



Volunteer Riders Newsletter

President - Preston Teague

Vice President - Curtie Eldridge

Secretary - Blake Arnold

Treasurer - Brian Kimmit

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News

- **Report from October Meeting** – Thursday, October 19th at the Time Warp Tea Room in the Holler.

- 31 motor-heads showed up to share the good vibes:

Aaron Cadle	Derek Ford	Jonathan Ball	Preston Teague
Alan Smeltzer	Ed Clark	Jonathan Flory	Robert McMahon
Allen Goins	Elijah Cavin	Kelley Dobbs	Scott Bowling
Andy Humphress	Gary Pugh	Kenny Brown	Sean Fitzgerald
Brian Kimmitt	Greg Horner	Kevin Jones	Tristan Teffeteller
Buddy Berney	Jason Bolen	Matt Roth	Troy Beeler
Craig Teffeteller	Jed King	Nathan Glinski	Wesley Lane
David King	Jimmy Eubanks	Paul Teffeteller	

- **Forum VS Yahoo Groups VS Etc.** – Yet another discussion on the topic, but this time we (sort of) agreed the path forward. Let's first recap the background, then drop the bomb: There are several good communication tools out there. One hundred percent agreement on a preferred tool probably ain't going to happen. Whatever tools we want to use, they come with an overhead requirement, i.e. somebody has to babysit them. And in case you're not familiar with such stuff, a lot of hours is often required to do that. The Club is sort of lean on folks who are ready, able and willing to step into the administrative roles required to keep these types of tools up and running. Right now, we do have several folks who favor the forum approach and are time-sharing their efforts to keep it going and improve it. So, the forum will remain the official club intra-communication tool for now.
- **PayPal Payment Method** – This topic was discussed a bit in the last newsletter and at the meeting. Bottom line is that we need a more efficient way to collect funds and ensure that members are properly credited. Now, before we go further, we will still accept other forms of e pluribus unum such as check or cash (perish the thought!) However, we have a small team working to make it a piece of cake to pay dues or purchase shirts, hats and decals on line with no muss and no fuss. Club members will be so advised via our internal "Mail Chump" system when we have something for you to look at other than just the hot air that we've been blowing

around recently. I hate to use this term, but “stay tuned.” Dang, that leaves a bad taste in my mouth.

- **Mail Chump** - Don't know if you've noticed, but we've implemented a new system to notify club members of news events and important reminders such as upcoming events and the like. If you're a bona fide club member, you're on our emailing list for this news feed. We're calling this feed “Mail Chump.” Catchy, what? Relax, you will receive an email push no more than once a week and only then if there's something we think important for you to know. You can opt out of the feed, but if you do that you're really going to tick us off. By the way, the feed will be coming from News@Volunteerriders.com so don't mark us as spam, yeah?

- **Club Ride at Slate Creek Hare Scramble Course on Saturday, October 21st**

John Strange hosted a blow-out and if you couldn't make it we're just sorry 'bout that. The course was about 15 miles long and in the best condition that this hack has seen on *any* HS course in a long time. With such oh-my-gawd! weather, traction was a gimme.

There were at least three sweet little challenge sections thrown in to keep you honest. I'm naming them the Slate Creek escalator, the slippery slab slope, and the Larry, Curley or Moe, vertical ledge “practice” splatters.

The official head count was 48 suspects as listed below. So, who gets the most laps award? Did anybody crank off more than four?

All in all, a fabulous day with a super host and a dumptruck load of mountain hospitality. As Alan said around 30 times, “It don't get no better than this!”.

Aaron Cadle	David King	Jonas Tankersley	Paul Teffeteller
Alan Smeltzer	Ed Clark	Josh Siljander	Russ MacIntyre
Andy Humphress	Gary Pugh	Katie Harris	Rusty Nicely
Brian Kimmitt	Greg Horner	Kenny Brown	Scott Bowling
Brock Stovall	Jason Bolen	Kerry James	Sean Cunningham
Buddy Berney	Jason Collins	Kevin Jones	Steve Staggs
Chris Irwin	Jed King	Mark Kalchthaler	Tim Bowen
Craig Teffeteller	Jim Mast	Mark Kotrys	Tony Allen
Daniel Maley	Jimmy Eubanks	Matt Roth	Tristan Teffeteller
Danny Pressley	Joey Hall	Michael Doyle	Wesley Lane
Danny Tackett	John Strange	Mike Thompson	William Brawner
David Farmer	Jonathan Flory	Nick Staggs	Zack Staggs

Upcoming Events/Rides

- **November Club Meeting** - Thursday, November 16th at the Time Warp Tea Room, 7:30 pm.
 - **2018 Officer Nominations at this meeting.** Elections to follow at December Mtg. This club doesn't happen without stand-up folks who are willing to contribute a year or more of their time to making it happen. Yeah, it's a pain in the

ass, so what? Don't skip this meeting thinking you may avoid nomination. Just kidding. Really, though, give it some thought. Do you really want to be a wallflower for the rest of your miserable life? Stand up and be counted!

- **Turkey Burnoff Ride** - Saturday, November 25th tentative schedule. Route to be agreed at upcoming November meeting. Queue up at Brown. We'll split into skill groups so that the Sportsmen don't have to ride over the top of you slow-a.... AA guys. Be there!

New Members / Visitors

- Here's the 2017 new member count so far. Still time to attend a meeting and get your applications in. New members who join in the final three months of the year receive full credit for their 2018 membership fee! Get on down to the Tea Room, hear?

Barry Reddick	Jim Benson	Nathan Glinski
Brock Stovall	Jim Gilley	Robert McMahon
Chris Irwin	John Jennings	Robert Woodford
Danny Tackett	Jonathan Ball	Russ MacIntyre
David Byrd	Jonathan Flory	Ryan Pugh
Ed Clark	Keagen McAfee	Scott Bowling
Elijah Cavin	Kelley Dobbs	Tyler Fleck
Greg Horner	Kenny Brown	Wade Thiesen
Hall Cook	Kevin Jones	William Brawner
Jeff Pridmore	Mark Kotrys	

- By the way, total 2017 membership stands at 92 souls as of this month.

2017 Club Points

OK, what's this club points thing about anyway? Well, it's a "pay for play" concept. As far as the club is concerned, your dues payment is only a down payment on what the club's needs are. Sure, we can use the dues. But there's no way that we can accomplish all that we want to without members contributing work days towards the club's objectives. So, we have this little tracking system that awards points based on days worked towards club goals such as trail clearing, administrative work, coordinating and working events, etc.

Now, we don't presently have hard and fast rules as to the minimum number of points that a member should earn, but it should certainly be more than zero don't you think? Some years we give a small award at the annual banquet for the most points earned the previous year. However, the real reward is in knowing that you're contributing to making this a viable, value-adding club where you'll get back a lot more than you put it. So, try not to end this year with a zero points score. That would be *baaaad*.

Now, as we've said before (ad infinitum, really) we got a little behind on the points tally effort this year. We're working hard to get our tallies updated, but they're only about 75% complete as of this letter. However, because we've oft-made the despicable comment in this section to, "stay tuned," we're going to publish an interim report this month. Again, there's a lot more work

to do to bring the tally up to snuff and still more events scheduled before the end of this year in which to earn points. So, take it for what it's worth. The following 39 members have contributed at least one workday this year. Several have contributed a lot more than that. *Thank you!*

Aaron Cadle	Danny Pressley	Kerry James	Russ MacIntyre
Alan Smeltzer	Ed Clark	Mark Kotrys	Ryan Pugh
Allen Goins	Gary Pugh	Mark Patterson	Scott Cox
Andy Humphress	Greg Thomas	Matt Roth	Scott Lee
Brad Bochenek	Jason Bolen	Michael Doyle	Steve Staab
Buddy Berney	Jason Collins	Mike Thompson	Tony Allen
Chris Wiegand	Jeremy Braun	Paul Teffeteller	Tristan Teffeteller
Craig Teffeteller	Jimmy Eubanks	Preston Teague	Troy Beeler
Curtis Eldridge	John Strange	Rob Woodford	Tyler Fleck
Daniel Maley	Josh Siljander	Robert Ball	

Talkin' Dirt

The Future Is Coming, Or Is It Going?

A couple of Sunday's ago it was looking like Beverly wasn't going to make it out of bed in time to go to church, and I was really tired from doing 60 miles at John B's the day before, so I made sure I was quiet and didn't wake her, you know, kinda like a kid getting to stay home from school. Clicked on Red Bull TV and started watching the Red Bull Straight Rhythm event from the night before. This event has largely become a farce in my eyes, just a showcase for the Red Bull KTM team, seems like everyone else in the race are no names or drop outs that are paid just to show up. But this year it was a sell out crowd of 55,000 screaming fans packing the place, whats the deal?

The difference was this year they had a 2 stroke class, and Ryan Villipoto, Chad Reed, and Ryan Sipes were featured. But wait, there's more, some guy named Ronnie Mac was doing a lot trash talkin' smack before the race about how he was going to win. Who is Ronnie Mac? Well, no one really knows, he never takes his helmet off, and speaking of his helmet, he has cut off the mouth area portion and duct taped it up. But wait, theres more, he rides a 1998 Honda CR250 with front and rear fenders broken off and looks to be in overall pretty bad shape. You know, the kind of guy you don't want to ride with because you figure you are going to wind up pushing the bike out of the woods. All the top MX racers always have the latest riding gear, the stuff that we can't even get yet. Cool thing about Ronnie Mac is we can get the exact same gear as he wears right now, and it is probably on sale at Hammer's. (for you out of towners, google it) Thats right, Ronnie Mac races in farmers overalls.... Many have said Ronnie Mac is really Trey Canard, but he is not, Trey's Christian up bringing would never have him talk and do some of the things that Ronnie does, after all he is sponsored by Pabst Blue Ribbon, and he believes in the product. My research concludes that it is most likely former Pro Motocrosser Jimmy Albertson, a decent rider, but if I was throwing a dart at his career average finishing position, I would aim for somewhere around the 16 digit. Ronnie Macs value as a racer / entertainer is a number one though.

The broadcast was pitching this event as past vs present vs future, obsolete 2 stroke, present day 4 stroke, and then the future of electric dirt bikes. While it may have made for good TV, not sure they know what is happening in all of off road motorcycles. I am still bothered about how the 4 stroke dominance happened in MX / SX, rules had been put in way back in the day to help old school 4 strokes compete against the 2 strokes, they were given double the displacement allowance. This was ok back in the 2 valve aircooled era, but as F1 engine technology crept into bikes, the rule was not changed, and the Japanese manufacturers took advantage, and the rule is still in effect at the pro level even today. It has never changed because the big four have a lot of lobby power, and they don't want to develop 2 strokes, they only want to build 4 strokes. Four stroke technology has now advanced so far that I would venture to say that a 250F would be the overall better pick over a 250 2t for SX / MX, but I think it is time to realign the rules to make it apples to apples. Of course in off road, the pendulum has swung heavily back towards 2 strokes for all the obvious reasons, cheaper, lighter, simpler, and more grin factor, I will stop short of saying they are faster, that depends on the rider.

I am full aware of what is happening in the electric vehicle technology, and it is coming fast, but it is not yet ready for the everyday consumer. The Alta E MX bike is pretty impressive, but they sell for \$13-15,000, so that puts it in the category for the guy that has run out of things to spend money on. It was just announced that KTM is investing heavily in the future of E Bikes, but instead of putting a very high purchase price on the bike, it will come without a battery, and you will have to lease the battery, so I guess you will be spending money on battery instead of gas and motor rebuilds. I don't buy the concept that there will be no maintenance on the bike though, electronics are always malfunctioning on any kind of equipment, usually the first thing to break, whether it is a vehicle, cell phone, or washing machine. Gas Gas's parent company Torrot specializes in E bicycles and scooters, so they may early to the table with an electric dirt bike, although may need to change the name from Gas Gas to Spark Spark or Volt Volt. Maybe someday we will all be riding electric dirt bikes, and a muddy day will bring an all new meaning to the Electric Slide, (All you young people and country guys, google it) As cool as the E tech is, not sure it will quicken the heart beat like just seeing the cylinder and expansion chamber on a 2 stroke, and when the power comes on.... It also would change the focus of the club, instead of worrying about trail maintenance and spending money on hot dogs, chips, and Gatorade, we will be out in the woods rigging giant solar panels in the tops of trees and dangling extension cords for charging stations.

Back to the race action, the fans were definitely amped up for the two stroke races, makes me think maybe SX should go back to 2 smokers and make racing fun again. Ryan Sipes, who used to race SX / MX, while he never was one of the standouts, has gone on to a pretty good offroad racing career being the first American to overall the ISDE last year and winning a race this year in GNCC. Sipes was on a state of the art Husqvarna 250 2 stroke and was fastest qualifier in the 2 stroke race and also was fastest qualifier in the 250F Lites class. That was an eyebrow raiser, going head to head with the best KTM Red Bull had to offer with their 4 stroke and being faster. In the actual race, Sipes didn't have that many good runs, and in the 2 stroke final it was Garrod Stienke who is the lone wolf racing a 2 stroke in the outdoor nationals making it to the finals against none other than Ronnie Mac on his clapped out 1998 CR250. Ronnie Mac took him down to the wire, but Stank dog prevailed for the win.

I was particularly interested in the 250F race to see the match up between 2 strokes and fours, because not only was Sipes competing, Ronnie Mac put a little more gas in the old CR and lined it up against the high dollar factory 4 strokes. Once again, Sipes didn't race as well

as he qualified, most likely as ruts developed, the 2t didn't put the power down as well as the fours. But then again, Ronnie Mac advanced to the semi's, and gave Shane Mcelrath on the Factory Red Bull KTM all he could stand. The outcome may have been different except for in one of the races Ronnie Mac got out of rhythm and took a pretty nasty spill, and when he got up you could tell he got his bell rung, but he dusted off his overalls, got back on the 1998 Cr250 and proceeded to defeat the high tech 4t in the next race, but the crash had put him in a hole that he couldn't overcome, and he was eliminated. The Alta E bike ridden by Josh Hill, was good, but was eliminated in the first round.

My take away was, the closer we get to the future, not so sure we are getting that far away from the past. I have been through this before, when I first joined the club, I was one of the few riding a two stroke, and all we heard and read about were 4 strokes and how that was the future, I was looked upon as an odd duck, but soon, more and more 2 strokes appeared, at first guys bought used ones just for fun, then they started getting brand new ones because they felt they worked better. Don't get me wrong, I love 4 strokes also, and have spent more time on them in recent years than I have the smokers. It all comes down to the rider and what they prefer.

Nor am I ready to go back and get a 1998 2 stroke MX'er, bikes really have come a long way, 2 and 4, but maybe not as far as the experts would have us believe.

See you on the Trails, and hopefully I am not looking for a place to plug in....
GP

Infomercials and Factoids

- **Vol Riders Decals** – We now have a restock on the fender decals. Right now, you can get them at the meeting. We have a grandiose plan to set up a store on our webpage to avoid all this toting around. In any case, get some, hear? They come in sets of 2 stickers each, \$10 a set. Also, we've still got hats and tee shirts. Deck yourself and your ride out. Do it!
- **Permits to ride on 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.
- **Permits to ride Windrock/Coal Creek watershed** – Annual permits are \$100 and **MUST** be purchase at the General Store in the Windrock campground 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. **UPDATE:** unsure if Gingers is selling permits as of now.
- **Club Position on Windrock/Coal Creek permits** – Everyone, please be sure to purchase your annual permit for Windrock. It's 75,000 acres of some of the best riding area that you're going to find. The permits are annual and no matter when you purchase them, you get a full year's use before they expire. This Club absolutely supports Windrock and places great value on the resource.

- **Postscript** – This month's newsletter edited by Ed Clark with lots of help from his friends. If you would like to submit opinions, articles, tirades or just generally help producing this letter, please contact Ed. Look him up on the forum and send him an email or text. Cheers.