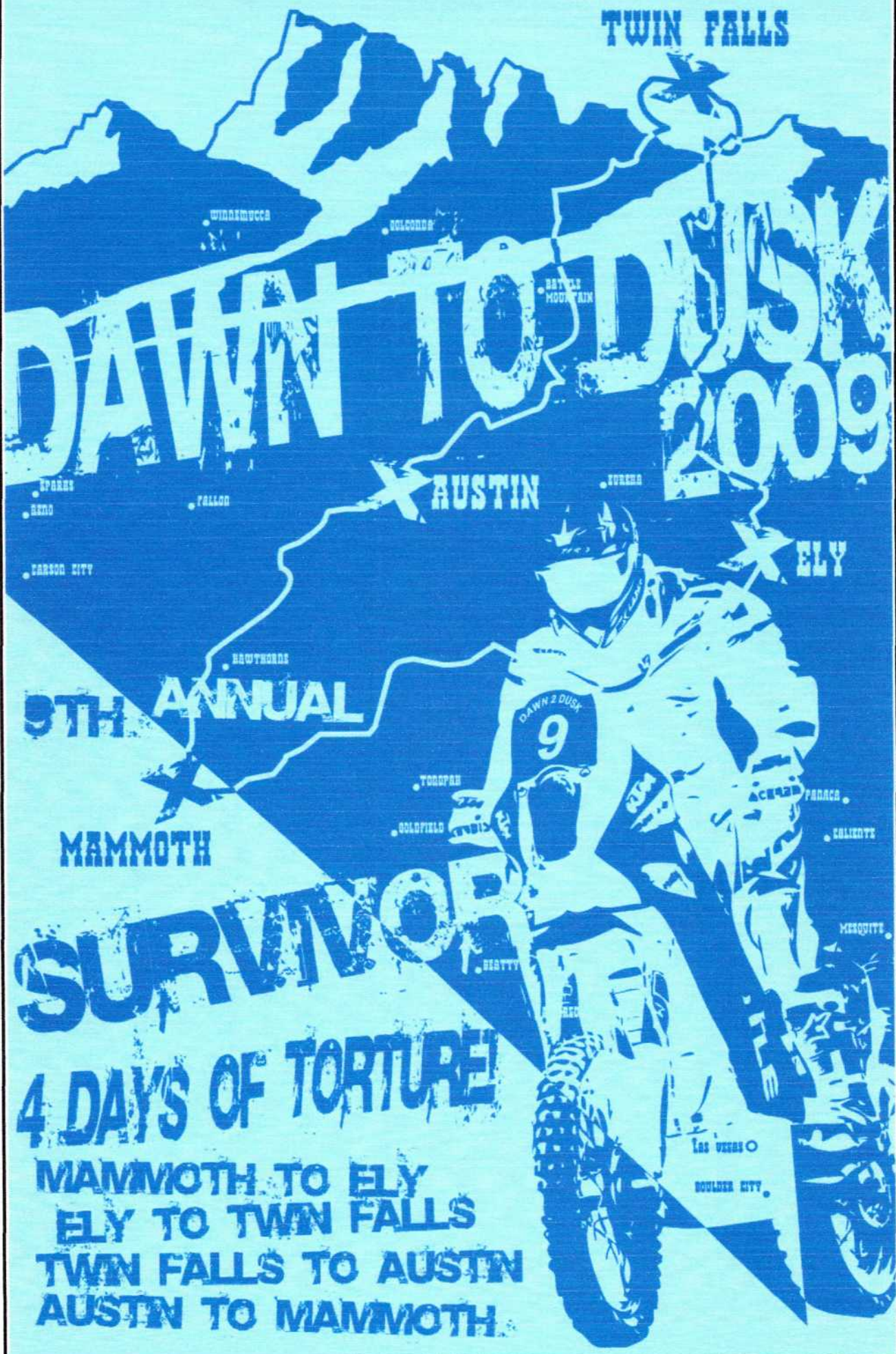


TWIN FALLS



# DAWN TO DUSK 2009

SPARKS  
RENO  
CARSON CITY

WINNEMUCCA

GOLCONDA

BATELS MOUNTAIN

AUSTIN

TURKEY

ELY

5TH ANNUAL

MAMMOTH

TODOPAH

GOLDFIELD

ACKERLY PARADISE

COLLIERY

# SURVIVAL OF

# 4 DAYS OF TORTURE

MAMMOTH TO ELY  
ELY TO TWIN FALLS  
TWIN FALLS TO AUSTIN  
AUSTIN TO MAMMOTH

DEATY

MESQUITE

LAS VEGAS

BOULDER CITY

Begin	End	Day		Begin	End	MPH	Track
		Mileage	Miles				
Mammoth	Benton	59		6:00 AM	7:58 AM	30	01
Benton	Tonopah	98		7:58 AM	11:14 AM	30	01
Tonopah	Lunar Crater	119		11:14 AM	3:12 PM	30	02
Lunar Crater	Ely	141	417	3:12 PM	<b>7:54 PM</b>	30	03
Ely	I80	182		6:30 AM	12:34 PM	30	04
I80	Oakley	141		12:34 PM	5:16 PM	30	05
Oakley	Twin Falls	45	368	5:16 PM	<b>6:46 PM</b>	30	05
Twin Falls	Jackpot	84		6:00 AM	8:48 AM	30	07
Jackpot	Elko	157		8:48 AM	2:02 PM	30	07
Elko	Austin	163	404	2:02 PM	<b>7:28 PM</b>	30	08
Austin	Middlegate	98		5:00 AM	8:16 AM	30	09
Middlegate	Hawthorne	74		8:16 AM	10:44 AM	30	10
Hawthorne	Mammoth	118	290	10:44 AM	<b>2:40 PM</b>	30	11
		1479	1479				

# The Guestimator



**Day 1: Mammoth to Ely 417 Miles**

Sunrise: 5:46 am in Mammoth 34 degrees at sunrise.

Sunset: 7:47 am in Ely. Day Temp 68, evening low 40

Gas 1: 59 Miles. Benton, CA at the Benton Station: ETA 7:58

Gas 2: 98 Miles. Tonopah, NV: ETA 11:14 Truck will be at the Chevron in Tonopah.

Gas 3: 119 Miles Lunar Crater: ETA 3:12 there will be a support truck with gas at the crater.

Finish: 141 Miles Ely, Nevada: ETA 7:54

Track Logs: 1, 2, 3

**Section 1: Mammoth – Benton, track 1:** We will leave Mammoth early in the morning heading to Tonopah. We will be in the dirt immediately after leaving Mammoth. Going up and over the Diablo Mtns and out to Little Antelope Valley to the Benton crossing road behind Crowley Lake. At Crowley you will have a couple of options. If you choose to stick to the track log you will go up the Watterson Trough road, cross Benton Crossing and traverse Banner Ridge. A fun easy start to the morning. Gas at the Benton Store.

You can choose to skip this section and stay on Benton Crossing road all the way into Benton.

**Section 2: Benton – Tonopah, track 1:** This will be a fun ride over the White Mountains. From Benton, jump on Highway 6 and head north to the Nevada State line. Once into Nevada we will get off the highway and head up and over Queen Canyon. This is a beautiful ride with some old mining cabins and mines. The road switches up the mountains in the shadows of Boundary Peak, the highest point in Nevada. At the pass there is a steep downhill (this may be a challenge on the big bikes) that descends to Trail Canyon. If you don't want to ride this downhill, you can choose to stay on highway 6 out to Basalt and pick up the road into Fish Lake Valley where you will join up with the track log at the intersection of 264 and 773.

From Trail Canyon it is a long ride out into the north end of Fish Lake Valley. We will cross the road at the intersection of 773 and 264 and wrap around the south end of the sand hill past the Fish Lake Valley hot springs. If you have a few minutes I recommend riding up into the sump hole for some amazing views. This is just off the highway at 773. From the Hot springs we head over Emigrant Pass and into the Big Smokey Valley then up over the Weepah's to Paymaster Canyon for a quick run into Tonopah. The truck will be at the Chevron in Tonopah. Please check in with them there.

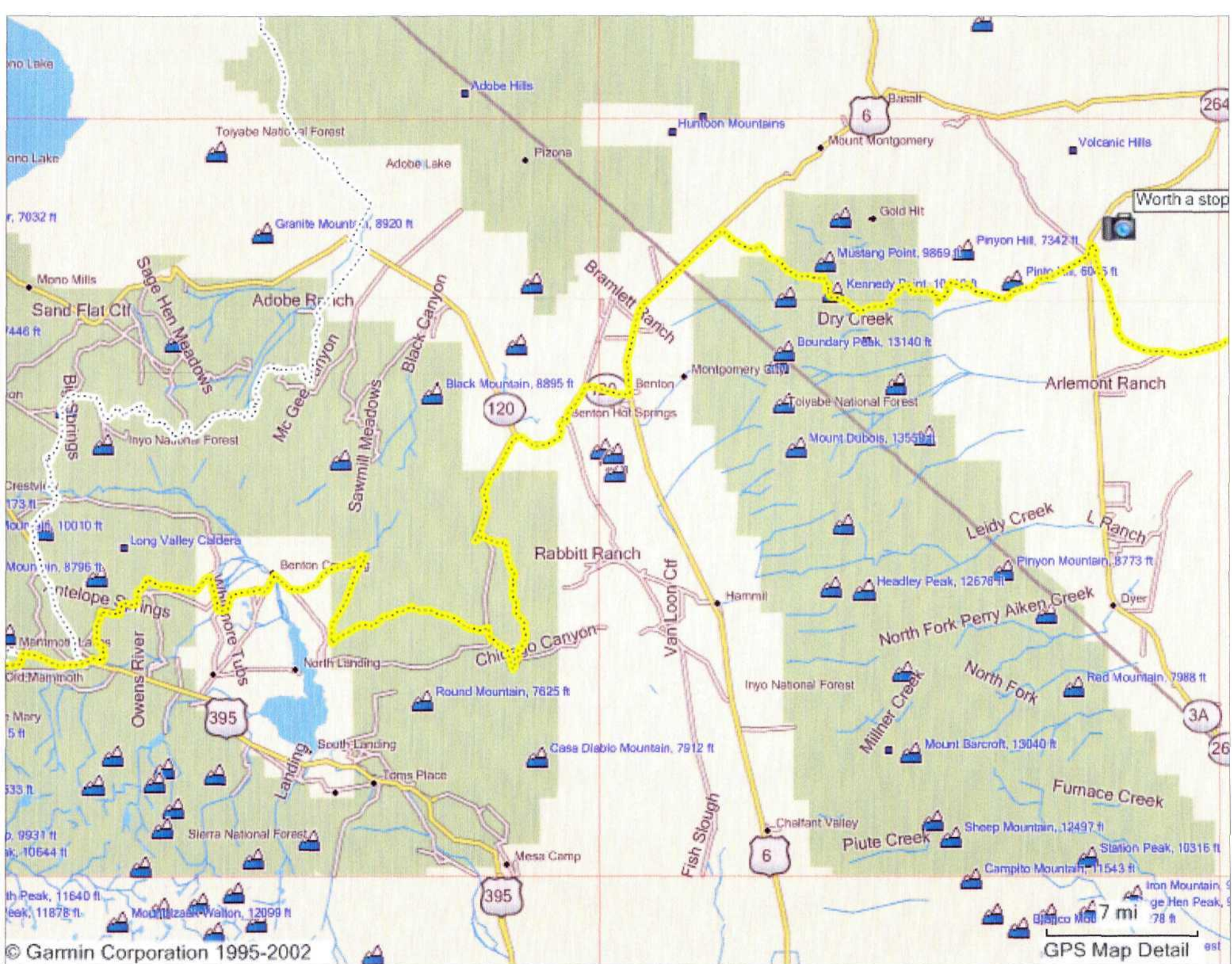
**Section 3: Tonopah - Lunar Crater, track 2:** We leave Tonopah on Highway 6. Just after the Intersection of 376 we turn off and jump on the old Tonopah Stage route into the South end of the Monitor Range. This is a fun winding section over McKinley Tank summit and then back out to highway 6 for a quick run down the highway to the rest area. (This is a good chance to make up some time if you are running late out of Tonopah. Instead of taking the Stage route, stay on the highway up to the Saulsbury Wash rest area and rejoin the route there. About a 19 mile ride out of Tonopah). From Saulsbury rest stop we run up Saulsbury wash to through the Monitors to Saulsbury Basin and then out to

Four mile Spring. Here we turn up West Stone Cabin Valley and over to Kiln Canyon. There are three brick kilns at the end of the canyon, worth stopping and taking some picture. After the kiln's, the route get a little technical for the big bike as the road has not been improved in many year's. Ride the banks and stay out of the rut's and rocks and you will be fine. After reaching the summit, you drop into Tybo canyon here you will find two more kiln's made of rock. Totally different then the brick ones. If you want to make up some time continue down Tybo canyon to the highway and up to Sandy summit. If you choose to stay on the track log the route will continue on through the Hot Creek range and drop down Keystone Canyon for a run out to Sandy Summit. From Sandy Summit, we jump on some pretty fast roads out to Lunar Crater where the gas truck will be waiting.

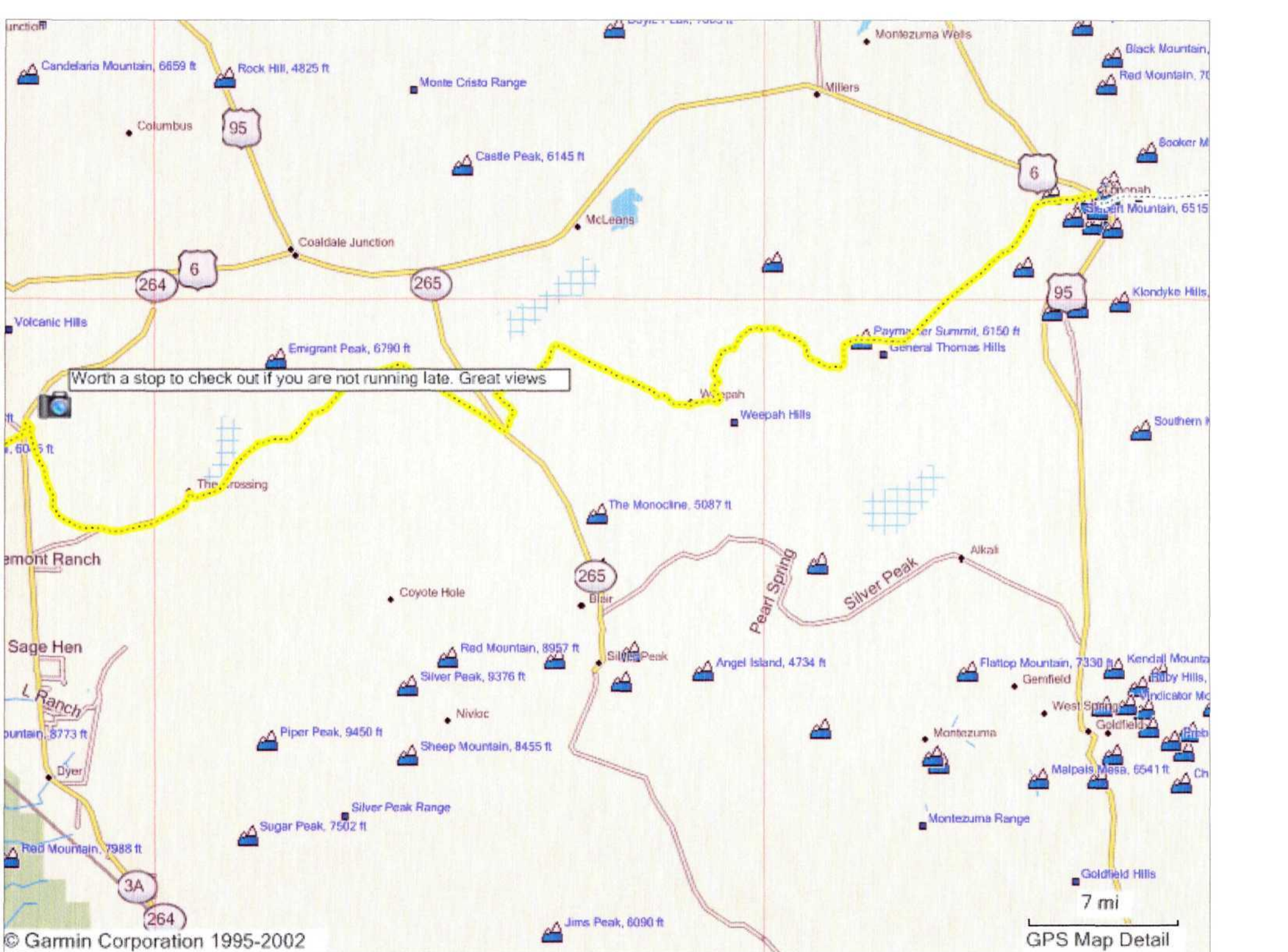
**Section 4: Lunar Crater to Ely, track 3:** From Lunar Crater we will continue out around Lunar Lake and back out to the Highway for a quick run up to Black Rock Summit. At Black Rock, we turn off and head into the Pancake range. This is a fun section of open roads, perfect for the big bikes. Not to fast but nice and flowing. After crossing the Pancake range, we stay in the foot hills on some fun two track up Sand Springs Valley. Fun riding but watch out for some wash outs. These roads have not been improved sense the winter rains. At the North End of Sand Spring we cross over the Pancake range again and into Duckwater Indian Reservation. If you are running late here (5:30), I recommend heading south on highway 379 out to highway 6 and into Ely.

Staying on the track log, I found a fun route over the Duckwater hills. You will need to pay close attention to the track logs because if you follow what you think is the road, you will come to a dead end. The old road crosses over the hills and is better defined as a horse trail in spots. Nothing hard, just pay attention to the logs. Once out of the hills we pick up a fast road up Rail Road Valley and into the White Pine Range. Pay attention after Green Springs Ranch as the track takes a fun diversion up and around some mines. The route takes us by the old site of Eberhardt before turning south on the Hamilton-Pioche Stage route and out to Ellison Station. Again there is a nice bail out here. If you want keep following the main road out to Highway 6 and into Ely. If you stay on the route, you will cross the Jakes Valley before hopping on the Highway into Ely.

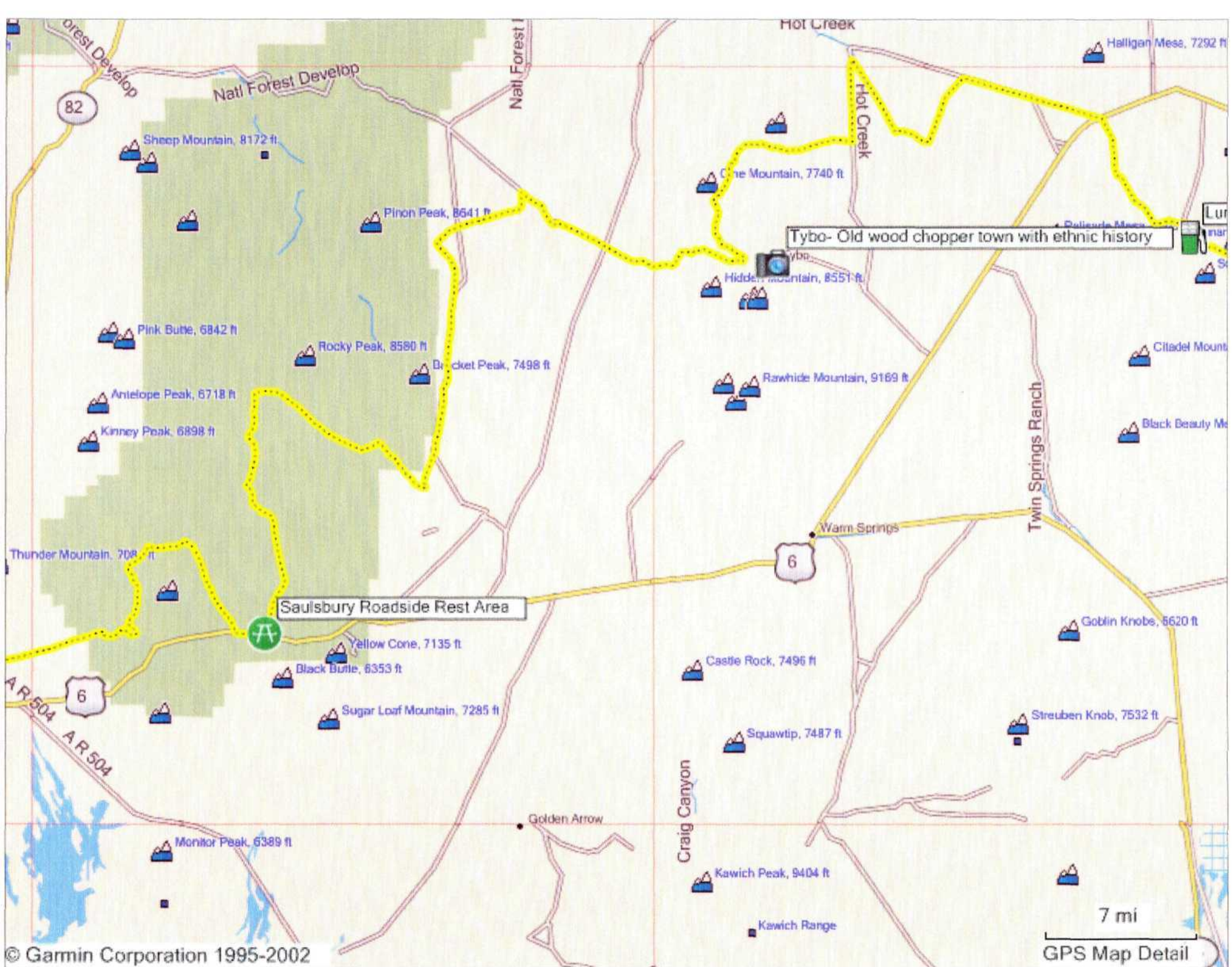








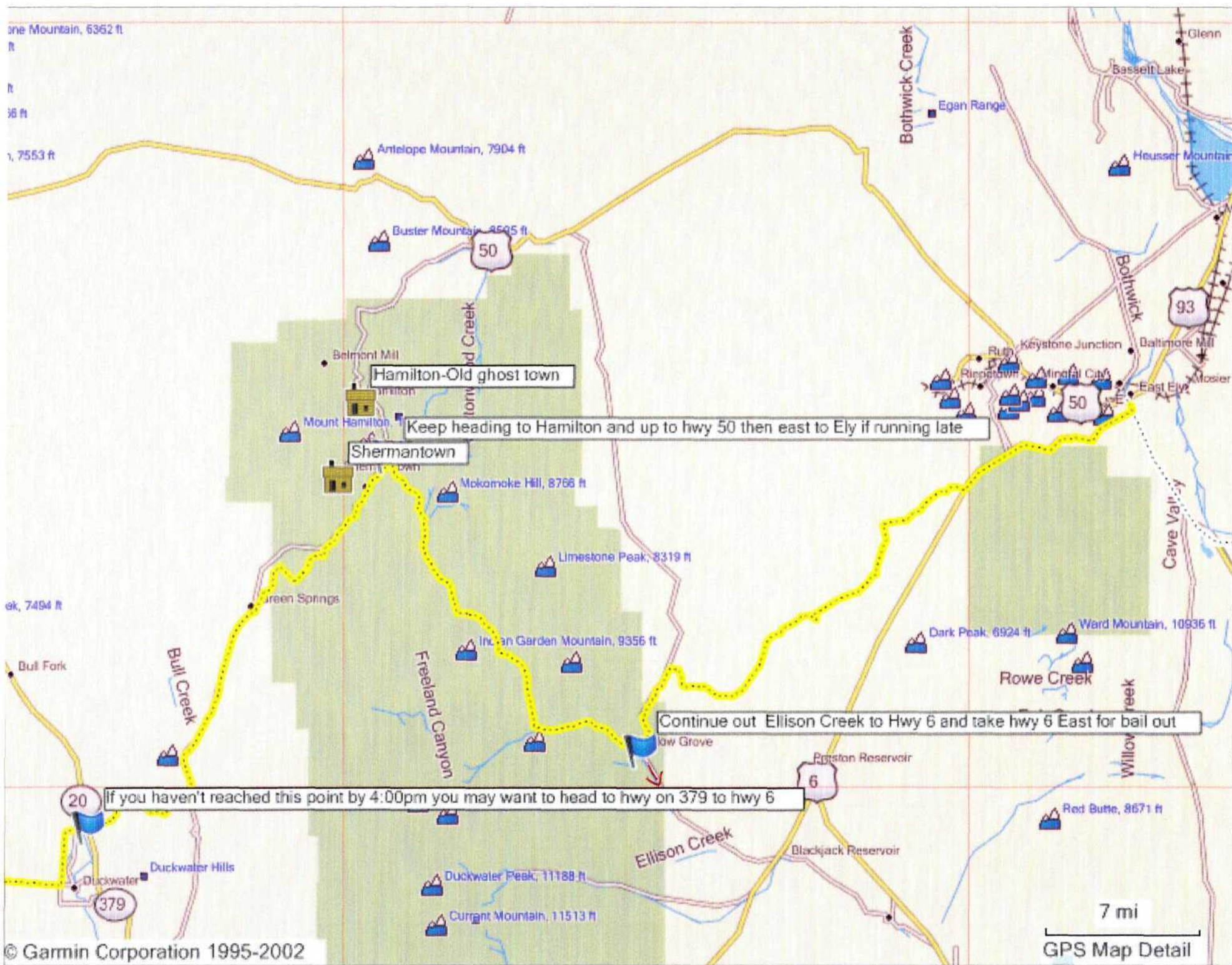












one Mountain, 6352 ft  
ft  
36 ft  
1,7553 ft

ek, 7494 ft

Bull Fork

20

If you haven't reached this point by 4:00pm you may want to head to hwy on 379 to hwy 6

379

Hamilton-Old ghost town

Keep heading to Hamilton and up to hwy 50 then east to Ely if running late

Shermantown

Continue out Ellison Creek to Hwy 6 and take hwy 6 East for bail out



## **Day 2: Ely to Twin Falls 368 Miles**

Sunrise: 5:25 am

Sunset: 8:54 pm

Gas 1: Alternate gas on highway 93; only take a gallon (tentative)

Gas 2: 182 Miles. Interstate 80: ETA 12:34

Gas 3: Alternate gas in Oakley if needed. Look for Gas station

Finish: 186 Miles Twin Falls Idaho: ETA 6:46

Track Logs: 4 and 5

**Section 1: Ely to I-80, Track log 4:** *This is a long section, conserve fuel and carry extra if you think you may need it.* This section is as new to me as it is to you. We start with a ride out of Ely to the south and up to Cave Lake State Park. Here we jump in the dirt through the Schnell Creek range on the Success Loop. In talking with the FS they said it was muddy but passable in early May. This looks to be a fairly easy start to the day so take in some of the scenery on the way. At the Duck Creek alternate way point you can choose to go out to the highway or tackle Kalamazoo pass. It is not yet known if this is clear of snow. If you choose the highway, go up to Shellbourne Station and turn right to re-join the track.

The track rejoins up at Shellbourne road (route 2) and heads north up through Spring Valley. At the end of the valley the track takes you over the Antelope Range into Antelope Valley and the Little White horse hills before crossing highway 93 north of White horse pass where we will have an alternate gas. This stop will only have a couple of gallons for you so please only take fuel if you need it.

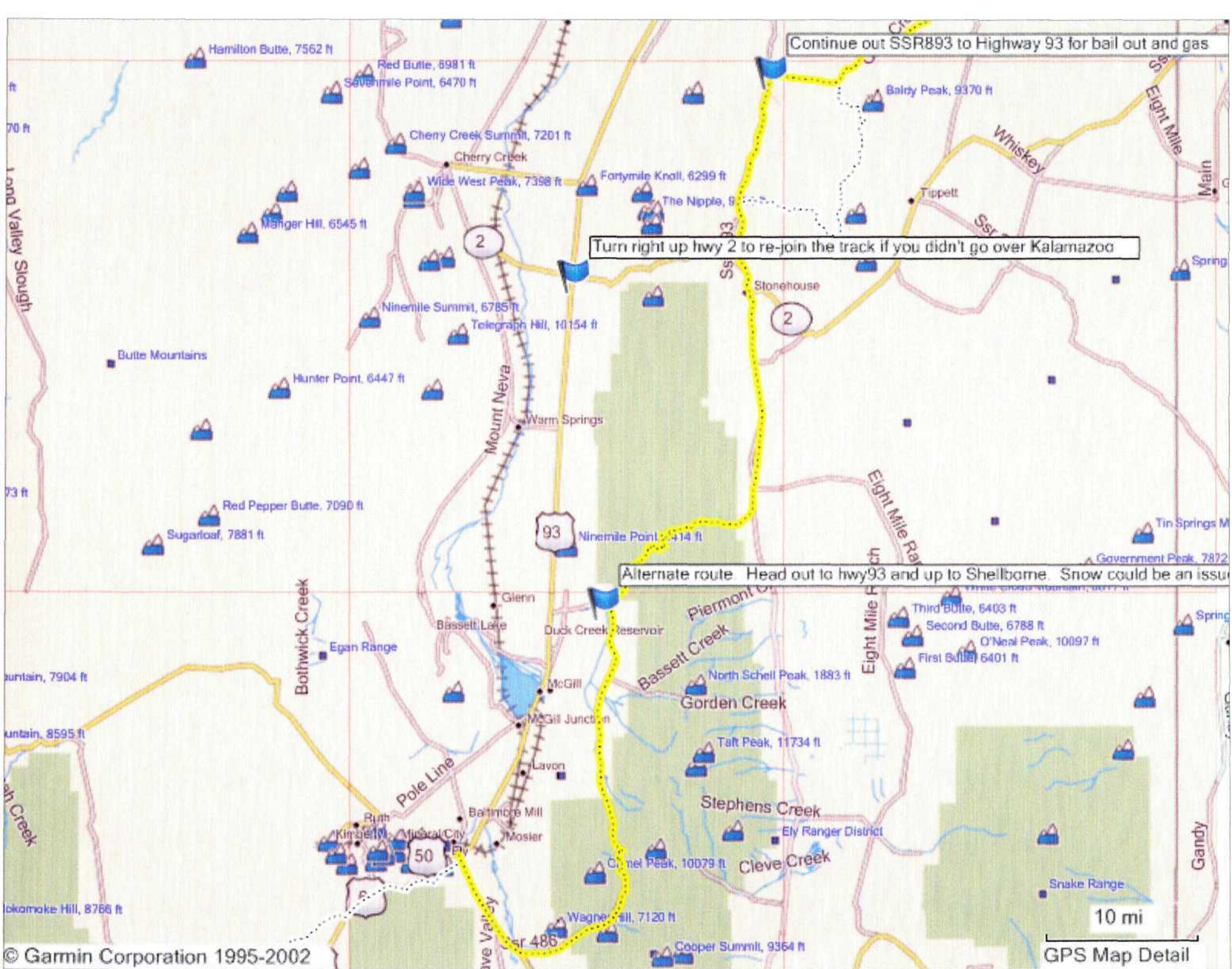
After a quick run up the valley, you head north up through the Toano Range and over Morgan Pass. This could be a tricky section as it looks to be a faint road in a couple of sections. After crossing the mountains it is a run up the Goshute Valley to Interstate 80 for a top up of fuel.

**Section 2: I-80 to Twin Falls, Track log 5:** *Another log section conserve fuel and carry an extra gallon if you think you need it.* Again this is a totally new section to me so enjoy the adventure. I did talk to a Twin Falls local that rides the area a lot and he said that all should be good through here. Caution if it is wet though, he said that it can get a little "slick" at times.

We head north off of I-80 into the Murdock Mountains and up the Toano draw and into twenty one mile draw. When you reach the end of 21 mile draw if you go left, it will take you out the California trail where you will rejoin the route up at fall creek. This route will be fast and save about 9 miles.

Stay on the track and you will go about 8 miles before turning up Granite creek past Crittenden Dam, over Signboard Pass to Dry Gulch before joining up on the California trail up to Oakley. From Oakley we will have to ride back streets all the way into Twin Falls. Meet at the Best Western in Twin Falls.

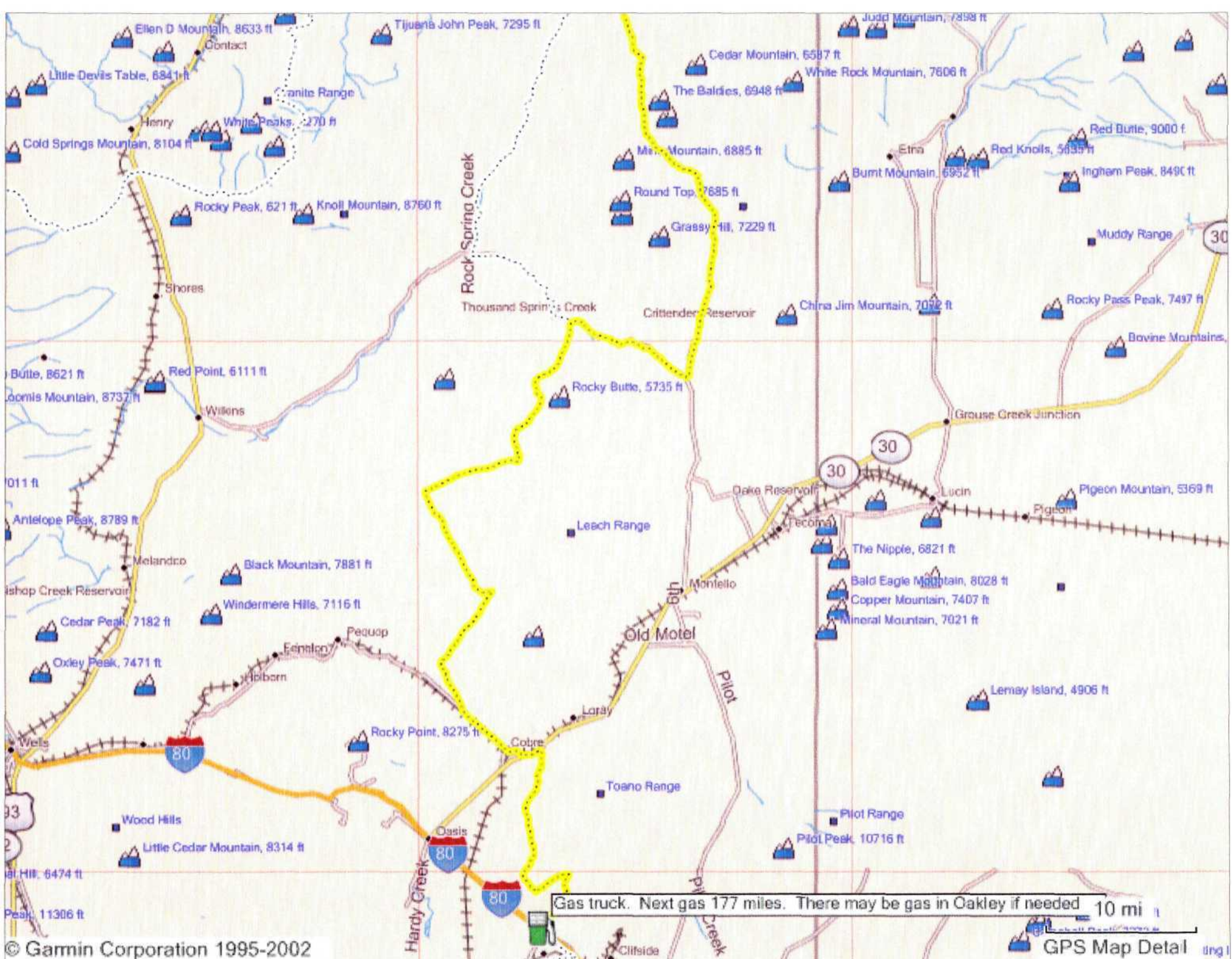




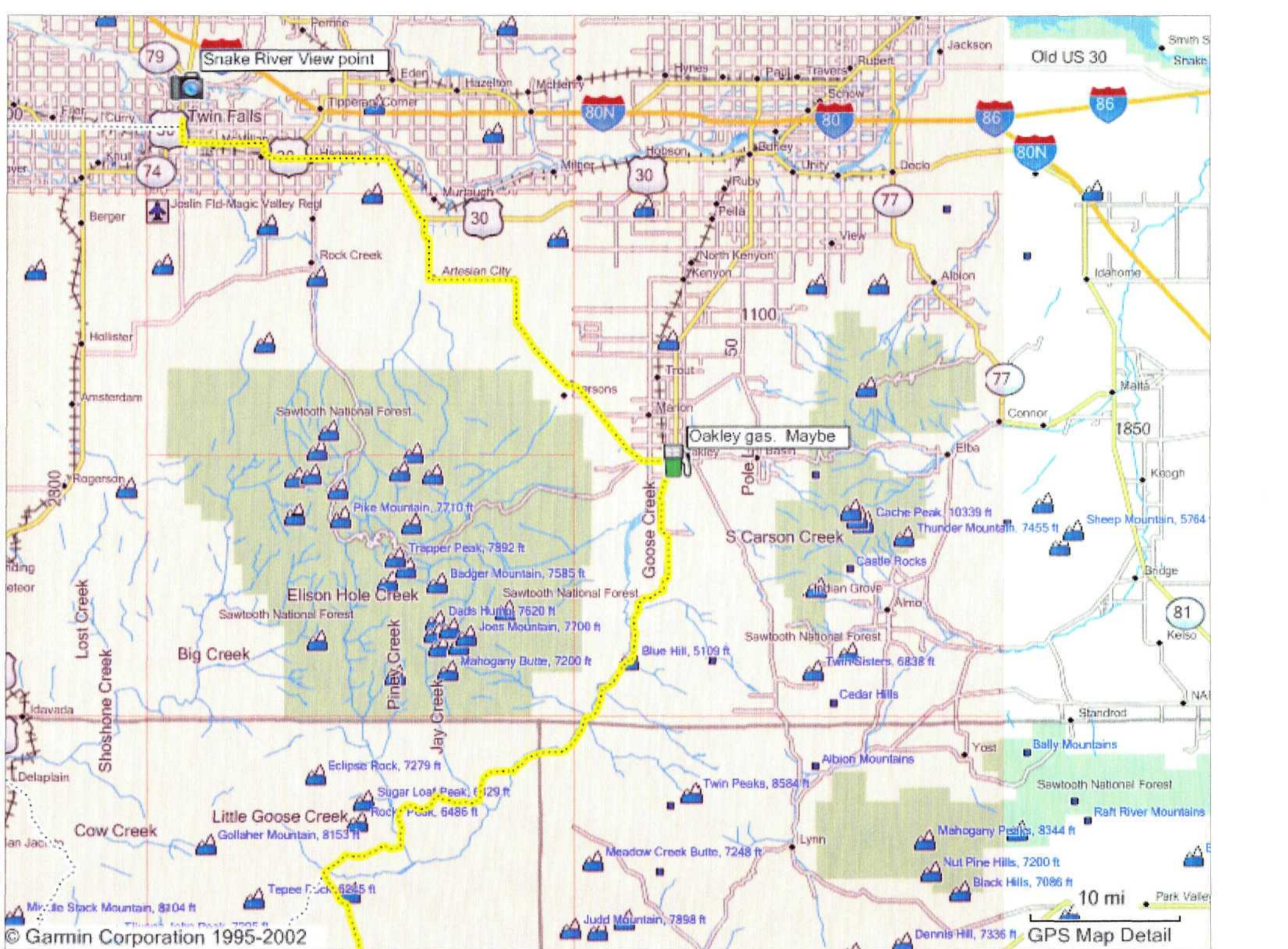












Snake River View point

Twin Falls

Oakley gas. Maybe

Elson Hole Creek

S. Carson Creek

Big Creek

Little Goose Creek



### **Day 3: Twin Fall to Austin 404 Miles**

Sunrise: 6:15 MT, 5:15 PT

Sunset: 8:00 pm PT

Gas 1: 84 Miles, Jackpot: NV, ETA 8:48

Gas 2: 157 Miles, Elko, NV: ETA 2:02

Finish: 163 Miles, Austin, NV: ETA 7:28

Tracks 7 and 8

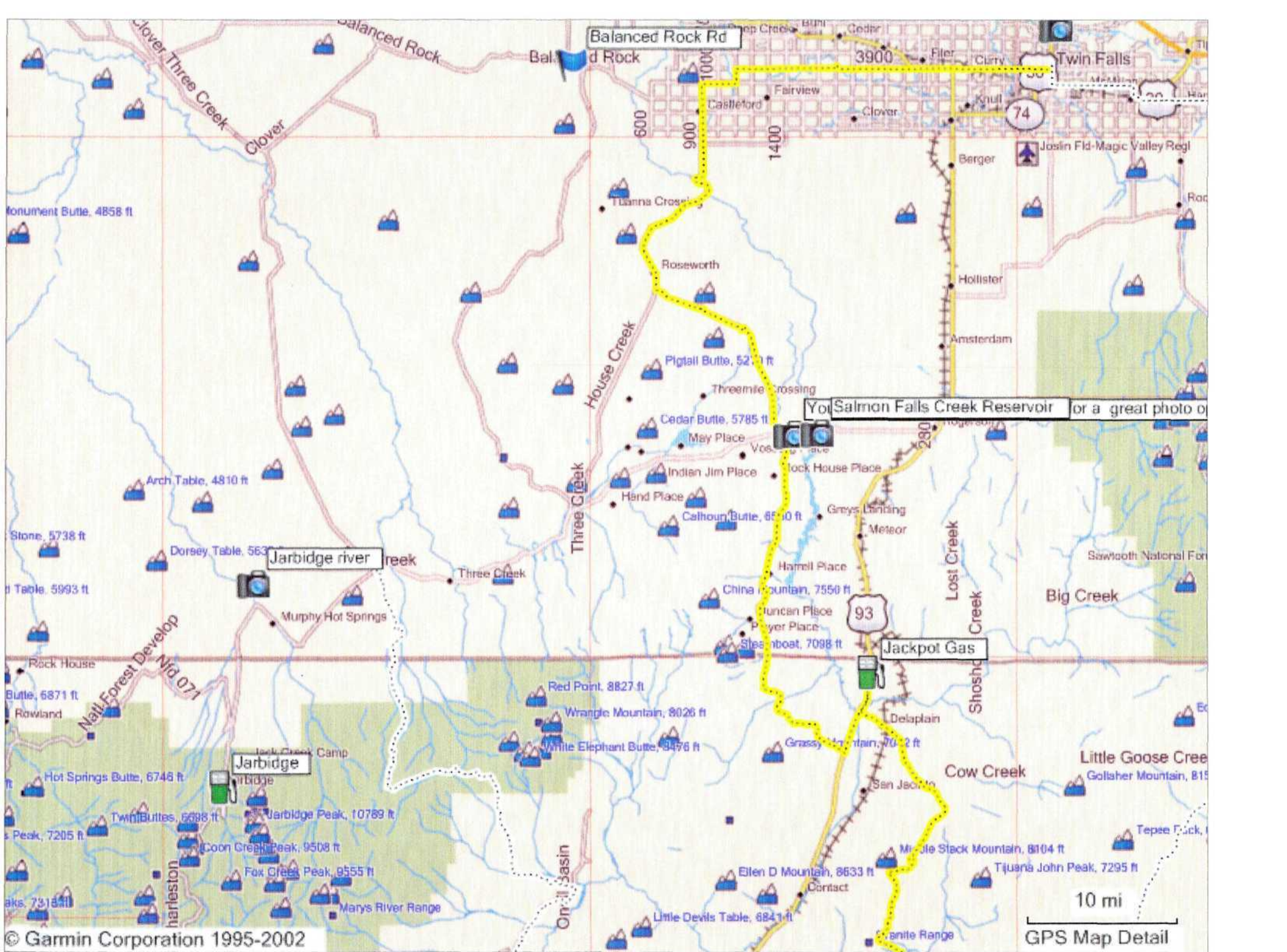
**Section 1: Twin Falls – Jackpot, Track log 7:** This is should be a pretty easy and fast section. We leave Twin Falls to the West Crossing the Salmon Falls Creek and head out and down the Bruneau Desert. We cross the Roberson road to Jarbidge and down China Creek and around Salmon Creek Falls Reservoir. Make a quick dash up to Jackpot for a top off of Fuel. If you want to sleep in and make up some time you can cruise down highway 93, 45 miles to Jackpot.

**Section 2: Jackpot – Elko, Track 7:** Leaving Jackpot there is some really fun two track that goes up through the Knoll Mountain. There are some great rock formation and awesome views. Those that went last year should remember some of this. Instead of dropping off the east side like last year, we will continue across the top and drop to the west crossing back over hwy 93 at Knoll Creek. From there we continue west to uncharted territory for me over to the O'Neil-Deeth road. From the O'Neil – Deeth road we will cut across the south end of the Jarbidge range and pick up on some of last years tracks on the West side of the Charleston road. This is a fun winding two track all the way out to I-80 and then a run into Elko for Fuel

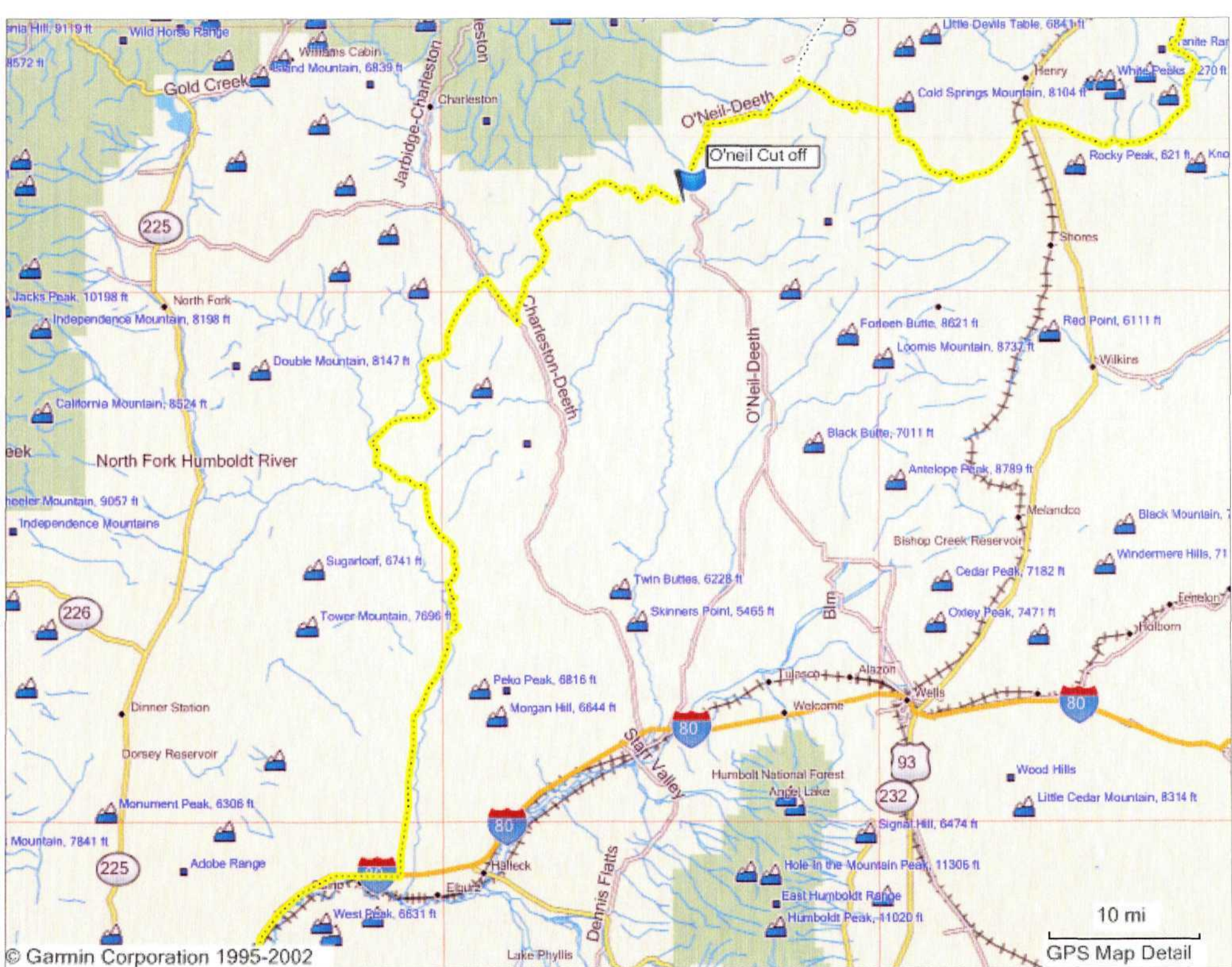
**Section 3: Elko – Austin, Track 8:** This section is a blast. We did it last year, but had to finish up in the dark riding cow trails and crossing creeks. I am looking forward to seeing in Day light. You can either ride down state route 228 to Jiggs or take the track at South Fork Reservoir and ride the California Trail – Hastings cut off up to Jiggs. From Jiggs we head over to the Red Rock summit, where we rode the cow trail last year, over into the Diamond Valley. This is fast run down the valley to Bailey Pass and state route 278.

A quick cruise down the road and we pick up the Pony Express route all the way to Austin. This is a great section with fun twisting two tracks and some challenging passes. If it is getting late when you hit highway 50 (7:00), I suggest that you ride the hwy the rest of the way in. The section through the Simpson Park range can be challenging, but a lot of fun. Your speeds will be down and you don't want to show up in Austin after 9:00 pm if you plan on catching dinner.



















**Day 4: Austin to Mammoth: 278 Miles**

Sunrise: 5:29 am

Sunset: 8:04 pm

Gas 1: 98 Miles, Middlegate, NV: ETA 8:16

Gas 2: 157 Miles, Hawthorne, NV: ETA 10:44

Finish: 105 Miles, Mammoth, CA: ETA 2:40

Tracks 9, 10, 11

**Section 1: Austin – Middlegate, Track log 9:** A fun start to the morning. We head up into the Toiyabe Range right out of Austin and down Birch Canyon before crossing back over into the Reese River Valley. If there is not too much snow, I recommend just riding the entire ridge line vs. going down Birch Canyon. The views are amazing as you traverse the tops of the ridge. We will discuss this the night before. If that is not possible, a nice ride over to Stokes Castle is in order before crossing the Reese River Valley.

Once across the Reese River Valley we pick up the old Overland Stage route over the Shoshone Range and into the Smith Creek Valley and over to the Desatoya Mountains. Careful to follow the track logs around the Smith Creek Range as this is private property and they chased me out. Hopefully the route they gave me is a good one. We cross the Desatoya's on the Overland Stage route to highway 50 and up to Middlegate through the Clan Alpine Mountains.

**Section 2: Middlegate – Hawthorne, Track 10:** Leaving Middlegate we head out across Bell Flat, across the valley to Ryan Canyon and into Hawthorne. This looks to be pretty easy going.

**Section 3: Hawthorne – Mammoth, Track 11:** From Hawthorne it is a nice ride all the way back to Mammoth. We go up the Lucky Boy Mine road Mud Springs and across the Auroa Valley on a fun two track. From there it is a nice easy ride over the Dobbie meadows road to the West end of the Adobe Valley and then up through the Glass Mountains back to Mammoth. If you are felling up to it and are on a single I would recommend the ride over Cowtrack Mountain. This was always a favorite with the adventure tours we did. Ask for details.

Overall this look to be a pretty easy day if everyone behaves. Early home so you can get on the road back to "Civilization".



