

100 km

Beatty
Golconda
Tropic
Carlin

Nevada

Mountain

Elko
Spring Creek

Indian Springs

Sunrise

West
Wendover

EUREKA, NV

ADVENTURE RALLY
2011

CALIENTE, NV

Mesquite
St George
Hins Humana

Colorado
Fredonia
Kanab

Panguitch

BISHOP, CA

073

Salt Lake City
Kearns
Sandy
Tooele
American Fork
Provo

Utah

Spanish Fork
Payson

Nephi

Ephraim

Ferron

Monroe

Henrieville

Page

Kanab
Shon

Toralea

The Guestimator

	Section	Cumulative	Begin	End	Avg. Speed	Track
Day 1						
Bishop	108	108	5:00 AM	8:36 AM	30	Day 1-1
Goldfield, NV	155	263	8:36 AM	1:46 PM	30	Day 1-2
30 minute lunch	0	263	1:46 PM	2:16 PM	-	
Rachel, NV	112	375	2:16 PM	6:00 PM	30	Day 1-3
Day 2						
Caliente, NV	179	179	7:00 AM	12:58 PM	30	Day 2-1
30 minute lunch	0	179	12:58 PM	1:28 PM	-	
Parowan, UT	160	339	1:28 PM	6:02 PM	35	Day 2-2
Day 3						
Brian Head, UT	80	80	5:30 AM	8:10 AM	30	Day 3-1
Beaver, UT	25	105	8:10 AM	11:25 AM	35	Day 3-1
Milford, UT	178	283	11:25 AM	4:30 PM	35	Day 3-2
30 minute Lunch	0	283	4:30 PM	5:00 PM	-	
Lund, NV	100	383	4:30 PM	7:21 PM	35	Day 3-3
Day 4						
Eureka, NV	156	156	6:30 AM	10:57 AM	35	Day 4-1
Hunts Canyon Alt fuel	51	207	10:57 AM	12:39 PM	30	Day 4-1
Tonopah	143	350	12:39 PM	4:44 PM	35	Day 4-2
Total						
		1447				Dawn to Dusk

Hotels:

Caliente	Shady Hotel	775-726-3106
Brian Head	Grand Hotel	435-990-7067
Eureka	Best Western	775-237-5247

Gas Stops:

Goldfield	Dusty Fender	775-485-3449
Rachel	Little Alien	775-729-2515
Paworan	Maverick Gas	435-477-3310
Milford	Chevron	435-387-5566
Lund	Lane's Ranch	775-238-5246
Tonopah	Chevron (Burger King)	775-482-3908

Base:

Jeremy Gore	MMSA	760-914-0018
Ron McCoy	Gold State Cycle	760-872-1570
Becky McCoy	Bishop (after 5:00 pm)	760-784-1068

Chase:

Ken Markling	Chase	909-744-4730
Andy Blair	Chase	805-807-3285

Day 1: Bishop to Caliente, NV:

Sunrise 5:33 AM

Sunset 8:02 PM

Total Miles 375 Miles

Gas 1 Goldfield, NV 108 Miles

Gas 2 Rachel, NV 155 Miles

Finish Caliente, NV 112 Miles

Section 1: Bishop, CA to Goldfield, NV:

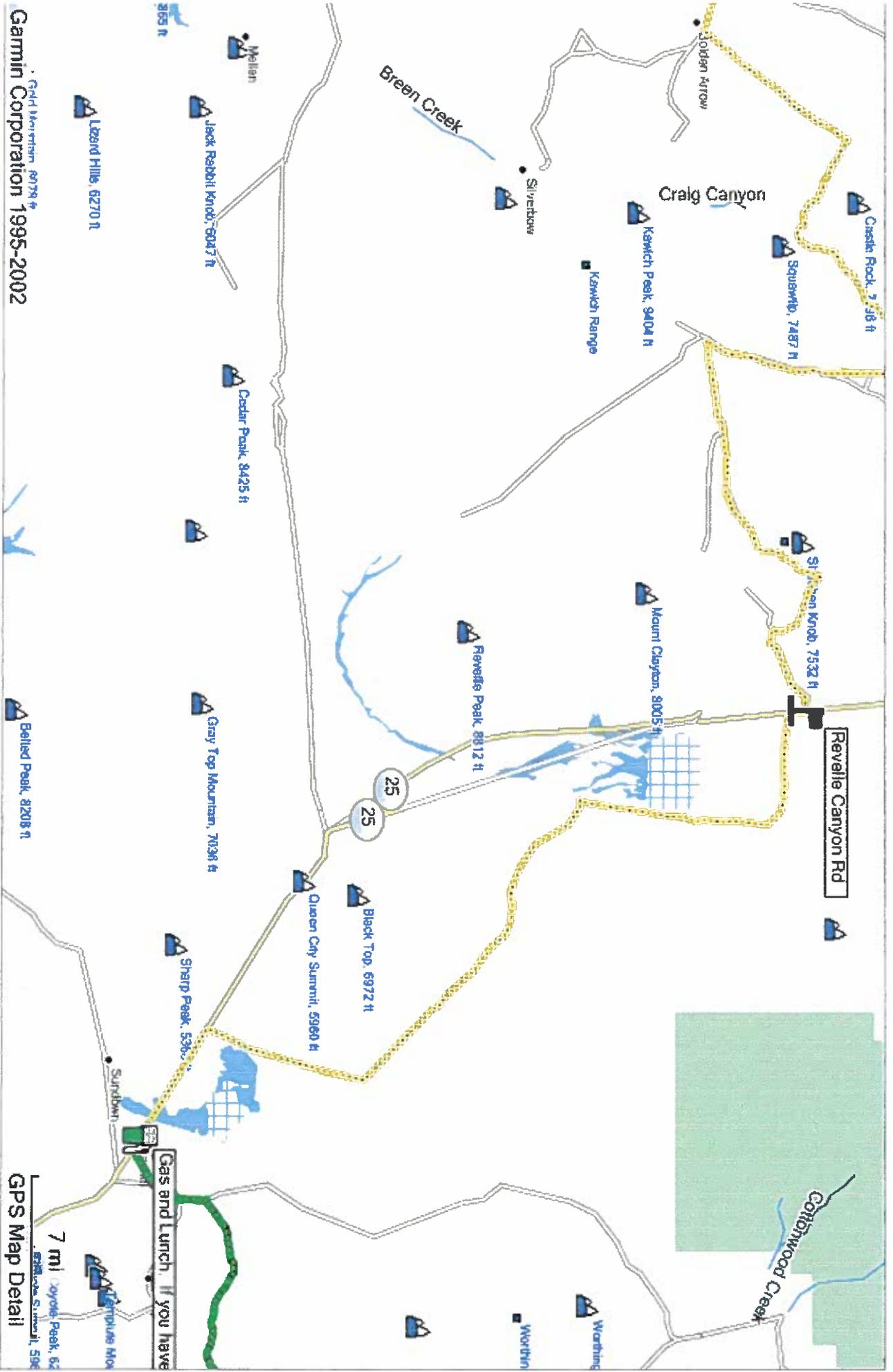
A D2D classic start that we have not used since 2005. We will leave Bishop early in the morning and head out to Laws Railroad museum and then up and over Silver Canyon. We will gain nearly 6,000 vertical feet in a matter of 15 miles so dress warm. From the top of Silver Canyon it is a quick descent down Wyman Canyon and into Deep Springs Valley. From Deep Springs, it is up and over Gilbert pass on the pavement to the south end of Fish Lake Valley. Here we jump on the dirt again and head out Cucamonga Wash and over to the Sylvania Mountains. This is an easy but scenic route with great rock formation. Once into the Sylvania's we start getting into some fun twisty two tracks over to Tule Summit and past what I call the Hansel and Gretel cabin. After leaving the cabin you stay on twisty two track over to highway 266 for a short run down the pavement to Lida. Once in Lida it is back into the Palmetto Mountains on some more fun two track roads. Once out of the mountains, it is a fast 15 mile run into Goldfield for gas at the Dusty Fender station. This is an opportunity for a quick bite to eat as well. But don't waste time. The day is going to be long.

Section 2: Goldfield, NV to Rachel, NV:

This is a new section to the for most D2D participants. Once leaving Goldfield, you will need to navigate through old town sites many old mining roads. I have not ridden this section since 2001. The tracks are merely guideline to get you over to the Tonopah airport. You may need to improvise a little from the track log. Once to the airport, you will need to pick your way through some hangers and other airport stuff to pick up the route again. After leaving the airport it is a fast run out a graded road for a few miles before some navigation techniques are required. Faint road leads you to the Tonopah test range road for a few miles before jumping off onto some sandy two track. The sand is deep for several miles over to Stone Cabin Valley and would likely swallow a BMW, but the last two times I rode it on my SE I had a blast. Once into Stone Cabin Valley we cross over into the Kawich Range for some more fun two track through the Pinion trees. Once over the Kawich Range, it is a fast ride down to the Revelle Range for some more two track and old Nevada Rally course to highway 375 (the extraterrestrial highway). We cross over the highway and go out around the dry lake and through the mountains on an old sandy two track that leads us into Rachel, NV and the Little Alien for gas and lunch. I wouldn't chat too long with the Aliens as we still have along way to go on some tight roads. If it is past 5:00 when departing Rachel, I recommend riding the highway to Caliente.

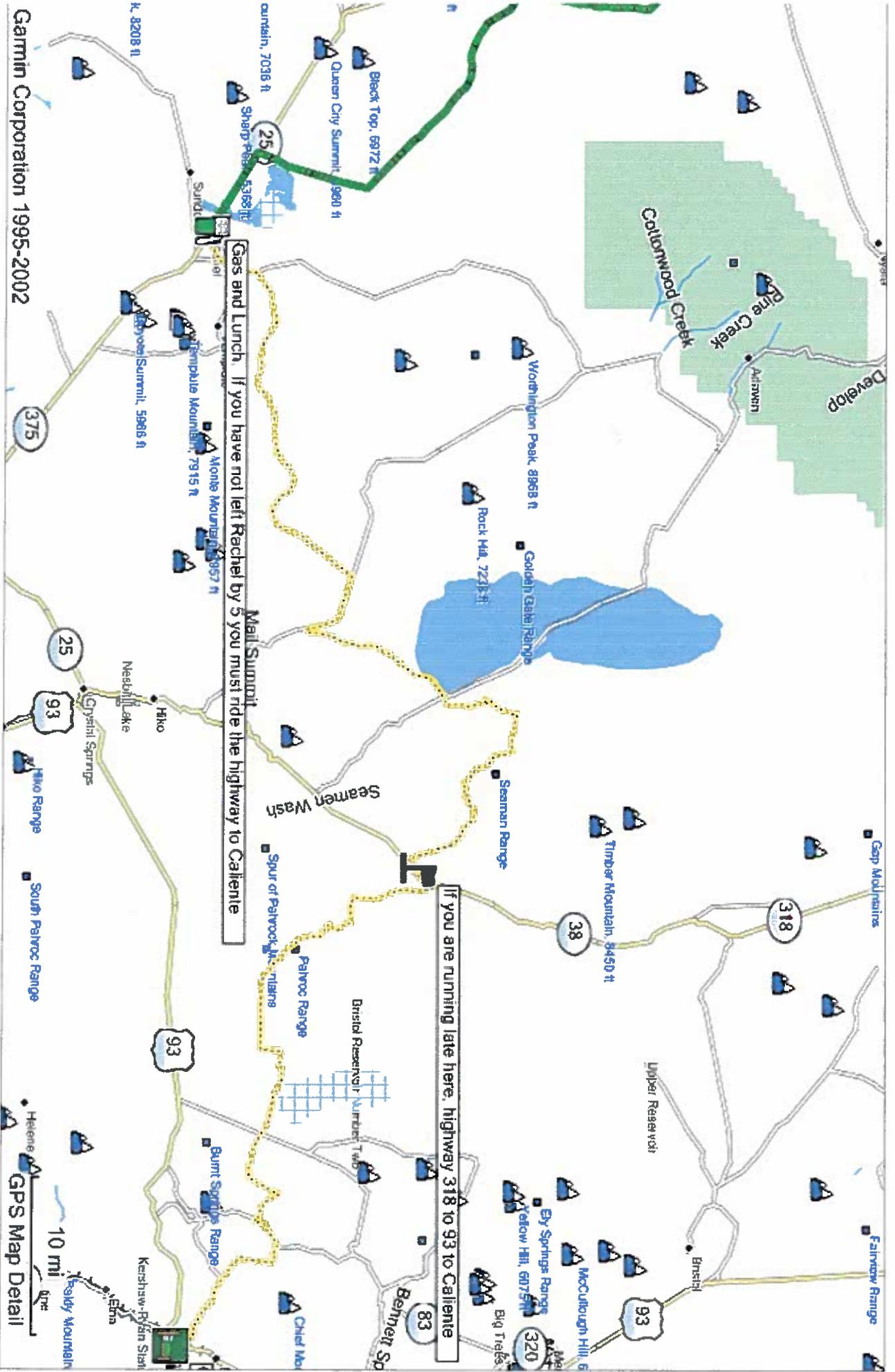
Section 3, Rachel, NV to Caliente, NV:

This section is complements of Frank Smith from one of in RAN routes. I have not ridden the whole section so I don't know too much about it. We leave Caliente and head into the Tempiutes Mountains on some two track roads and washes. I have re-routed a few of the tighter sections over the mountains to over to highway 318, but plan on some tight two track along the way. Once over the 318 we pick up parts of the Nevada Silver State OHV trail before dropping into Caliente for the end of day 1. If you are not past 318 by 7:00 ride Highway to Caliente.



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GPS Map Detail



Gas and Lunch. If you have not left Rachel by 5 you must ride the highway to Caliente

If you are running late here, highway 318 to 93 to Caliente

Garmin Corporation 1995-2002

GPS Map Detail

10 mi
Scale

K. 8208 ft

Black Top, 6972 ft

Queen City Summit, 960 ft

Sharp Peak, 8368 ft

Cottonwood Creek

Pine Creek

Adrian

Devlop

Washington Peak, 8968 ft

Rock Hill, 7215 ft

Golden Gate Range

Ward Peak, 5986 ft

Monie Mountain, 7915 ft

Mail Summit

Hiko

Neshk Lake

Crystal Springs

Seamen Wash

Seaman Range

Timber Mountain, 8450 ft

Casp Mountains

318

38

25

93

Hiko Range

South Patroc Range

93

Spur of Patroc Range

Patroc Range

Bristol Reservoir

North Tab

Umjer Reservoir

Fairview Range

Breschi

93

Ey Springs Range

Yellow Hill, 6075 ft

MacCounough Hill, 6000 ft

Big Ticks

83

Behrett Sp

Burnt Springs Range

Kershaw-Pyran Station

Rosky Mountain

Helene

Day 2: Caliente, NV to Brian Head, UT

Sunrise: 5:17

Sunset: 8:56 PM (Mountain Time) 7:56 (Pacific Time)

Total Miles 339 Miles

Gas I Parowan 179 Miles

Finish: Brian Head 160 Miles

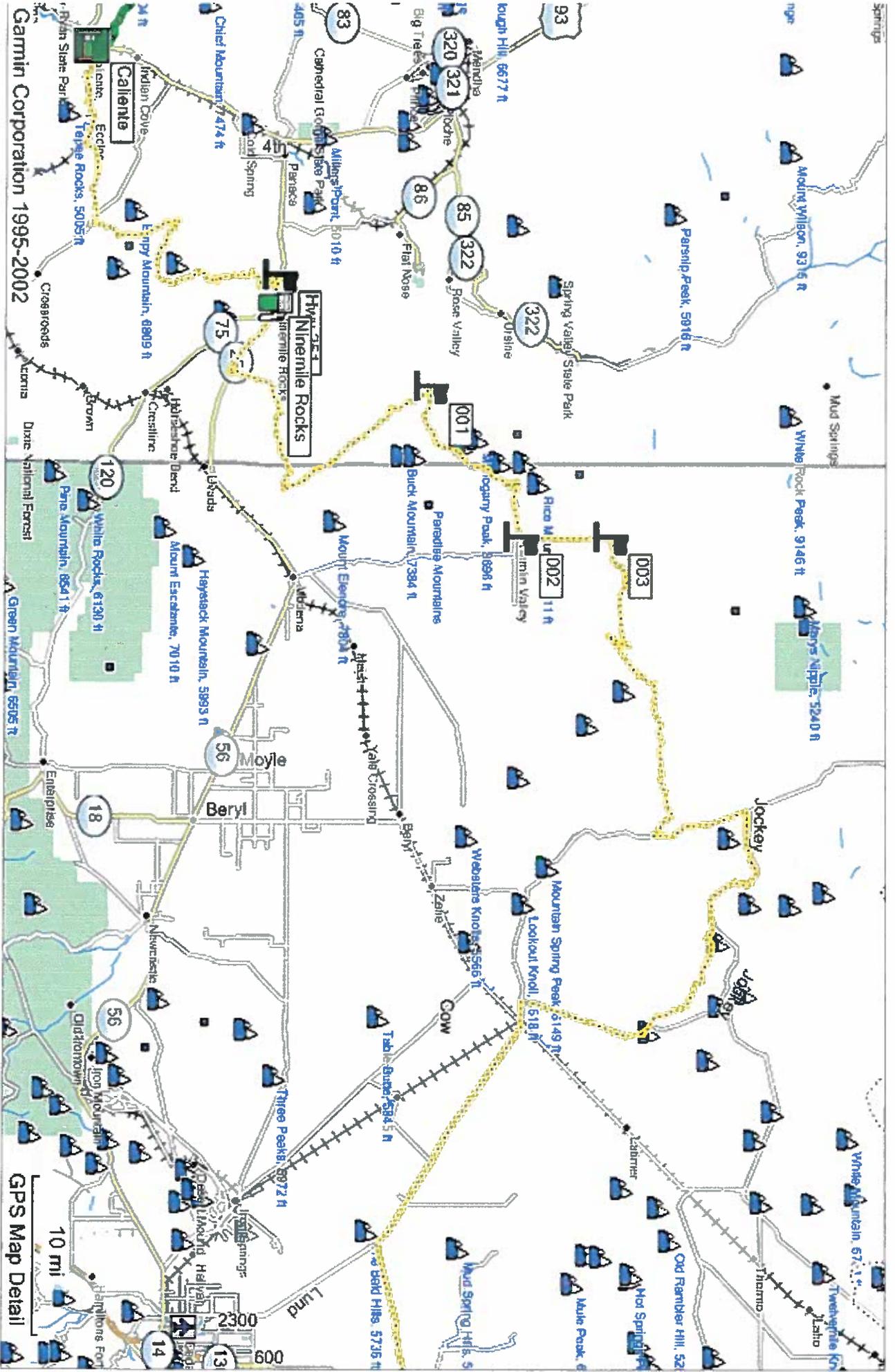
There are several opportunities along the route from Parowan to fuel.

Section 1, Caliente, NV to Parowan, UT:

Although a 7:00 start, we still have a long day. This is probably the most technical day on the rally. As we leave Caliente, we are quick into some deep sand washes for about a mile before turning into the mountains on to some two track. We stay on the two track for a few miles before picking up parts of the Nevada 200 course and some twisty canyon riding over to highway 251. Although the canyons are tight I have ridden this on the 950 so it is totally doable. Once on the highway, it is a short ride down to alternate fuel at the Nine Mile rocks waypoint (Intersection 75). Once you leave Nine Mile Rock alt fuel, you will head down the highway for a few more miles before turning in to the mountains for some more fun tight, two track roads through the trees. The small bikes will have a bit more fun although I enjoyed it on the big bike. We pick up the road in Fox Canyon just past the Utah border for a fun and fast ride up to Big Summit and Deer Lodge Canyon. Once at the old deer lodge, the route become a little tight again as we pick up a quad track trough the mountain over to Hamlin Valley. This is all doable as I re-routed around all the dead fall so pay close attention to your track logs. Once into Hamlin Valley, the 950's can come to life on some fast two track and graded roads all the way to Lund, UT. Be careful though as winter rains have left some deep ruts in the roads so you don't want to get caught out. From Lund, UT it is a fast, fast ride all the way to Parowan. Sorry, but there was no other way across the valley that I could find. I am sure there will be a few that welcome the relief though. Gas at the Maverick station in Parowan and there is a good Burger joint just down the road for some lunch. Once in Parowan, you can decide whether to ride the highway up to Brian Head for a short day or continue on for some extra credit. I am sure no one will give you and grief if you call it a short day.

Section 2, Parowan, UT to Brian Head, UT:

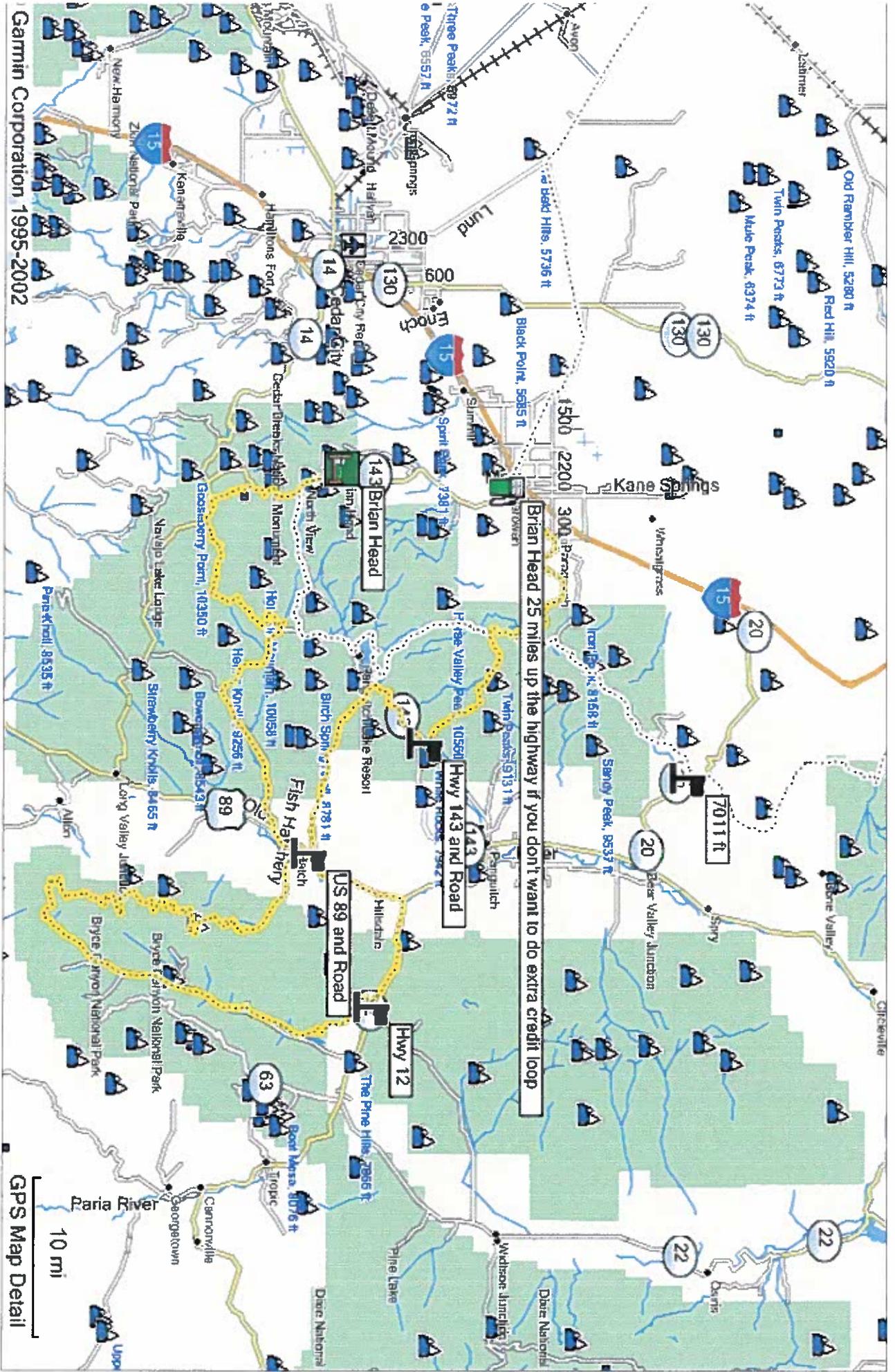
This is an extra credit loop for those that are up for some more riding and scenery. There are several opportunities to cut this route short so study the map. After a quick bite head over to Paragonah, UT, about 4 miles and then turn up into the mountain to Red Creek Dam road. From Red Creek, head over to Panguitch Lake via Caddy creek. Once at the lake, you have the option of heading back to Brian Head or continuing on the route over Hatch and Bryce Canyon. This is another route that was donated by Frank and I have not had the chance to pre run, so I don't know the condition of the road. It looks to be fun and scenic. There are several opportunities to jump on the highway and ride into Brian head back up through Panguitch Lake on 143. It sounds like the road to Cedar Break could still be closed come Saturday. If this is the case you will need to jump on Highway 143 back to Brian Head. Please know the maps as this is the area where snow is most likely going to affect the ride.



Garmin Corporation 1995-2002

GPS Map Detail

10 mi



Garmin Corporation 1995-2002

GPS Map Detail
10 mi

Day 3, Brian Head, UT to Eureka, NV;

Sunrise: 6:09 (mountain time) 5:09(pacific)

Sunset: 8:14 pm

Total Miles 383 Miles

Gas 1 Milford, UT 105 Miles

Gas 2 Lund, UT 179 Miles

Finish Eureka, NV 100 Miles

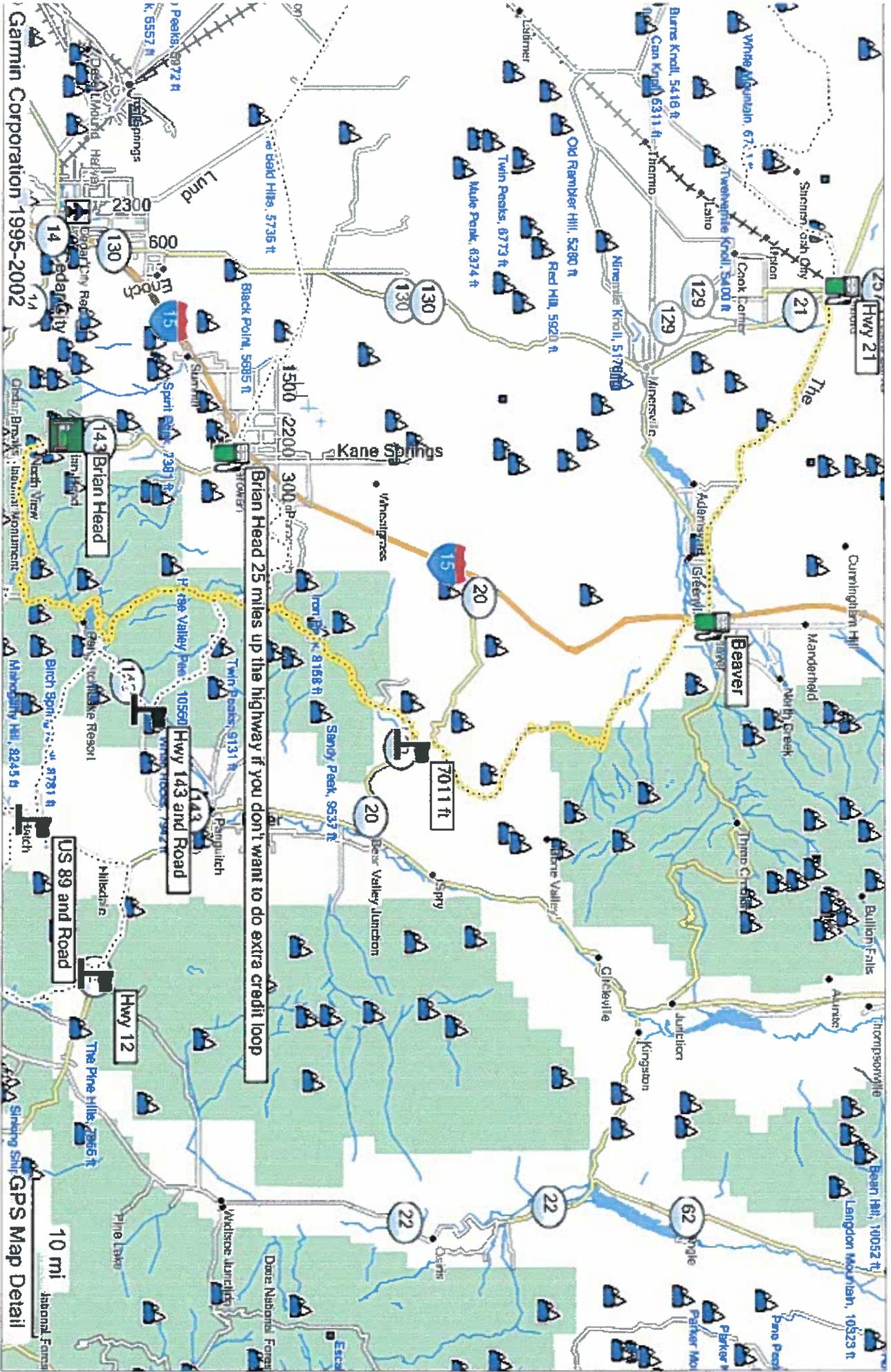
An early morning start greets you for day 3. This is a very long day and will require you to keep moving. Although not tight or difficult it is twisty with lots of two track roads through the mountains and across grassy fields.

Section 1, Brian Head, UT to Milford, UT:

Leaving Brian Head, we head over to Panguitch Lake on the SR 143. This could be a cold section in the early morning as we are around 9500 for the first bit. From Panguitch Lake we head Ipson Creek Road to Horse Valley and down into Bear Valley over to highway 20. This is a nice ride on twisty gravel road and an opportunity for some good scenery and possible wild flowers. Once we hit 20 it is quick ride up the road before jumping on some faint two track that takes you up into Dog Valley and the Freemont Pass. An easy ride down to Lake Hollow where you turn up at steep two track with a couple switches in it. 950's use the banked turns and you will have no problem keeping some good momentum. Once on top it is a nice ride across some meadows to the South Creek crossing. This was running pretty heavy when I crossed. Ride into the creek at the angle the road hits it and you should be fine. It was about axel deep when I crossed but running fast. From the creek crossing it is an easy ride down into Beaver for optional gas stop. Watch for deer early in the morning through this entire section. I think I may have a little fur on my fender from the one the jumped in front of me. From Beaver, it is a quick ride out of town for a few miles on Hwy 21 before jumping off on a fast graded road that takes you up to some fun two track that cross the mountain into Milford. There was one creek crossing that was pretty muddy but it had an asphalt base so it shouldn't be an issue. The descent into Milford was a blast on a freshly graded road with backed turns.

Section 2, Milford, UT to Lund, NV:

Fun, fun, fun is all I have to say about this section. It starts off with a fast ride out of town on a power line road with construction going on. They had the water trucks out for me, but I don't think we will be as lucky on Fathers day. Once we turn off the graded road the route runs through the Star Range on some really fun twisty two tracks. It doesn't matter what bike you are on here, you should be having a blast. Once through the mountains, the route picks up some faint two track that may be hard to follow for a bit through deep grass and sage. Trust your track logs through here. There is about a 3 mile section on some old two track that occasionally drops into Wah Wah Wash, a bit challenging on 950 but still worth it in the big picture. After the wash, you get a quick cool down over to Antelope Springs before crossing the valley a two track road that the BLM is putting a water line in, so be careful as it was soft in places. Once across the valley it is over the Wah Wah Mountains. This is an awesome ride with big elevation gains. Once out of the mountains, you will get another chance to relax, but not for long. Just about the time the 950 hits 100mph we turn quickly off the a nice smooth graded road and onto a great two tack (more like side by side single track) for about five miles across the valley to the Mountain Home Range. As we enter the mountains there is a blast of a quad track the twist through the trees. It was like riding through a slalom course as it twisted through the trees. Once through this section, it is up and over the mountains to cross back into Nevada. If you over shoot the cattle guard just after crossing the state line, be careful turning around, I picked up a nail out in the bush there. From the state line it is a nice easy ride for about 22 miles over to some more fun, tight quad track at the base of Peterson Peak and then out to Highway 93 for an alternate fuel stop. From 93 to Lund it looks to be fairly easy road up through the Egan Range and down Sawmill Canyon. This is still a question at this time and snow could be an issue. If Sawmill is not passable, you will need to ride up Cave Valley to Ely for fuel. From Ely it is your option to hop on Highway 50 to Eureka or back track on Highway 6 about 27 miles to pick up the route at Ellison Guard Station. From Lund, it is a fairly easy ride, but still a fair ways to Eureka so don't spend to much time eating in Lund. The ride through the White Pine Range is very scenic. Those of you that completed day one of 2009 D2D will remember it. But instead of going down Cathedral Canyon, we continue up to Hamilton. From Hamilton we cross the valley over to Eureka. If you are running late (past 7:00) at Hamilton, I recommend riding up to Highway 50 and riding the highway in. The Owl club closes at 9:00 and you don't want to miss out on dinner.



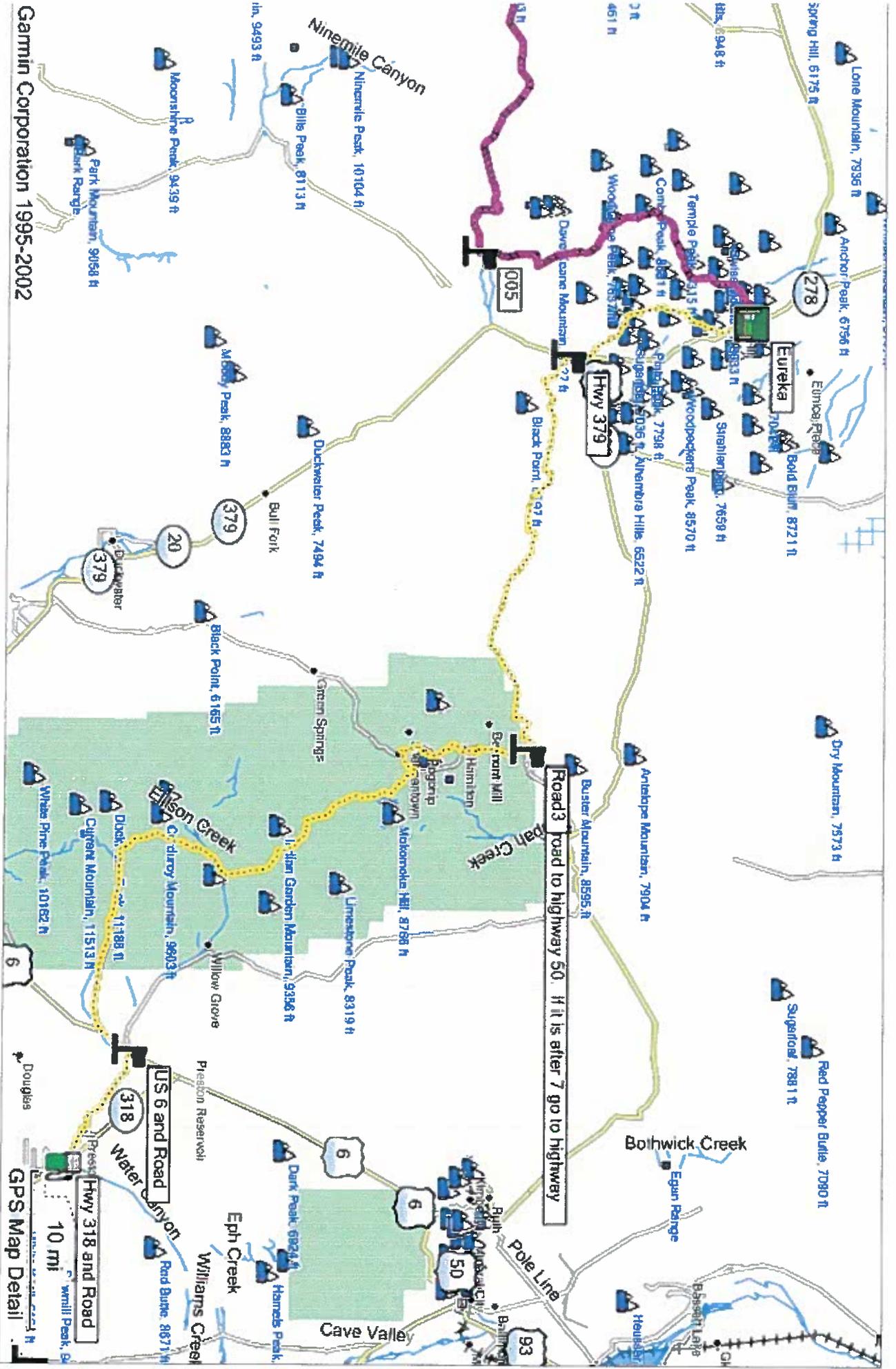
Brian Head 25 miles up the highway if you don't want to do extra credit loop

US 89 and Road

Hwy 12

GPS Map Detail

Garmin Corporation 1995-2002



Garmin Corporation 1995-2002

Road 3 road to highway 50. If it is after 7 go to highway

GPS Map Detail
10 mi

Day 4: Eureka, NV to Bishop, CA.

Sunrise: 5:17

Sunset : 8:17

Total Miles 350 Miles

Gas 1 Hunts Canyon Alt 156 Miles

Gas 2 Tonopah 51 Miles

Finish Bishop 143 Miles

Section 1, Eureka, NV to Tonopah NV:

This is the longest section of the rally at over 200 miles. We will have an alternate fuel at Hunts Canyon\Belmont intersection. The ride from Eureka starts out through the Ruby Hills on the 2008 D2D route. This has some nice twisty two tracks for the first 20 or so miles. Then we get on some fast roads across to Allison Creek Reservoir and into the mountain on a good road. I did this section on Ride About a few years back and it had some great scenery. Once into the mountain we turn down a new section that I have not ridden so it is unknown to me but looks fun on the map as it is a nice looking two track down to Ryegrass Canyon for a fast two track out to the valley before turning right back into the mountains. I saw a section called Miniature Grand Canyon so I want to go investigate. After crossing the mountains again it is down Little Fish Lake Valley to Eagle Pass (Tim may remember this from 2008 as it was a bit of a challenge on the 1200 BMW) From Eagle Pass it is an easy ride over to McCain Canyon and into Hunts Canyon. Check in here with the chase truck even if you are not getting fuel so we know who has gone through. From Hunts Canyon more two track awaits up Big White Sage Canyon to Mud Springs. After Mud Springs, it is a little descent back to the valley. Keep low as the Pinion are thick through here. Out to the highway and into Tonopah for fuel.

Section 2, Tonopah, NV to Bishop, CA:

A relatively easy and relaxing ride from Tonopah to Bishop. A fast run out Paymaster Canyon and then up through the Weepah Mountains across the valley to Emigrant Pass and over to Basalt. This is a nice easy ride, but a wrong turn could spell hours of digging in the sand hills, just ask Karl and Tim. From Fish Lake valley it is out through Sand Spring Canyon to Basalt and onto the highway 6 to Benton. From Benton we go up to the hot springs and out Yellow Jacket road up around Casa Diablo Road and back into Bishop. .

Dawn to Dusk is an adventure ride and you are responsible for getting each days destination. Everyone is responsible for their wingman and knowing where they are and helping along the way. If for some reason you alter course, please make sure you are checking in with the designated chase vehicle so we know what your plans are. At any time during the ride, you may come across private land or other obstacles that I can not depict on the map. It is up to you and your wingman to stay together and navigate around these obstacles.

Each participant is allowed one small duffel bag on the chase vehicle. No gear bags or any other items to be transported unless you have arranged for your own vehicle. If your fuel range is less than 170 miles, you are allowed one five gallon can per two people. There are 3 designated alternate fuel stops on the rally. Maximum distance without the alternate fuel is 207 miles.

It is your responsibility to have the track logs loaded on your GPS before we start on Friday. I will not have a way to upload the information. I also highly recommend everyone making sure you have maps loaded on your GPS. Last year there were a few people that only had the track logs and they got lost several times. I also recommend carrying a Benchmark map of Utah and Nevada. This is the book I used to lay out the course and it is a pretty good reference.