



Volunteer Rider Newsletter

President – Preston Teague

Vice President – Gary Pugh

Secretary – Alan Smeltzer

Treasurer – Brian Kimmitt

July 2016

Volume 21

Issue 7

Club News

- **Recent Work Days**

- Work days appear to be on hold during the summer heat, although we suspect that if you want to do some work and you asked Preston really nice...

- **Haulin' for Holly Tag Team Hare Scramble** – While this was not a Vol Rider event, LOTS of Vol Riders attended. Weather was perfect on June 18th at Steve Lewis' Farm in Loudon, and another highly successful riding event and fundraiser was pulled off. Many thanks to Steve for all the work that went into the planning and execution of this.
- **Royal Blue Night Ride** – On Saturday, July 16th, the annual Vol Riders Night Ride was held at Royal Blue. The turnout of seven was pretty good considering this was a night ride on dirt bikes in one of the slickest and muddiest riding areas around. For more details, see Brian Kimmitt's write-up later on in this edition.
- **Sportsmen Group Rides** – Reminder that not everyone in the Volunteer Riders is a racer! If you prefer a more relaxed pace with more frequent breaks, then keep an eye out for rides tagged as "Sportsmen Group".
- **Vol Riders Stickers!!** – Think we still have some of the Vol Rider stickers available to bling your bike out! Stop by the meeting this week and pick up a set for your bike or truck!! They come in sets of 2 stickers each, \$10 a set.
- **Windrock/Coal Creek permits** – Everyone, please be sure to purchase your annual permit for Windrock. They are starting get a bit tougher on enforcement of permits and even checking at the Brown's parking lot. Don't want the club sending out bad vibes by having a member get caught without one. See notes at end of newsletter for purchase info.

Words from the VP

TALKIN' DIRT!

It's a race! Or is it?

I spent a good deal of my life as a pretty serious racer, but it was with powerboats, not dirt bikes. I would be interested in racing anything with a motor, and have been known to race things even without a motor. When we were kids, my brother and I would take the engines off of old push mowers, turn them around backwards, and get a good push at the top of hill, jump on, grab the base of the push bars and hang on. We quickly learned to use body English, as push mowers have different length wheelbases on each side to accommodate the grass discharge which would cause them to want to go in a pretty severe arc, resulting in either running into one another or going off course and losing the race. With a lift and hop motion we could keep the front end light enough (which was really the back end!) to keep them going in a straight line. On the rare occasions that it would snow more than a 1/4", we would race sleds down the same hill. So you can see racing is in my blood in a big way.

Strangely though, I have never entered a real dirt bike race. I think there are three reasons, maybe four, that I have not done it. Number one is I got hurt pretty seriously a few years ago, so I avoid getting in a situation that would have me pushing faster than just a comfortable trail pace. Number two is every time I mention "race", my wife Beverly starts to freak out since the previously mentioned injury. I am very lucky she even lets me ride. Number three is I might find out how good I really am not! Ok, I have forgotten the fourth reason but that is enough to stay home without conjuring up more excuses.

The exceptions are our local Tag Team Hare Scrambles. Those aren't really races are they? We are just riding right? Our last two club Tag Team races I pushed pretty hard and did fairly well thanks to fast team mates, but I still stayed with in my skill level for the most part.

That brings us to the Lewis Family annual Haulin' For Holley event. I think by now everyone knows what a great event it is, with the purpose to raise funds for cancer research in honor of Steve's daughter Holley who has battled cancer and is currently on a winning streak.

Beverly always looks forward to going, and I don't know if she hasn't figured out that I am competing in a race, or it's just ok because there are Hot Dogs at the finish line.

This year Mark Patterson was still without a bike, so I told him to ride my Beta 350. He can make it look a lot better than I can, and I took my AJP250. I hadn't ridden the AJP since last November, but I had done well on it in the past so I

figured what the heck. Mark rode the Ironman class, and came off the line in last place when the bike did not start, but he quickly moved through the field. He said later that he could not even hear it turn over. I asked if he pushed the right button, "Did you hear the horn blow"?!!!

I drew a pretty fast partner, so I let him start. I decided I was just going to ride for fun and not get into a big hurry, but when we tagged up and I took off, I immediately fell in behind a slower rider in the single track. Yes there are slower riders..... I figured no problem, he will pull over when he gets a chance. We kept going and he was still in my way, after a while I thought, well, maybe he doesn't know I am here, so I committed the sin of giving a quick toot on the horn, no luck, he wasn't moving. We charged up one of the rooted out hills and the back of his Honda 250X did the hipity hop a few times. My AJP always tracks straight, so I sort of clobbered him accidentally in the rear, but he did not go down, and yet he still did not move over. I am guessing by this time he was more irate than thinking of being a good sport. I was wondering if once we got out into the open if he would move over, but the opposite happened.... When we hit the grass track he was faster than me and I could not keep up, partially due to my lack of track skills and my Trials tire in the slick grass.

When it was my turn again I was hoping we would be ahead of the guy so I could pick up my pace in the woods, but lo and behold, he entered the woods just in front of me again, and I decided that I would try one of the alternate lines to get around, but I could never time them right. On my third lap, guess what, there he was again, I felt defeated and decided to go back to my original plan and just ride for fun, so he was pretty much my trail riding buddy for the rest of the day.

Another ironic thing occurred later, I was on a short section of grass track that led back into the woods with an off camber downhill left hander when I heard someone yell out my name and it startled me. Keep in mind I had been jumping out of the fast guys way all race so far and no incidents yet. I turned around to see what was going on, and I did not see anyone, so I twisted around further and saw it was Mark on my Beta about 7 bike lengths back, so I quickly tried to get out of the way, a little too quickly, and I wound up high siding down the bank. As I struggled to get the bike back upright, I am grumbling to myself about, "loan a guy your best bike and what?" We had a good laugh about it later!

Another time I was finishing my lap on the grass track and I was keeping my eye on Will Presson coming up pretty fast, but I thought if I just gas it real hard on the last little straight, I won't get in his way. Only problem was I had no chance what so ever of getting slowed enough to make the right hand turn that led into the scorer's table and I skidded very ungraciously through the tall grass while Will went on by. I was thinking, well, that didn't impress anybody!

On my last lap I came up on two slower riders in a clump just before we got to the top of the hill MX track, yes there are slower riders.... As I was planning my way by I heard a 4 stroke wailing coming fast behind me, I quickly moved over

and saw that it was Drew Kirby flying by the three of us without even cracking the throttle.

OK, so that was my experiences from on the track, but the highlight of the event is the camaraderie and feeling of family I get as we all set around eating our lunch and telling our stories. Most racing events I have been a part of has a few happy winners and a lot of other tired, disappointed people with a long drive home nursing there mental wounds or planning repairs to their equipment. I truly feel everyone has had a good time at this event and I really do feel a part of a big family.

It is possible that this event will not happen again on that property or in that form, although I hope it does, and that is ok. It has been a good run. But we still have the dirt bike family and that is a major ingredient to continuing something like this on into the future!

See you on the trails, GP

Why A Night Ride?

By Brian Kimmitt

Normally, most of us prefer to finish up our day on the trail before dark. There is something about the sun going down on us as we are still in the woods trying to make it back to the truck that just doesn't sound terribly appealing. Of course, this probably stems from that fact that we aren't generally prepared to ride at night. Either we have the less than adequate, for-emergencies-only factory headlight or worse yet, no headlight at all. Yup, it's best to be loaded up and headed home before the sun goes down... Well, wait a sec! That's not true!

This past weekend was our 2nd Annual (can we call it an annual thing now?) Night Ride at Royal Blue. The turnout was small, at just 7 riders (Dan Spaulding, Brent Spaulding, Aaron Cadle, Bob Howard, Kerry James, Mark Kalchthaler, and myself), but I think it's safe to say that everyone had a blast. We met at the parking lot at 8pm and had kickstands up around 8:45. It wasn't quite dark yet by this point, but the darkness steadily made its way into the trees and it was dark in no time.

In preparation for the night ride, we all had to figure out what we would do to illuminate the trail in front of us. Honestly, it was fairly simple – and cheap. Each of us developed slightly different methods for lighting. Most opted for LED lights and a simple mounting system on the bars. Another method that seemed to work well was a combination of the factory-style headlight in conjunction with a helmet mounted LED strip. I do believe that everyone felt they had sufficient lighting; I know I was happy with mine.

We rode a number of trails -- too many for me to remember. Most of them were fairly muddy and slick from the recent rains. We just adjusted our speed and approach to the terrain accordingly and all-in-all did pretty well. I can't remember exactly how many miles we rode, but if I remember correctly, we rode for about 3 hours or so. I think most of us had a sketchy moment or two but everyone made it through just fine. We rode everything from ATV trails, to some more technical rocky uphill and downhill and even a couple of surprise hill climbs. Towards the end of the night, we attempted to find some single track but had trouble finding exactly where it started. Apparently we need to spend a day reclaiming the little bit that exists at Royal Blue!

Night riding is definitely a unique treat. It adds a level of complexity to riding that makes it very interesting. It's fun and challenging in its own way. You can ride trails that you've ridden dozens of times before and they look totally different at night. Most of us said it that night – we need to try and do a night ride at Browns! If you're on the fence about the whole night ride thing, I encourage you to come out next time and give it a try. It's a totally different experience when you're prepared for riding in the dark!

Upcoming Events/Club Rides:

- **Monthly Club Meeting** – Meeting this Thursday July 21st at Time Warp Tea room, 7:30 pm.
- **July 23rd** – Annual Vol Rider Family Fun Day at Springlake Farm at 3028 Bradley Lake Lane, Knoxville, TN 37921

New Members/Visitors

None last month.

Permit Info

For TWRA managed land - Now known as the North Cumberland Wildlife management Area. (WMA) (Royal Blue/Sundquist/Brimstone sections) This includes what we have known for years as Royal Blue, and what use to be the lower half of Brimstone. \$61 Annual Resident OHV Permit, **OR** you can get a type 01 hunting/fishing license (\$28) **and** a \$17 Type 093 WMA small game permit (for a total of \$45). You can get it at any Walmart.

Coal Creek / Windrock – Annual permits are \$88 and **MUST** be purchase at the Windrock General Store at the main entrance in Oliver Springs. Daily permits are \$17 and can also be purchased at the General store, at the Shell Station in Oliver Springs, or Ginger's on Hwy 116. Ginger's is on the left (coming from Briceville) just before you get to the intersection of 330.

Classifieds

Nothing this week.

2016 Club Points

Club points standings for 2016.

Last Name	First Name	Totals
Collins	Jason	1300
Teague	Preston	1300
Teffeteller	Craig	1100
Braun	Jeremy	1000
Goins	Allen	1000
Klepper	Patrick	1000
Pugh	Gary	900
Fitzgerald	Sean	800
Roth	Matt	800
Smeltzer	Alan	800
Thomas	Greg	800
Cox	Justin	700
Hutcheson	Richard	700
James	Kerry	700
Kelley	Roger	700
Kimmitt	Brian	700
Teffeteller	Tristan	700
Cox	Scott	600
Farmer	David	600
Mynatt	Jeff	600