel mixtures on TWO- STROKE ENGINES.

FUEL screws are used on FOUR-STROKE ENGINES and you should think of it as a SEPARATE CARBURATOR.

Let's cover the AIR SCREW first, the air screw adjustment affects transition from idle to 1/8 throttle

(Continued on page 4)



(Continued from page 3)

openings, the screw adjust the amount of AIR that makes it to the pilot jet nozzle. Adjusting the air screw on your two stroke carburetor will give you crisp, quick throttle response in off-the-throttle, on-the-throttle situations, like exiting corners, or negotiating technical off-road terrain. To understand how to adjust AIR screws and FUEL screws we have to understand what a fuel metering systems basic reason for being on our engine is to keep the air/fuel ratio at or close to 14 parts of AIR to 1 part of FUEL, too much air and not enough fuel, equals too LEAN of a mixture and too much fuel and not enough air equals too RICH of a mixture.

With that said, let's adjust your AIR screw on your TWO-STROKE engine, setting the air screw properly is simple. Start your machine and warm it up fully. Hold the throttle open slightly so the engine idles. Turn the AIR screw in (shuts off AIR making mixture too RICH) until the engine loses rpm. Slowly back out the AIR screw until engine speed peaks (gives engine more AIR and will LEAN out the mixture to the correct ratio of FUEL and AIR) when highest rpm is reached. NOTE: this is the same results you want when adjusting the FUEL screw on the FOUR-STROKE engine, highest rpm at idle.

Now we have to see how many turns we moved the AIR screw to obtain highest RPM. Stop engine and count the number of turns you have to move the adjustment screw IN until the screw lightly stops (use the slot head to determine number of turns. DO NOT OVER TIGHTEN SCREW! Turn AIR screw back to original setting (number of turns determined from previous step).

If the number of turns is less than one turn out, you should change

the pilot jet to the next larger jet (each jet has a number stamped on the body to determine the size) the larger the number the RICHER the jet size. Example, 1996 CR 125 pilot # 50, AIR screw  $\frac{3}{4}$  turn out go to next LARGER# jet possibly # 52 (RICHER). If the number of turns is more than 2  $\frac{1}{2}$  out you would go to next smaller # jet LEANER (confused yet)?.

Now let's tackle the FUEL screw on your FOUR-STROKE engine.

The STOCK FUEL screw on FOUR-STROKE engines are extremely hard to adjust because they are concealed. Several aftermarket companies make replacement FUEL screws so that adjustments are simple to perform and some of these come with numbers 1 through 4 so you can count the turns as with the AIR screw.

Let's find out why we need the FUEL screw, because at low rpm, the main carburetor's circuits (main, pilot and needle) cannot process enough oxygen to effectively atomize the fuel (mix the fuel and air before going into the engine at correct ratios. Remember 14 air to 1 fuel)? To keep a four-stroke engine from stumbling all over itself, a four-stroke needs a secondary carburetor, with its own air and fuel circuits, that can atomize fuel even when the bike is idling. This second carburetor is called the fuel mixture circuit. Here are the basics of how a fuel screw works.

When does the fuel screw come into play? The fuel screw works at low engine speeds. You might think that most racing takes place while you're on the gas (and utilizing the carburetor's needle and main jet circuits) you wouldn't need the fuel screw once you were moving. WRONG! In order to get on the gas, you must pass through no-throttle and quarter-throttle settings in every corner (the fuel screw range is from no-throttle through quarter-throttle and effects operation quality above these settings) if it is not adjusted properly, the bike will stumble

and run rough. Why do four-strokes use a fuel mixture screw? They don't have enough low-speed vacuum for an air screw. At low rpm, four-strokes create less engine vacuum than two-strokes. The vacuum is what sucks fuel out of the float bowl and into the engine. Without enough vacuum, a four-stroke can't vaporize the fuel via its main circuits. The fuel screw's minute orifices don't need as much air velocity to create suction, thus they flow fuel at starting and idling rpm.

Now, how to adjust the FUEL screw on your FOUR-STROKE: How do you reach the FUEL screw; with great difficulty. It's under-the-float-bowl location which makes it next to impossible to reach. It takes a special shorty screw driver (make life easy install an aftermarket FUEL screw).

To adjust the FUEL screw, first, as with the two-stroke, warm up the engine. Second, bring the engine up to a fast idle. Third, with the engine at a steady 1800 rpm, slowly turn the fuel screw in (this is where things get different from the air screw, when you turn in the fuel screw you LEAN out the mixture because you are shutting off the amount of fuel, allowing less fuel into the engine, but with the air screw you were shutting off the air only making the mixture RICHER). Keep turning the FUEL screw in slowly (remember the FUEL screw is upside down so turning counter-clock-wise will turn screw in LEAN, clock-wise turns screw out RICHER) until engine rpm drops (and nearly dies). Then, slowly turn the FUEL screw back out. Stop turning the FUEL mixture screw at the exact moment when the engine runs the highest and cleanest (listen to exhaust note, this will help find the sweet spot). Next reset idle to factory spec. Turn off engine count the number of turns the fuel screw will turn in

(Continued on page 5)



(Continued from page 4)

(this is were the numbered fuel screw comes handy) remember do not over tighten, turn screw back to previous setting.

The last procedure well decide if the pilot jet is correct, less than 1/2 turn out may indicate pilot is too RICH (you may need to put in a LEANER, smaller # jet), and if you have to turn over two turns out, the pilot may be too LEAN, you may have to put in a RICHER larger # jet, if after adjusting the FUEL screw the engine still runs rough retry above adjustment, you may have to tweak adjustment 1/8 turn(s) in or out to fine tune . Don't get discouraged, it takes a little while to get the hang of it.

How often should the FUEL screw be checked? Every time you ride, twice a day if it's cool and overcast in the morning and bright and sunny later) . Temperature, elevation, humidity and barometric pressure will require FUEL screw adjustments to stay current.

ADJUST AT WILL; it's FREE HORSEPOWER.

*Note: These Fuel screw adjustments (number of turns out ) are a rule of thumb, check your owners manual for the correct specs for your make and model.*

**Next Month we will go over over brake fluids**

**Till next time, ride safe and as always keep the rubber side down.**

Rich

## Classified Ads

**1995 Yamaha Blaster 200.** New top end, Holeshot front and rear tires, Runs good. \$1,000 obo. Pgianni@comcast.net Joey (2-07)

**1997 CR250,** Nice bike, ridden and maintained by a old rider. Lots of upgrades to make it a great woods ride. \$2200 or OBO email me at phreakinggeek@gmail.com

**1999 KX250** New top end, chain/sprockets, 3 pipes, great shape, revalved F/R susp.Too many extras to list. 301-934-3354, 301-399-7633...\$2,500obo Don Kabala <kabalad@ccso.us> (12/06)

**2000 Kawasaki KX 80** This bike is in excellent condition. It was raced in the mini-women's class several times. The crank has bin changed a year ago and has 10 races on it. The top end was done maybe 3 races ago and I have a new piston on hand. It has a pro-circuit pipe, V force reed block, PE clutch basket, Pro Taper fat bars, Bumpstiks suspension, Pro wheel rims, Dunlop tires and other goodies as well as many parts. Asking \$1000 call David 240-346-6464 3-07

**2001 yamaha FZ1 ,** (1000cc. crotch rocket)Very fast and clean, gloss black, polished muzzy exhaust, well maintained by certified mechanic, just had tune-up, 21,000 miles. \$3,900 obo. Call or e-mail joey for more info. 301-385-4688 or pgianni@comcast.net 3-07

**2001 Yamaha TTR 125L** for sale \$1100. / OBO - Excellent running bike in good condition, son has moved up and must sell this bike. Please call (410) 535-1904 or (240) 375-3793

**2001 KX250** This bike has never

been raced, only ridden at club rides. New top end, new bearings to complete rear end. FMF exhaust and silencer, V Force 3 Valve, I CAT, Uni air filter and have other extras for the bike. Asking \$2600 OBO. Contact Rodney at (301) 843-3409.

**2002 WR250F,** \$2500 OBOYZF auto decompression exhaust cam, YZF muffler with PMB end cap and spark arrestor,- Pro Taper AC3 bar,Moose full skidplate, Flatlandracing radiator guards, Works Connection frame guards, Suspension resprung and revalved by CDR- avNow (better version of thePowerNow), Michelin MS2 front and S12 rear tires, Seal Savers Call Alan 240-418-6854, avinh@verizon.net

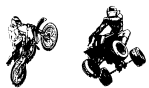
**2002 - WR250F.** Excellent condition with Dr. D exhaust \$4100.00 Ronnie (H) 301.292.0663 / (W) 301.839.8453 email: rcopeland@nrlfcu.org

**2003 KTM SX 125** This bike is in excellent shape. It was raced in the women's class only a couple times. The piston was changed and has maybe 4 rides on it since. It has bumpstiks suspension, he changed the springs, shock reservoir with valving and is set up for a 100-120 pound rider. Asking \$2200 Call George 240-346-4486 3-07

**2003 Honda TRX400 EX** listed 26 Jan 2007, for sale on the web site. I would like to update the price from \$3,800.00 to \$3,200.00 OBO Shaun Walker, shaun.walker@navy.mil 3-07

**2003 CRF450R,** Very good condition. Raced one season by old slow fat bald super senior rider. New clutch with Hinson hub, Custom Suspension by MotoWorks, Stage-3 motor mod by RRP, gripper seat, fresh bearings, new valves, hand guards, lots of extras. \$3100 obo. Call 301-752-0718. 3-07

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**2003KX125-** Pro circuit stainless shorty pipe - Pro Taper bar - B3 ballistic grip seat - Michelin treads - runs great -\$1400 OBO - Must sell bought new bike Call -202 812-3615 Wendell Bankett (2-07)

**2003 Honda TRX 400EX,** Well maintained. Owner/Aircraft Mechanic.

Pro circuit T-4 exhaust, Dyno-jet stage 3 jet kit, Dyno-jet Rev kit (ignition), Full Granite Gear Aluminum Air box, K&N air filter with filter skin, Tag Fat bars with recently new grips, Durablue +2 inch Rear axle--2" wider than stock, New EBC sintered brake pads front and rear, New Factory FX gripper seat cover and New Rear axle bearings. \$3,800.00 OBO shaunwalker117@yahoo.com call Shaun 240-538-8865 (2-07)

**2004 CRF450R** *Bike will be traded in the week of February 5. I would prefer it go to a rider than the dealer! Bring offers. w/ Gear&tools 4-SALE,* Thor Helmet sz L, Thor Boots sz 9, Thor Jersey XL, XXL (2), one new, Thor Pants sz 36, Thor Gloves 2 pairs med /large, Thor roost protector, Thor goggles 2 pairs, Knee guards, Thor kidney belt, 2 pairs of socks, One still new in package, Gear bag Thor), misc tools and Cycle jack Robert Sanford <sanford3@netzero.net Asking \$3500.00 1-07

**2004 YZ125** for sale, asking \$3,100; bike is in great shape, not raced in 2006 due to son's back injury. Well maintained, has V-Force reeds and "gold valves" in rear shock and front shocks. Will donate spare top end kit. Great value for new AMA 125 Class. Please call Mike at 410-257-0937 (leave message w/contact info if no answer)... or send email to luuvnlife@comcast.net 1-07

**2004 Suzuki JR50** ridden only a hand full of times, has center mount training wheels which do come off

easy, bike is still in new condition. I do have pics just e-mail me. \$750.00 O B O . D a v i d H e a t h dhealth@passportbmw.com 301-641-7599

**2004 CRF250R** Fast and Fresh. Bumsticks suspension, fresh motor with high comp JE forged piston, Hinson clutch basket, new chain, sprockets, plastics, FMF graphics, RG3 Triple Clamps, Oversize EBC Rotor, 06 Cam and ignition. Formerly owned and maintained by Andy Gotis. I rode it for about an hour, but just don't have time for it. Bike is race ready for a 180-200 lb A or B rider. I'm a C guy, but it works great for me! \$3500 or near offer. (Real near:)

Call Doug at 808-348-6297 or magua93@yahoo.com (12/06)

**2005 Honda CRF450R** This bike is in excellent condition. It was raced by a Super Senior just over one season. It has a New piston, New faction valves, New valve springs and seals. It has race tech gold valves in the forks and Dunlop tires. It is ready for a new race season. Asking \$4800 call David 240-346-6464 3-07

**2005 crf250** for sale. Very clean and fast! new tires, new wiseco hi-compression piston, never raced, power nows, never abused. Oil and filter changed an air filter cleaned every ride, owned by certified mechanic. \$4,300 obo. Call or email joey @ 301-385-4688 or pgianni@comcast.net. 3-07

**2005 KTM Mini Adventurer 50--** Looks and runs great! For riders/racers 4 - 8 years old. New plastic, rear tire, and brakes. Asking \$900. Located in La Plata call Lenny 301-752-5041 3-07

**2005 CRF250R,** Excellent condition, used a practice bike, new valves and top end, fresh bearings, all new clutch components, custom

suspension and stage-3 porting by Giles Racing. \$3900 obo. Call 301-752-0718 3-07

**2005 YZ 450F** For Sale: Ecellent condition, Bump Stix suspension, Kehin carb, full graphics, bike has never been raced. Just Reduced to \$4,500.... MUST Sell... call 410-257-0937 to work the deal... leave phone number if no answer, or send a note to luvnlife@chesapeake.net

**2005 Yamaha PW 50** I purchased the bike new from Atlantic Cycle and Power in June 2005 paid \$1311.51 total including freight,tax , title etc. Never raced, ridden very little by my son. He wants a 4 wheeler so I am selling the bike. Like new with only a nick in the decal on the left side of the gas tank. Have receipt and title. Selling for \$700.00 firm. I live off of Budds Creek Road in the Wicomico Shores neighborhood. Call or email Craig at 301-290-1936 craigshrm@msn.com (12/06)

**2006 Honda CRF 230F.** Only rode a handful of times. Looks and runs great. \$3100 OBO. Call Pete at 301-997-1195 or 240-538-1985 if interested.

**2006 CRF450R** for sale. Mint, not more than 4hrs on it. Fresh tires, valve adjustment and Regina Gold Chain. New in package Glide plate and stand included. 5900/OBO 301-994-3341 or magua93@yahoo.com

#### Wanted

I am looking for 1985-2000 XR-80 or XR-100 side covers. Also looking for some misc parts too for those bikes. Please contact Steve @ 301-672-2908 or email: stephen.blinn@verizon.net (12/06)

*Please submit your nuts & bolts article to the newsletter editor at (barry383@comcast.net), please help in keeping this forum going*