



# *Volunteer Riders Newsletter*

President – Preston Teague

Vice President – Gary Pugh

Secretary – Alan Smeltzer

Treasurer – Brian Kimmitt

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## **Club News**

- **Recent Work Days** – The club had a work day on October 15<sup>th</sup> at John Strange's place in Bybee to help him prepare for the upcoming Volunteer Hare Scramble. At least 14 members showed up to help, and reports were that they made relatively quick work of the job.
- **Recent Rides** –
  - The October 1<sup>st</sup> club ride at Brown's / Red Oak was a good one and was quite well attended. Over 20 members showed up, and word was that it was quite "eventful".
  - Quite a few members took advantage of John's offer to let us pre-ride the race course the weekend of November 5-6. While it was pretty dusty, the quality of the trails and the layout of the course made it well worth it. This is truly one of the most fun trail rides around!
- **Volunteer Hare Scramble** – On November 13<sup>th</sup>, John Strange once again hosted his annual Volunteer Hare Scramble at his place in Bybee. While the unrelenting drought made for some very dusty racing, the event was still a major success.
- **Sportsmen Group Rides** – 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!

#### TWIN SHOCKS AND EFI

New dirt bikes are expensive, period. People always talk about what a new bike cost ten years ago, 20 years ago, 30.... Somewhere along the line an extra zero got added on. But then again, earlier this week a truck driver that was dropping off a new AJP was talking about new truck shopping and they were running between 50 and \$70,000, so I guess maybe new dirt bikes are a bargain when you look at it like that.

But of course new bikes have changed a lot compared to their ancestors, almost all have E-Start, some EFI, Oil Injection, intricate trip computers, GPS, cooling fans, and performance that is probably better than a Factory Race bike of 10 years ago. They also have a general robustness that takes us deep into the woods with very seldom a problem. When is the last time you saw someone foul a plug out on the trail and have to change it to keep going? A lot of us still carry spare plugs, but I would say they have been bouncing around the bottom of the pack for quite a few years.

Think about bikes from the old days, and admittedly I don't have a lot of experience with actually trail riding them as I was pretty busy racing powerboats at the time. Bikes were cheaper, but with inflation adjustments, hard to say just how much, they were much more basic, some had pretty scary power bands, BTW, you could always tell the best bikes, they came stock with a power band! Suspension would have been pretty plush as long as you didn't go too fast. As a matter of fact, I bet the bikes were pretty darn good, they just did every thing at a slower pace, and there was a good chance that you might need to change a plug or too, and get out out the roll of bailing wire to fasten something back together.

Sometimes when we are out on the trails with our \$10,000 bikes in our riding gear with a helmet that may have cost more than an old Honda Elsinore, I think about our fore fathers who were riding that very ground on their old Swedish and Italian Husqvarna's, Yamaha IT's, Suzuki PE's, pre historic KTM's, KDX's, Yamaha DT's, old Honda XR's, Honda CR500's, whoa, wait a minute, sorry Scott Cox! Yes I am calling you out, and by name just so there is no confusion! We have seen pictures and videos of the old days and it sometimes makes me wonder what it would have been like to be on a Vol Rider club ride back in the day with an old twin shock air cooled bike, open face helmet, work boots and jeans, and of course, two spare plugs. Heck, some of the old bikes even had a spare plug screwed in the head so when you fouled one, you just moved the plug wire over to the spare plug and keep on going. I just never figured out what kept the spare plug from fouling as well since it was being bombarded with the same gas and oil mix as the original, and it did not have the luxury of a few thousand volts sparking through it to keep it burned off....

The club has a wide array of members that like different types of riding, some just want to go race, some just like tackling single track, we have the Sportsman Group who like a more casual pace, we have Dual Sporters, and some really like Trials. So here is a crazy idea, I think it would be really cool to try to go back in time, find an old bike, say pre 1986, get it working well enough to take it out on the trails and see what it may have been like to ride like the guys in the club back in the day. Now I know of at least two guys with old Honda XR's that are salivating right now, but heck, that would hardly be a challenge, you know those things will run forever! I think it would be a lot of fun searching Craigslist for a project bike, do whatever rebuilds it needs, whether you want to just get it started and make sure the tires hold air, or do a more extensive restore. Some of these types challenges put a low dollar limit on, but I would rather see bikes be put in nice shape, just be careful you don't spend more than what a new bike costs! I can see a club ride with all old bikes, and the challenge would be not see how fast you could go, but to just keep your bike running, and how far it would go!

See you on the trails, and I will pack a couple of extra plugs... GP

## Upcoming Events/Club Rides:

- **Monthly Club Meeting** - Meeting this Thursday November 17<sup>th</sup> at Time Warp Tea room, 7:30 pm.
- **Turkey Burn-Off** – Our annual “Turkey Burn-Off” ride is planned for Saturday, November 26<sup>th</sup>, and John Strange’s place in Bybee. If you didn’t get a chance to ride this prior to or at the race, you need to try to make this one!

## New Members/Visitors

- **Jimmy Wathen of Clinton, Yamaha WR250F**
- **Jack Johnstone of Cookeville, Yamaha YZ250F**
- **John Smith of Maryville, KTM 450**
- **Iam McCord of Knoxville, Husaberg TE300**
- **Silas Rutherford of Oliver Springs, KTM 250SX**
- **Jake Wade of Bean Station, Honda CRF250**

## 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.

# 2016 Club Points

Club points standings for November 2016.

Last Name	First Name	Totals
Teague	Preston	2300
Roth	Matt	1700
Klepper	Patrick	1600
Teffeteller	Craig	1600
Braun	Jeremy	1400
Goins	Allen	1400
Pugh	Gary	1400
Smeltzer	Alan	1400
Thomas	Greg	1400
Collins	Jason	1300
Hutcheson	Richard	1300
James	Kerry	1300
Kimmit	Brian	1200
Kelley	Roger	1000
Teffeteller	Tristan	1000
Eldredge	Curtie	900
Farmer	David	900
Cox	Justin	800
Eubanks	Jimmy	800
Fitzgerald	Sean	800
King	David	800
Mynatt	Jeff	800
Staab	Steve	800
Humphress	Andy	700