



SPRAD TRACKS

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Tracks #16 October 31st 2003

About an hour later, Bobby finished fixing a pre-ride flat, and soon the group came grinding up the hill to the trailhead. Our group of 15, started into the Womble complex on Mauldin Mountain with an out and back goal of the Fisherman's village approximately 22 miles of east of us. 44 miles of singletrack, I have not been this tickled since the dog crapped in my mother in law's shoe! With almost child like anticipation riders filed into the misty trees, wheels rumbling against the firm tread as they picked up speed on the first of many long descents. Riders swooped through the trees and along the benchcuts of the mountain slopes, appearing and disappearing in the morning mist like ghostly riders in an Ichabod Crane setting. Toting camera gear, I stopped occasionally to catch some of our group passing through the fog. (Hint, if you want to appear in the Tracks, you gotta ride slower than I do, or pick out and back routes.)

The group eventually broke into smaller packs of 3 to 5 as riders picked their paces. Some speed through with



Sara Kay splashes across the trails railing along the slope until a mechanical forced me to drop off the pace. (Read more about that in "Save the Last Dance for Me", later in this issue).

Winfield rider, Clint Morley is a rookie fat tire pilot. With only minor exposure to singletrack technicals, Morley made a considerable leap of faith heading into Womble's steep slopes and switchbacks on clipless pedals. Every time I saw him he had a big ole nervous grin on his face, at least I think it was a grin. Wayne Tommer enjoyed

the sights whooshing by, while others pedaled through at touring pace savoring the scene. We suspect Sara Kay and Jon Chamberlain stopped for a little picnic at one point. It would not surprise me ask SK "Tools" always seems to be packing some sort of ride goodies. Randy "9-toe" Gregorcyk, an old acquaintance from the KORS race series days and Earl "I crash a lot"

Martling and I,

Fisher's Genesis Geometry as he followed the trails on a newer gold version of my beloved ride. I joined up with Rich Scillia, Burkey, and Morley at one of the rest stops. We rode the valley section, traveling across wooden slat bridges over the bogs and through beautiful fall colors. I moved on a head a bit battling bike problems and some loose shale on Reed Mountain's climb in solitude.

On the climb, I spotted Lonnie Cooper and Terry Plenert up ahead. Near the crest, we grouped back up for the awe-inspiring ridgeline across Reed Mountain. At one point, the trail was a narrow knife's edge with long steep slopes on either side. We stopped at an overlook clearing to take in the view. Some members of the local bike club were marking trails for the Womble Challenge point-to-point race that was to be held the following day. Our rides destination was a short downhill ride from this outlook. Since I was on a wounded bike and did not need to replenish supplies, I decided a trip down the mountain only to climb back up it was totally unnecessary. As some followed the lead group into the village, I stayed behind and greeted the rest of our group as they filed in by two's and three's. It was not long before the entire group had once again united at the inspirational outcrop.

The group headed the bikes back in the direction from which we came, and started the trek all over again. I took off full of piss and vinegar leading the group as I railed down a narrow benchcut. It was not long before I was full of wet leaves and Arkansas dirt, as Sugar's rear wheel slid too far out on one of the quick turns. Adding insult and injury, to previous insult and injury, I slowed my pace after some serious blood letting. (Yes, it was most definitely a ride!) I saw Mark Moerner one more time on the return trip, but with racers ahead and tourists behind, I enjoyed the solitude of one lone bike clicking through the woods with nature's orchestra playing in the background for most of the trip.

About 4 miles short of the original trailhead once again trusting my \$9 compass and now sweat soaked trail map, I bailed onto some of the areas primitive dirt roads. Smith, Martin, Pete Cariveau, and Moerner led the group home. Pete broke a chain just shy of my truck, but repaired it on the trail. Charles had experienced shifting problems throughout the ride, but managed to get them corrected. A couple of hundred yards later a big stick lodged into his derailleur eliminating 24 of his 27 gears, thus reducing his need for accurate shifting. As I rode up Bobby "still high on lizard juice" Smith decided to venture on passed our original start point to North Fork Lake to add another 5 miles or so to the 44-mile adventure. ➡



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I loaded up my expiring Sugar and headed back to say my goodbyes before the long journey home. As long as the journey home was, the trails in Arkansas made every mile worth it! If you have not been to the Ouachita National Forest's trail system, you owe it to yourself and your bike to make the trip. We stayed at the RiverView Cabins and Canoes south of Oden Arkansas. Featuring 11 cabins with modern kitchens, bathrooms, fireplaces, three Honeymoon Cabins with Jacuzzi's, a 60-person bunkhouse, canoe rentals, crystal mines, swimming, fishing and horseback riding this is an excellent location to plan your trip around. Womble trailhead is a short bike ride away, Big Brushy and The Ouachita trailheads are only short drives away. Another trip is in the works for the same time next year. Consider getting your name on the list for it. I guarantee you will not regret going. All the beauty and sweet trails of Colorado without the long-ass climbs or altitude sickness, (or snow).

Riders list...

Bobby (Lizard King) Smith
Wayne Tommer
Lonnie Cooper
Mark Moerner
Randy (9-toe) Gregorcyk
Jim (62 & smilin')Burkey
Charles (what banjos?) Martin
Earl (I crash a lot) Martling
Sara (SK Tools) Carrell
Jon Chamberlain
Rich Scillia
Pete Cariveau
Clint Morley
Terry Plenert
Terry (first blood) Spradley
IMBA rep Gary Sprung

RiverView Cabins and Canoes website
<http://www.riverviewcabins-canoes.com/>

Addendum,

Some of the group stayed for the Womble Challenge Race on Sunday. I'm not sure who all stayed or raced, but I do know that Earl Martling finished first in his class, and Jon Chamberlain finished second in his class, both racing Sport/Master classes. Good job gentlemen. For more information on biking in Arkansas check out the following links online

<http://www.bikearkansas.com/womble/>
<http://www.bikearkansas.com/>

Tech Tracks ~ with Cameron Chambers

With as many wins on his non-shifting rigid as most have on 27 speeds, World Champ Cameron Chambers shares, some of his knowledge on singlespeeding in this issue's Tech Tracks.



PAHAMBY>> What gear do you run on your single speed? I converted my geared S-works over to an SS and it's setup with 32:16. Right now I've went the cheap route in getting into an SS (just testing it out to see if I like it).

I'm using one of Gene Spicer's (Spicer Bikes) homemade half-links on the chain so that I don't have to use my Surly singleator. Anyway, it seems to be holding up fairly well so far.....

Rigidonespeeder>>> The scoop on SS gear ratios eh.

Well (here we go) 29er wheels act like a gear in itself so it changes things from a 26". I run a 34:18, which is a slightly larger gear than straight 2:1 on a 26". My bike rolls out at around 15 feet per revolution. I find for off-road riding that is pretty prime gear and I can move out around 18mph spinning fairly comfortably on the road, because of course riding to the trails is crucial if at all possible.

If you have a 26 incher I think 2:1 gear is at least a good starting spot if your main concern is riding trails. Here is another key. Go with a larger set up of 2:1 like a 36:18 or bigger. You will be amazed how much your chain hitting on more teeth helps the drivetrain last longer. I see some people running these real micro gears like 32 or smaller up front. When you look at it you realize there is only 8 or 9 teeth engaging the chain. Things wear out a lot faster that way.

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(Tech Tracks continued from page 5)

Rigidonespeeder>>> Unfortunately it seems like a singlespeed drivetrain can be time consuming to really figure out and find what works good for you. Ringle makes a descent hub that allows you to change cogs fast and not get a ton of money wrapped up in it. Or you can run a normal rear wheel, freehub body, quick release and all and use a lot of spacers to fill up the gap. (Bottom Bracket spacers are the same size as Free Hub Body spacers) That presents plenty of problems but if you don't mind fiddling awhile then it is the cheapest by far. That is the way I am going right now, but there are some definite disadvantages. You'll find out. There is a real good cheap product called discos that can be found at www.offcamber.com that are designed for this very process. They will help a lot. In addition, you can look up Sheldon Brown on yahoo and find his site, he has a great little calculator that has you enter in your wheel size and teeth count front and rear and it gives you the roll out. There are a few things to chew on, hope it helps. *Cam*

Ed>>> What color???



Chamber of Horrors pre-ride instructions

62 Miles of Smiles, and an Oops ~ 7 Spradley

October 4th 44 riders meet in the big empty lot next to Golden Belt Bicycle Company for 62 miles of smiles. The first annual *Chamber of Horrors* was at hand. Course designer, Solo 24-Hour of Adrenalin Champion Cameron Chambers, laid out a nice route with an informal parade lap through town and to each of Barton County's local singletracks.

Before the ride, Cameron gave instructions sporting his newly provided Team Fisher gear as opposed to his blue coveralls of old. Bob Behrens accepted CKMBC's volunteer of the year award for his wife Ruth and his, tandem efforts in trail work, event volunteerism, and chasing the drunks off the hill over night during *Coronado's Downhill Challenge*. The award was a wire tandem bike mounted to one of Coronado's many flat rocks. Craftsman and Team LATR member Brian Holdsworth created the award.

With the pre-ride instructions and award presentation out of the way, Cameron mounted his new Team Fisher Supercaliber and took on the duty of pace car as the group headed through Great Bend's residential streets to Veteran's Memorial Park, then filed east out of town. The group spread out turning north through Barton's limited vertical challenges, (hilly roads). After 20 miles of warm-up, Barton County Lake provided the ride's first section of singletrack and the ride's first rest stop. Kim Reed, carried water refills bananas and cookies out to the first and third stops. Jim Pitts handled stop two, and many riders' companions provided on route support, encouragement and a ride when the other two options did not work.

(Continued on following page)



*Best Exercise for the heart...
Reaching down to help
Someone else up!*