

# Places to Ride

1/5/02

One of the hardest things to do, when you are planning to visit a new place to ride, is to find out where all the good trails are and the good places to sleep and eat. It is especially difficult if you are planning a vacation far from home. This writeup may be useful if you are planning to visit northern New Mexico or Colorado. It is a collection of information that I have gathered from various sources or have written myself while riding trails in northern New Mexico and Colorado over the last 20 years or so. I used to live in Los Alamos (about 35 miles NW of Santa Fe) and Albuquerque, New Mexico. Now, I live in Salida, Colorado. I still ride trails in northern New Mexico and Colorado and I hope to be adding to this writeup in the years to come.

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Use this information as a guide only. Plan carefully before venturing into new areas. Use maps and a GPS if you are unsure of your navigational skills. If you stay on designated trails (highly recommended), you should have very few problems. I do not rate the trails for degree of difficulty. Some trails are good for beginners, and some are suitable only for highly skilled riders, but most trails mentioned are suitable for intermediate riders. Wet or snowy conditions will usually make any of the trails harder to ride. Remember this advice: you can always turn back if the trail gets too hard.

Lastly, find someone to ride with, preferably someone who's ridden the areas you're interested in riding. There are clubs that put on weekend and week-long rides (MTRA, NCTR, etc) and non-organizers who non-organize SpodeFests. Ask on rmd for anyone who's a member of such a club or when and where the next SpodeFest will be held, and if you can join their ride.

NOTE: Where "Guide recommended" is mentioned, it usually means the trails are not marked very well or the route may be long and complicated. You may find your way with a good set of notes and an eagle-eye. Where "Guide necessary" is mentioned, it usually means there are \*NO\* trail signs, and only someone who has been there can guide you there.

Note on organization: this writeup is made up of the "Places to Ride" web page and several other referenced web pages. All of the web page info is merged into logical order (Contents).

**New Mexico Winter/Desert Riding**

**Bernalillo Hill/The Dairy (near Bernalillo)** - about 50 miles of trails. Guide recommended. Drive west on SR44 from the I25/SR44 junction, across the river and up the grade to the top of Bernalillo Hill. Turn left onto the old blacktop loop then left onto a dirt road. Drive in about .25 mile and park near a trail crossing the road. Ride the trail north and westerly to get out to the riding area.

DavidG reports (6/01) - Last time we went to Bernalillo Hill, the east end of the blacktop road had a locked cable across it but you could still get in on the west end. You can't really park at the dairy anymore as they have pretty much leveled the arroyo and all the surrounding hills starting just across the pavement and going up the hill about half way to the top. Also a lot of these loops used to cross or go out onto the indian res. They did not used to mind too much but now they take it pretty serious and fence it, patrol it, and will turn you in, so need to be sure of where you are.

**Southern (Rio Rancho/Albuquerque)** - about 50 miles of trails and 2-tracks, if you can find it all. Drive west on Southern Blvd in Rio Rancho all the way till it ends in a sand parking lot past the microwave tower. Be careful of the traffic; it's heavy on the weekends.

DavidG reports (6/01) - Southern now has close to 80 miles of single track with a couple of 30-35 mile loops both to the north and south and down into and along the Rio Puerco. Use caution if you go into the Puerco; if it is wet, there are some killer patches of quicksand!

**Oh My God Course (Rio Rancho/Albuquerque)** - drive west on Rainbow Road past the cattle guard and play on the Oh My God course.

**Alcalde (near Espanola)** - about 75 miles of high-desert trails, 6,000 - 7,000' elevation. You could find your way around without a guide, but you'd probably miss a lot - guide recommended. Drive north on SR68 out of Espanola to the 8-mile paddle (small green signs that mark road mileage). Back up 50 feet and turn east, through a gate/cattle guard onto a dirt road. Follow the road east and south, through an open gate, to the parking area. The Kachina Enduro is held at Alcalde. Most trails are reasonably easy with a few more technical sections and some major sand-washes.

**Buckman (near Santa Fe)** - about 50 miles of high-desert trails, 6,000 - 7,000' elevation. You could find your way around without a guide, but you'd probably miss a lot - guide recommended. Drive north on SR85/285 out of Santa Fe about 1.5 miles to the top of the big hill and turn west onto Camino La Tierra. Drive west about 10 miles-the road changes to dirt. Pass under a power line and note the power-line road. Drive about .25 mile more and park near the corral on a big turn in the road. Ride back to the power line and turn north onto it. Ride about .25 miles north to the top of the hill-turn right onto a trail.

There are also desert riding areas south of Belen and in southern New Mexico.

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**Cedro & Otero Canyon** - A good winter trail riding area is in the Monzano Mountains east of Albuquerque at a place called Cedro (near Cedro Peak) and at nearby Otero Canyon, both located in the Sandia Ranger District of the Cibola National Forest. The Cedro area was developed by volunteer bicyclists in cooperation with the Forest Service. It's a combination bicycle/motorcycle/horseback riding area, so you should be prepared to share the trails and have a courteous attitude. There are over 60 miles of single-track trails at Cedro and about 25-30 miles at Otero Canyon. You want to avoid both areas when there's snow on the ground because the ground gets very goeey and is a real mess to ride. Usually a day or two of drying out is all that is required. Also, it gets a little dusty in the summer.

To get to the Cedro riding area, drive east on I40 from Albuquerque through Tijeras Canyon about 7 miles. Get off I40 at the 337 exit. Drive south on highway 337 about 5 miles. Look for a parking area on the east side of the highway. Park, unload, and ride. You'll be on the north west corner of the riding area.

You used to be able to get maps of the Cedro area from Two Wheel Drive, a bicycle shop on Central near the University. You can also stop in at the Ranger Station on highway 337 (near where you got off I40) and see if they have a map and directions to the area. The Ranger Station is probably closed on weekends.

DavidG reports (6/01) - Cedro Peak now has over 200 miles of trails on it although some of them are pretty gnarly and beat up. The best trails are way to the east just off of 217, but best access to these is through the residential section of Tablazon in

Tijeras Canyon. I also like to park in the lot one mile south of the ranger station on 337 for access to the lower end (gets you on your bike sooner!). The maps for this area are also available through Holman's at 6201 Jefferson NE and are \$1.00 cheaper than at Two Wheel Drive or the ranger station. They also have a great selection of USGS topographic maps.

A few miles further south on highway 337 and on the west side of the highway, is the parking area for Otero Canyon. This area was a reasonable-sized trail system until the Forest Service closed a bunch of trails. The remaining open trails are ok for a short ride. The closed trails are in a 'withdrawal area' that the military and DOE on Sandia Base used for development of weapons. The area was withdrawn from public use due to dangerous munitions that may still be in the area, so you should not ride the closed trails.

By riding Cedro and Otero Canyon, most riders keep their trail lust controlled until the Jemez opens up. Drop in at R&S Kawasaki and ask the riders there when you can ride with them. I'm sure they'd be happy to show you around. OTOH, you don't need a guide to ride. There are a few trail signs, and if you pay attention, you'll eventually get back to the parking area.

Try calling R&S Kawasaki in Albuquerque for desert info, including info about their desert racing series; 505-292-6692.

**New Mexico Summer Riding**

**Santa Fe National Forest**

The Jemez Mountains west of Santa Fe (and Los Alamos) have several riding areas. The trails are located in the Santa Fe National Forest at 8,000 - 11,000' elevation in heavy woods. The trails are tight, but otherwise not very technical. There are no dangerous sections. Most of the trails are not USFS maintained; they are maintained by the local NM riders. Most trails in the Jemez Mountains are not marked with signs. If you can find a local guide, you can learn the trails in a few rides. The primo riding in NM is in the Jemez Mountains. The riders from Alamogordo (southern NM) might disagree because of the trails near Cloudcroft, but they'd be wrong ;-)

**Los Alamos trails** - about 50 miles of trails north of town. Guide recommended. Park at Rendija Canyon, northeast of Los Alamos.

**South Jemez** - about 75 miles of single-track trails, with some dirt roads and 2-track, located south of the Valle Grande. Guide recommended as there are no trail signs to speak of. Park at Graduation Flats (FR289) - about 30 minutes from Los Alamos. Park at Dixon's Orchard (FR289), Bland Canyon (FRxxx), Ponderosa CG (FR277) - all about 1 hour from Albuquerque. A crude map and writeup are available.

**West Jemez** - about 50 miles of single-track trails, with some dirt roads and 2-track, on high mesas west of La Cueva. Guide recommended as there are no trail signs to speak of. One parking area is near La Cueva, 30 minutes from Los Alamos and about two hours from Albuquerque. Drive to La Cueva, north of Jemez Springs on SR4. Turn west onto SR126 and drive up Fenton Hill. After about 4 miles, turn left onto FR376 (dirt). Drive about 1 mile, then turn left onto FR604 (dirt). After 50 yards, turn right into the primitive campsite. A trail runs south out of the campsite and up onto the mesa.

**North Jemez** - about 100 miles of trails west and north of the Valle Grande. Guide recommended as there are no trail signs to speak of. The North Jemez is a large area and trails were discovered over a long period of time. When the area was first explored, it was referred to as the North Jemez. Later, as more trails were discovered to the west, we started referring to east and west side trails.

One parking area for accessing the east side trails is about 1.5 hours from Los Alamos. Drive to Espanola. Drive north on the Chama Highway (SRxxx) to the north edge of Espanola to the first left turn after the large gas station/car wash. Turn left onto FR144 (dirt) and drive about 17 miles to FR144A. Turn right onto FR144A and into the primitive campsite. Ride FR144A and other dirt roads through Rechuelos and into the North Jemez.

One parking area for accessing the west side trails is near La Cueva, 30 minutes from Los Alamos and about two hours from Albuquerque. Drive to La Cueva, north of Jemez Springs on SR4. Turn west onto SR126 and drive up Fenton Hill. After about 5 miles, turn right onto FR144 (dirt). Drive about 100 yards, then turn right into the primitive campsite. A trail runs northeast out of the campsite.

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**Carson National Forest**

You can ride dirt roads all over the Carson National Forest, but that soon gets boring. There is a designated ORV riding area about one hour by back road south of Taos; near Tres Ritos/Sipapu and Penasco. There are about 30 miles of rocky trails. Maps are available at Ranger Station in Penasco:

Camino Real Ranger District  
 PO Box 68  
 Penasco, NM 87553  
 505-587-2255

## Southern Colorado Summer Riding

### Rio Grande National Forest

**Chama Basin** - about 40 miles of trails. The parking area is about 10 minutes north of Chama, NM (near the border). Drive north from Chama 4-5 miles and turn left (west) at Lobo Lodge. Drive 5-6 miles into a small camp area (with toilets) right next to the Chama River. This is a nice place with excellent views and it's easy to get to. If you're going to fish, you need a CO license.

**Cumbres Pass to La Manga Pass** - The mountains north of Chama, NM are excellent for camping, scenery, and casual dirt road riding and some trail riding. Chama is about 8 miles south of the NM/CO border; the mountains are in Colorado, starting at the border. There is a campground at Trujillo Meadows Reservoir. There's a good supermarket in Chama for supplies. A narrow gauge railroad (tourist attraction) runs out of Chama.

**Del Norte** - The town is due west of Alamosa and Monte Vista. There are many trails in the area, north and south of town, as noted below.

**Del Norte south area** - about 100 miles of trails, 2-tracks, and logging roads. Parking and camping areas are about 30 minutes south of Del Norte, CO and/or South Fork, CO. Drive in on any one of the open USFS roads and camp wherever you find room.

**Del Norte north area and La Garita** - about 100 miles of trails, 2-tracks, and logging roads. The Del Norte north parking areas are about 30 minutes north of Del Norte, CO and/or South Fork, CO. Popular places to camp are north of Del Norte at Baughman Cr area (enduro camp area) and Cathedral CG although you can literally camp anywhere you can park your camper/truck.

La Garita is another access to the Del Norte north area. The turnoff for La Garita is on US285, about halfway between Saguache and Monte Vista (17 miles from either). The few cross roads in the area are lettered "A" "B" etc going north on US285 from Monte Vista and "Z" "Y" etc going south from Saguache. The turnoff for La Garita is on road "G", and there is a La Garita sign also. Drive west on road "G" about 5 miles to get to the La Garita Store, home of the best hamburgers in the San Luis Valley.

You can drive in on FR41G to get to Poso CG. From Poso CG, you have to ride a few dirt roads to get to the first trail south or east. You can also drive in on La Garita Cr road to get to La Garita Tr.

**South Fork** - SF is west of Del Norte. The trails north of South Fork (Alder Cr and Bear Cr areas) were used in the Boot Hill National Enduro on 7/15/01. You can drive up Alder Cr road for primitive camping. There is also camping north of Wagon Wheel Gap on FR600.

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 Many of the routes in the Del Norte/La Garita/South Fork area are ATV trails, but don't let that fool you. They can be very challenging. The trails on the west side by Alder Cr are all single-track. Most of the rest are ATV. The trail to Mesa Mtn from Bowers Peak is ATV then narrows to single-track through rough rocks. Embargo Cr and Cathedral Cr trails are difficult single-track trails. There is a new ATV trail that goes north over Bowers Peak (not the actual top of the mtn, to the west a little) down to roads north of the large mountains. It's a blast. Some of the trails are listed in the TrailStatus. You will also find trails that are not on the maps; the local FS District is constantly upgrading trails and renews older non-published trails now and then.

Caution: On La Garita Trail - take the bypass north around the private property (it's about a 5 mile bypass ;-)) and do NOT go through the private property gate on La Garita Cr. One private property landowner has threatened riders with a shotgun. You're plenty safe if you avoid the private property.

Whatever you do, get off of Mesa Mtn, Bowers Peak, and any other high peaks when the clouds roll in. You can ride lower elevation trails in the rain, but the high places are extremely dangerous due to lightning and total white-outs, even during July and August. We always plan the high-elevation portion of our rides for early mornings.

**San Juan National Forest**

Pagosa Springs to Durango - there are some great camping areas along the road between these two towns. Most of the riding is dirt roads with a few beginner trails. See Vallecito Lake also. Hermosa Creek north of Durango is open to riding. Durango has lots of entertainment; shopping, restaurants, narrow gauge railroad, etc.

**Central Colorado Summer Riding**

**Near Colorado Springs**

**Rampart Range** - designated trails area, about a days worth of riding. You don't need a guide, but a map helps. Rampart trails are very busy, and very whooped out.

**Woodland Park/Divide** - you can ride Woodland in a day. You don't need a guide, but a map helps. Woodland trails have a fair amount of traffic, and are getting whooped out.

**Further west**, over the front range, is the town of Salida, CO. From Salida, there is easy access to the following: Rainbow Trail, Marshall Pass trails, Pitkin Loop, Gunnison Basin trails.

**Rainbow Trail** - The Rainbow Trail is in the Sangre de Cristo mountains 10 (ten!) minutes south of Salida. The trail is 100 miles long. There are several campsites on the trail from which you can stage rides north and south. It takes about three days to ride the whole trail due to the logistics of gas and having to ride parts of the trail twice (not a hardship!). The problem is, you can't just start at one end and ride all the way to the other end, then turn around and head back. There's no gas stations, and it's hard to ride 200 miles in one day. You don't need a guide, but a map helps. You can also ride from some motels right to the trail on dirt roads that run south from Salida.

**Marshall Pass** - Southwest of Salida are Marshall Pass and Sargents, which are the starting points for several loop rides. The loops can be as short as 40 miles, all the way up to 120+ miles. Most of the loops consist of single-track trails. There's at least three days of riding here. You almost have to have a guide because of the many trails and possibilities, however a map will serve the adventurous adequately.

**Pitkin Loop** - The Pitkin Loop starts near the town of Sargents, which is about 40 miles west of Salida. The ride is one of the most spectacular in the area. You ride to the little town of Pitkin for lunch and then return. You don't need a guide, but a map helps.

**Gunnison Basin trails** - Further west are the towns of Gunnison and Crested Butte. From either of these towns you have access to the trails in the Gunnison Basin (including the famous Taylor Park area). There's at least a week's worth of riding. You don't need a guide, but a map helps. For suggested loops and riding tips, see the Taylor Park and Gunnison Basin Riding Tips section.

**Central CO Trail Loops** - For a description of a few trail loops in the Central Colorado area of Salida, Buena Vista, Taylor Park, Gunnison, and Crested Butte, see the Central CO Loops section.

**Uncompahgre Plateau** - Further west is the Uncompahgre Plateau, accessed from the north via Highway 50 near Whitewater (between Delta and Grand Junction) or from the south via Montrose. The northern trails are near the Divide Fork Campground; the southern trails are near the Iron Springs Campground. These trails are sometimes difficult to find and are difficult to ride in places. A guide would be a good idea. Maps are available from the MTRA at:  
Motorcycle Trail Riding Association  
PO Box 3033  
Montrose, CO 81402

Motorcycle Trail Riding Association  
PO Box 3204  
Grand Junction, CO 81502

**Ouray**

I usually don't like riding jeep roads, but when the sights are as good as they are around Ouray, I tough it out and ride the roads at least once every three or four years. You can actually skip almost all dirt road riding and choose to ride only trails, but you'll miss some of the very spectacular scenery. You should try to see a few of the following:

- Southeast of Ouray - Engineer Mtn, Animas Fork, Cinnamon Pass
- Southwest of Ouray - Imogene Pass, Black Bear Pass

**Northern Colorado Summer riding**

**Rand** - the small town of Rand in northern CO, north of Granby and south of Walden, is in the center of some spectacular trail riding country. Most of the trails are located south of Rand and extend east and west from Highway 125 in the Routt National Forest. The USFS now has substantial signing designating which trails are open to motorized use. Some of the trails are closed on a seasonal basis, so it's best to go when they are all open, which is generally from late June through Labor Day. For maps and specific details, contact the USFS at the Parks Ranger District.

Parks Ranger District  
Medicine Bow/Routt National Forest  
100 Main Street  
Walden, Colorado 80480  
970-723-8204

**The 2002 Calamity Pass National Enduro will probably be held in this area.**

For information on the enduro, contact Mike Troast at <mtroast@ix.netcom.com>.

**Colorado Winter Riding**

There are very few areas open to dirt biking when the snow flies over most of Colorado. Here's a short list of what I know of:  
Several front-range motocross tracks near Colorado Springs and Pueblo  
Riding area near Grand Junction  
Pawnee National Grassland (NE of Denver)  
Pueblo riding area (west of Pueblo)  
Stultz-Tanner trails (south of Canon City)  
Texas Creek (30 miles SE of Salida)  
Mosquito Range (NE of Salida)

**Maps**

Almost all the good trails in NM and CO are on US Forest Service land, with some on BLM land. Maps are available from both agencies; they usually have local offices near the forests. The US Forest Service and BLM have web sites.

I recommend the following USFS visitor maps for riding in CO:

- Rio Grande National Forest visitor map, 719-852-5941
- San Juan National Forest visitor map, 303-247-4874
- San Isabel National Forest visitor map, 719-539-3591
- Gunnison Basin Area, available at any of the above
- Medicine Bow/Routt National Forest, 970-723-8204

Maps cost \$4-6. Call the numbers, get their mailing addresses and prices, then send a check for what you want. Any of the offices may have all the maps listed.

**L&M Productions**

<<http://www.lmproductions.com>> has videos (\$20) and guide books with maps (\$15) of many trails in Colorado. While these maps are not all inclusive, nor the most detailed available, they are an excellent source of information to get you started. L&M has actually copied the US Forest Service maps and hi-lighted the trails of interest. Note that many other trails are also open in the same areas. Map and videos are provided for both motorcycle and ATV interests and there are some difference between the sets. The videos are more entertaining than informative, even though the helmet-cam does cause some bouncing of the picture. I do not have a financial interest in L&M Productions; I'm just a satisfied customer.

**L&M Productions**

2015 W Alameda Ave  
Denver, CO 80223  
303-777-4337  
(Physically located at Fay Myers Motorcycle World)

National Geographic produces the very high quality Trails Illustrated map series (\$10 ea) that show literally all the trails in a given area. They can be ordered through your local map or book store, or the National Geographic web site <<http://www.trailsillustrated.com/store/>> (under topo maps, click on state series maps). Locally, you can buy the TI maps at the bookstore in Gunnison and the USFS office and book stores in Salida. I do not have a financial interest in National Geographic; I'm just a satisfied customer.

## Places to Ride

I recommend the following Trails Illustrated maps for riding in CO:

129 Buena Vista, Collegiate Peaks  
130 Salida, St Elmo, Shavano Peak  
131 Crested Butte, Pearl Pass  
132 Gunnison, Pitkin  
139 La Garita, Cochetopa Hills  
142 South San Juan, Del Norte

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USGS 7.5 minute topographic quads are available at the bookstore in Gunnison and at the Trailhead store in Buena Vista. They are also available in Salida at the USFS office, Stroud Realty & Maps, and Adventure Media store.

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The most detailed of all the foregoing maps are USGS 7.5 minute topographic quads. These topos will not show you anything more recent than the USGS survey for a given area. Some surveys date from the 60s and 70s, although there are newer surveys, too. So newer trails are usually not shown on the USGS topos. Their chief advantage is that they show terrain elevation and topography. The Trails Illustrated maps are updated often, and none are older than the mid 80s. The maps are easier to use in the field and provide all the detail you need to find your way around. The USFS maps are fairly recent also, but do not have the detail of the TI maps, although they show larger areas.

I use a Garmin 12XL and an Etrex Summit to log trails and to explore with. But when I'm just riding, I only carry my Trails Illustrated maps and USFS maps. They provide everything I need. None of the GPS units has a large enough display to show you adequate details within the bigger picture. The GPS units are great for logging trails and making maps and tracking down locations, but none of the riders I know actually use them to follow trails. Most trails are marked with signs and the tread is easily visible on the ground. Once you find a trail or road using a map, you usually don't need to check the map again until the end of the trail or road.

For some GPS info showing waypoints and track logs for some trails, trailheads, and interesting locations, see the GPS Info section.

## Registration - New Mexico

Residents of New Mexico must title and register motorcycles. Street legal bikes get a street license plate; non-street legal bikes get an identical looking off-highway license plate, and the number has an OH prefix. Number plates must be affixed to the motorcycle on or near the rear fender. Non-residents must have the proper titling/registration that their state requires.

You can ride all the trails and most dirt roads legally. A few major dirt roads require street-legal licensing, but you can avoid those easily. Most towns require street-legal licensing.

Carry your driver's license and bike registration/OHV permit or whatever your state uses.

## Registration - Colorado

Residents of Colorado must register their off-road vehicles and attach a sticker to their vehicle. Non-residents must have the proper titling/registration that their state requires.

You can ride all the trails and most dirt roads legally. A few major dirt roads require street-legal licensing, but you can avoid those easily. Most towns require street-legal licensing (avoid Lake City), but there are a few notable exceptions. Pitkin is posted with a reduced speed limit for ORVs. The very tiny burgs of Taylor Park, Sargents, and Whitepine are open to ORVs. You can ride non street-legal bikes in Gunnison, Almont, Crested Butte, Villa Grove, Del Norte, South Fork, Creede, Ridgeway, Silverton, and Ouray if you are discreet and stay off the main drag. I've also seen guys ride in Salida and Buena Vista. I've even heard about guys riding from their garages out of Aspen!

The Colorado 500 and 600, the Rocky Mountain 300, and several other large organized rides travel through many of these towns during the summer. Most of the towns welcome tourists, including off-road bikers, so act accordingly. Install a spark arrestor and don't call attention to yourself; no wheelies, burnouts, or donuts in town!

Carry your driver's license and bike registration/OHV permit or whatever your state uses.

### High Altitude Health Considerations

Most of the trails and areas I've mentioned are at 6,000' to 13,000' elevation. If you're coming from lower elevations, take it easy the first day or two. If you start to have headaches, you're probably overdoing it. I found the following info on "rec.backcountry" in Oct, 2001.

From: Review Articles High Altitude Illness, Peter Hackett, MD and Robert C. Roach, Ph.D. New England Journal of Medicine, July 12, 2001

Highlights: 1991 Colorado study: acute mountain sickness (AMS) in 22% @ 7000-9000ft; 42% @ 10,000ft. Risk factors include previous bouts of AMS, residence below 2800ft, exertion, and preexisting cardiopulmonary conditions. Persons over 50 years of age are somewhat less susceptible to AMS whereas children are about as susceptible as adults. Women are less susceptible than men to HAPE (High Altitude Pulmonary Edema) but equally prone to AMS.

Physical fitness is not protective against high-altitude sickness. Genetic factors and the environment probably explain varying individual susceptibilities. Descent of only 1500 to 3000ft usually leads to resolution of AMS (HACE--high altitude cerebral edema--may require greater descent).

New evidence suggests that ALL people have swelling of the brain at high altitudes. One hypothesis is that those with a higher cerebrospinal fluid volume to brain volume experience AMS less often, since they have more skull space with which to accommodate brain swelling.

400mg to 600mg of ibuprofen decreased or resolved high-altitude headache.

Gradual ascent is still the best strategy for AMS avoidance.

In two controlled trials, Ginkgo biloba (80mg-120mg orally twice daily) prevented AMS during a gradual ascent to 15,000ft and was 50% effective in an abrupt ascent to 12,500ft. Prophylactic aspirin (325mg every four hours totaling three doses) reduced the incidence of headache from 50% to 7%.

The notion that over-hydration prevents AMS has no scientific basis. (!)

PETER HACKETT, MD:

Associate Professor, University of Washington School of Medicine;  
Director, Denali Altitude Research Project;  
Medical Control, Denali National Park  
Mountaineering Rangers;  
Emergency Medicine, Grand Junction, Colorado.

### Silencers & Spark Arrestors

All off-road riding, on either BLM or USFS land, requires that motorcycles be equipped with silencers and USDA approved spark arrestors. Stock XR's, KDX's, WR's, and others have such equipment; stock CR's, KX's, YZ's, RM's, etc do not. You can buy after-market spark arrestors that are legal. Here's an interesting page showing what the NCTR found out about noisy silencers <<http://cohvco.org/pictures/SoundCheck/>>.

### Jetting

Jetting for high altitude - for elevations over 8,000 feet, most jetting charts show 92-95% of sea level jetting. For example, if you use a 200 main jet at sea level, then try a 185-190. Also, drop the needle one position (raise the clip) and go down one size on the pilot if the low end blubbers. If your bike is already jetted for higher than sea level, then you may only need to adjust the needle clip and/or the pilot air screw. These are starting points-adjust as necessary. You may notice some power loss, but that shouldn't actually be a problem.

If you rejet at your lower elevation, your bike will run lean there and should not be ridden extensively. A 10 minute test session should not cause problems. But you should rejet at your elevation, anyway. If you wait to rejet until you get to CO, you may break something in the carb while you are working on the innards, and replacement parts may be difficult or impossible to find. Riders who are experienced at jetting and working on carbs usually don't bother with pre-jetting, and do it 'on-the-spot.' I don't advise this for less experienced riders.

### Riding Gear

It rains in Colorado in the summer, sometimes a lot. I wear an MSR Wind Stopper jersey and Cabela's Gore-Tex hunting pants for most rides. If it's cold, I layer underneath with differing weights

## Places to Ride

of polypro underwear, depending on the temps. I always carry an MSR Gore-Tex Pak Jak and Cold-Pro gloves on my bike for when it rains or gets very cold. As a minimum, you might consider just using the Pak Jak and some light-duty plastic-coated pants. I also use Gore-Tex booties inside my boots, available from Cabela's (800-237-4444) and REI (800-426-4840); get them large enough to fit over your riding socks.

Carry water; backpack hydration systems are popular in the woods.

For food, some riders like Power Bars; I pack fried chicken and cheese or a sandwich for all-day rides.

Also, don't forget tools, a spare tube, and a first aid kit.

## Motorcycle Shops

There are many motorcycle shops in the front range cities of Denver (and suburbs), Colorado Springs, and Pueblo, but once you get into the mountains, they become harder to find.

Salida - High Country Connection (Kawasaki) - 719-539-6168 and Advantage Motorsports (parts and used bikes) - 719-539-6923

Buena Vista - Tomken (Yamaha) - 719-395-2526

Gunnison - Sun Sports (Yamaha, KTM) - 970-641-0883

Montrose - several

Grand Junction - several

There are many shops in Albuquerque and several in Santa Fe and Taos, but they are otherwise scarce in northern NM.

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Revised January 2002. If you find any errors, let me know and I'll fix 'em. If you have any additional information, let me know and I'll try to include it herein.

## Places to Eat and Sleep

### New Mexico Eating & Sleeping

**Los Alamos** - there are several motels and B&Bs in Los Alamos and nearby White Rock. There are 6-10 restaurants, all in Los Alamos.

**La Cueva/Jemez Springs** - there is one motel in La Cueva, the xxxxxxx. A single restaurant is next door. There are several restaurants and a bar in Jemez Springs.

**Santa Fe** - there are restaurants, cafes, motels, lodges, and B&Bs too numerous to mention.

**Espanola** - several restaurants and motels.

**Abiquiui** - one motel with restaurant; quite nice. (get nameXXX)

**Chama** - several of each; restaurants, cafes, motels, and lodges.

### Colorado Eating Establishments

**Killer restaurants in Salida** - In order of best to worst:

Outstanding

Grimo's Italian Restorante (Poncha Springs)  
Windmill (US50)  
Antero Grill (US285 north of Salida, temp closed)  
First Street Cafe (downtown Salida)  
Fiesta Mexicana (US50)

Good

Spaghetti Western (downtown Salida)  
Mama D's (sandwiches only, downtown Salida)  
Il Vicino (pizza & micro-brewery, downtown Salida)  
Country Bounty (good bkfst, US50)  
Subway (US50)

Merely acceptable

E.T.'s Landing (US50)  
Patio Pancake (bkfst, lunch, US50)  
Laughing Ladies (downtown Salida)  
La Fontera (downtown Salida)  
Union Grill (downtown Salida)  
Moonlight Pizza (pizza only, downtown Salida)  
Cornucopia Bakery & Cafe (downtown Salida)  
Homestead Cafe (US50/US285)  
Safeway Deli (downtown Salida)  
McDonalds (US50)  
KFC (US50)  
Burger King (US50)

**Buena Vista Restaurants** - Casa del Sol, Buffalo Bar & Grill, Evergreen Cafe, Gunsmoke Cafe, Bongo Billy's coffee shop, City Market Deli, Coyote Cantina (Johnson Village), Princeton Hot Springs Restaurant (southwest of Buena Vista).

**Gunnison Eateries** - Palisades, Spaghetti Joe's, Mexican Place, Cattleman's, Safeway Deli, breakfast places, ????

**Crested Butte Gustatory Experiences** - too numerous to mention.

**Sargents, Almont, Taylor Park & Tincup joints** - Dotty's in Sargents (B,L,D,bar); xxxxxx in Almont; Gold Cup Cafe at Taylor Park Trading Post (B,L,D); Frenchy's in Tincup (B,L,early D).

**La Garita** - La Garita Store has the best hamburgers in the San Luis Valley. Their breakfast is pretty darn good, too.

**Monte Vista, Del Norte, South Fork** - look these up. McDonalds, Burger King, Burger Shack, etc.....

### Colorado Lodging

**Salida** - there are many motels and B&Bs in and close-by Salida. The only motel I recommend is the Super 8 because so many motorcyclists stay there and it used to be owned by Uncle Buck, a colorful rider and resident of Salida. One advantage is that you get to eat at all the fine places in Salida for breakfast and dinner. The hot pool at the motel and the public one across the street are frequented in the early evening by young, scantily-clad ladies from far away exotic locales (Nebraska, Arkansas ;-)

**Poncha Springs** - although Poncha Springs is only five miles from Salida, the town has a few motels and B&Bs and Grimo's restaurant.

**Buena Vista** - there are some motels and B&Bs in and close-by Buena Vista. It's not a bad place to stay, but it's a little far to drive out each day, and you'll end up going over Cottonwood Pass or through St Elmo each day. For access to Taylor Park, you might want to consider driving over to Gunnison and staying in town or camping north of there at Spring Creek Reservoir.

**Garfield** - the Monarch Mountain Lodge is near Monarch Pass and is a popular place to stay, although a little isolated. The lodge has it's own restaurant (also open to the public). If your bike is street legal, you can ride from the lodge to several nearby trailheads (Crest Tr, North Fooses) and access to USFS dirt roads is also convenient.

**Pitkin** - there are several very nice B&Bs in Pitkin. One of them (??) serves meals to guests; otherwise dining opportunities are very limited.

**Gunnison** - there are some motels and B&Bs in and close-by Gunnison. The only motel I recommend is the Super 8 because I've stayed there and it's nice. There are not as many places to eat as Salida, and it's a longer drive to the Sargents area than from Salida, but then, you have easy access to other places to ride north of Gunnison. And long-legged coeds will be heading back to WSU all summer long (well the dumb ones will be going back that early ;-)

**Almont** - get names (Hormel's? etc)

**Spring Creek Reservoir** - You can get to Spring Creek Reservoir by driving from Buena Vista over Cottonwood Pass and then about 25 miles of dirt road or by driving north out of Gunnison.

Spring Creek Reservoir is the center of the Gunnison Basin and Taylor Park trail riding area. It is the absolute best place to ride out of. Second best would be riding out of Almont or Gunnison.

**Taylor Park** - see lodging and camping info in the COSF01 FAQ <<http://rickramsey.net/COSF01.htm>>.

**Crested Butte** - there are many motels, lodges, guest houses, and B&Bs in Crested Butte and Mount Crested Butte (they are three miles apart). The number of tourist shops, art galleries, restaurants, and other interesting shops is quite large and will keep you and any family members you bring along thoroughly entertained. Access to riding is excellent. The Colorado 500 and Rock Mtn 300 guys stay here in late summer.

**Monte Vista, Del Norte, South Fork** - there are several motels in each town of Monte Vista, Del Norte, and South Fork. Nothing fancy.

Revised January 2002.

### COSF01 FAQ - Last update 8/25/01 (Rick Ramsey, minion)

Colorado SpodeFest 2001

Dates: September 7-9, 2001. There will probably be groups riding either side of this weekend as well.

Location: Taylor Park, Colorado (See "How to get to Taylor Park Trading Post" below)

Non-organizer: Jeff Deeney

**Camp Central** will be at the Taylor Park Trading Post (overlooking Taylor Park Reservoir). They have a store, gas station, cabins, and a cafe. To reserve a cabin, call or write:

Taylor Park Trading Post  
23044 County Road 742  
Almont, CO 81210-9704  
970-641-2555

As of early June, there were only 3 of 33 cabins remaining. Get your reservations in now if you want a cabin. They require a one night deposit. They told me they would refund the deposit if you gave them sufficient cancellation notice (a couple of weeks). All cabins have electricity, full kitchen, and showers. Costs are:  
\$58 -Single room cabin, 2 double beds  
\$68 -Single room cabin, 3 double beds  
\$72 -Two room cabin, 2 double beds

There is some tent camping allowed around the cabins. The fee is \$7/night. They will often let motorhomes park near a cabin for a couple of nights (for a fee).

If the Trading Post is full and you would like a cabin or site with hook-ups, try Holt's. They are 2 miles east of the Trading Post.

Holt's Guest Ranch  
1711 CR 55  
Almont, CO 81210  
970-641-2733

16 cabins ranging in price from \$43/night to \$75/night. Each cabin has a gas cooking stove, fridge, dishes and flatware, pots and pans, linens (towels, sheets, pillows, etc)

15 cabins have toilets, 1 cabin does not  
8 cabins have showers, 8 cabins do not (Central Shower House provided)

Extra roll-away bed \$6/night

Extra person with own sleeping bag \$4/night

Trailers and RVs - full hookups - \$17/night for 2 persons, \$5/night for each additional person

### Campgrounds

There are several USFS campgrounds in the area. Campgrounds can be reserved at <<http://www.reserveusa.com>>. Nearby USFS campgrounds include:

- Dinner Station (about 7 miles north on gravel road) The last night the campground will be open is 9/9. Reservations are not available after 9/5.
- River's End (about 3 miles northwest on paved road).
- Lakeview (about 2 miles southwest on paved road) Upper loop (hookups) is closed for renovation; lower loop (no hookups) is open: first-come, first served.

### Primitive Campsites

There are several primitive campsites if you want to camp amidst the trees. One such is about six miles east of the Trading Post on FR765; turn left off of the main road and follow a 2-track to a meadow. If you reach the 20 mile green and white paddle, you've gone .2 miles past the turnoff.

### Maps

Trails Illustrated has excellent maps of the area. I would suggest the following maps:

131 - Crested Butte/Pearl Pass  
132 - Gunnison/Pitkin

TI maps can be ordered through your local map or book store, or on-line at:

<<http://www.trailsillustrated.com/store/>>  
(under topo maps, click on state series maps).

### Motorcycle parts

Bring what you need. The nearest motorcycle parts are in Gunnison, 1.5 hours away.

### Jetting

Pearl Pass - 12,725 (highest)  
Taylor Pass - 11,928  
Taylor Park Reservoir - 9,300  
Almont - 8,000 (lowest)

Most trails are in the mountains surrounding the reservoir. Jetting for 10,000' at 70 degrees would be a good starting point.

### Difficulty of trails

The single track trails in Taylor Park should be considered intermediate to advanced.

## Places to Ride - COSF01 FAQ

There are also a lot of 4WD roads through Taylor Park. Most of them would be suitable for beginner riders or dual-sport riding.

(CR = County Road, FR=Forest Road)

### Legality of bikes

It's an advantage to have a licensed bike, but not required. If you limit your road riding to the Taylor Park area, it's usually not a problem. There will be one long ride with a gas stop in Almont where licensed bikes are recommended. Riding into Crested Butte for lunch also requires a licensed bike.

Colorado riders should have either a license plate or OHV sticker. Out of state stickers are honored in Colorado. If you don't have either, plan on picking up a sticker in Colorado.

### Ride Schedule

The ride leaders will determine the routes for each day. Jeff will post the next day's ride agenda on the door to cabin #13 (at the Trading Post) the previous evening. The ride agenda will include a meeting place and time for each ride. The meeting place for some rides may be at a location other than the Trading Post.

Feel free to organize your own daily ride. If you use the Trails Illustrated and/or USFS maps and consider the loop suggestions <<http://rickramsey.net/COSF01L.htm>>, you'll be able to put together a reasonable loop that will suit your preferences. The trails are not hard to find (most are signed), and navigation is straightforward.

### How to get to Taylor Park Trading Post (corrected 8/25/01)

Go to Buena Vista, CO

- Drive west on CR 306 over Cottonwood Pass and down to Taylor Park Reservoir. (CR 306 becomes FR 209 at Cottonwood Pass)
- Turn left onto FR 742 and drive to FR 765.
- Turn left onto FR 765 and drive to Taylor Park Trading Post.

Go to Gunnison, CO

- Drive northeast on CR 135 to Almont.
- Turn right at the main intersection in Almont onto FR 742.
- Drive northeast on FR 742 to FR 765.
- Turn right onto FR 765 and drive to Taylor Park Trading Post.

## Places to Ride - Taylor Park Loops

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### Taylor Park Loops AKA COSF01 Loops (corrected 8/8/01)

Here are some suggested loops that have proven popular over the years. If you get some maps, you can plan your own custom loop.

Lazy Boy Tour - about 40 miles.  
Gunnison Spur - about 35 miles.  
High Country Tour - about 90 miles.  
Fossil Ridge Loops - about 50 and 70 miles.  
Timberline Loops - about 45 and 60 miles.  
DualSport Grand Tour - about 100-150 miles.

Intermediate - a little harder than  
Froggy/Germania  
Expert - you'd better have enjoyed Big Smoky ;-)

All mileages are estimates. The only gas in the area is at Pitkin, Almont, and Taylor Park Trading Post.

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**Lazy Boy Tour** - about 40 miles. Intermediate.  
Dirt roads and a few trails.  
Dirt road to Tincup  
Breakfast at Frenchy's  
Napolean Pass or Cumberland Pass  
Dirt road to Pitkin  
Paved road to Ohio City  
Dirt road and Willow Cr Tr to Fossil Ridge Tr  
Fossil Ridge Tr  
Gold Creek  
Cameron Cr Tr  
Dirt road to Taylor Park Trading Post

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**Gunnison Spur** - about 35 miles. Intermediate.  
There is one tough river crossing.  
Dirt road to Gunnison Spur  
Gunnison Spur to Matchless Mtn  
Matchless Mtn to Taylor River  
Cross Taylor River  
Dirt road to Taylor Park Trading Post

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**High Country Tour** - about 90 miles, scenic and challenging. Intermediate. There are some technical sections on side hills (but not like Idaho ;-)) and some rocky sections.  
Dirt roads to Taylor Pass area  
Trail to Taylor Pass  
Trail to Crystal Peak  
Brush Cr Tr  
Block&Tackle W  
DoubleTop  
Block&Tackle E  
Cement Creek Rd  
Grassy Tr  
Flag Creek  
Bear Cr  
Deadman Gulch Tr  
Deadman Tr, upper

Rosebud Gulch  
Deadman Rd  
Dirt road to Gunnison Spur  
Gunnison Spur  
Dirt road to Taylor Park Trading Post

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**Fossil Ridge Loop 1** - about 50 miles.  
Intermediate. There are technical sections on sidehills and a few difficult rocky sections.  
Dirt road to Gunnison Spur  
Gunnison Spur  
Dirt road to Fossil Ridge trailhead  
Fossil Ridge Tr  
Gold Creek  
Cameron Creek Tr  
Dirt road to Taylor Park Trading Post

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**Fossil Ridge Loop 2** - about 70 miles.  
Intermediate. There are technical sections on sidehills and a few difficult rocky sections.  
Dirt road to Gunnison Spur  
Gunnison Spur  
Dirt road to Fossil Ridge trailhead  
Fossil Ridge Tr  
Gold Creek  
Fairview turnoff  
Dirt road to Pitkin  
Dirt road to Napolean Pass  
Napolean Pass  
Dirt road to Tincup  
Dirt road to Taylor Park Trading Post

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**Timberline Loop 1** - about 45 miles. Expert.  
There are many technical rocky sections.  
Dirt road east to trailhead  
Timberline Tr north to Cottonwood Pass Rd  
Timberline Tr north to end  
Dirt road to Taylor Park Trading Post

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**Timberline Loop 2** - about 60 miles. Expert.  
There are many technical rocky sections.  
Dirt road east to trailhead  
Timberline Tr north to Cottonwood Pass Rd  
Timberline Tr north to end  
Taylor River Rd  
Dorchester Tr  
Italian Cr Rd  
Star Tr  
Dirt road to Gunnison Spur  
Gunnison Spur, north end  
Dirt roads to Taylor Park Trading Post

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**DualSport Grand Tour** - about 100-150 miles.  
Mostly dirt roads and some very easy trail sections with dual sport emphasis. Visit Tincup, Pitkin, Almont, Crested Butte, and Aspen(?). The route will be decided each day by participants and the ride leader.

## Places to Ride - Pitkin Loop

# The Pitkin Loop

The Pitkin Loop starts near Sargents and goes to the little town of Pitkin and back. It's a fun loop, with a few technical sections. For comparison, I consider the Star Trail near Taylor Park to be very difficult; the Pitkin Loop is not nearly that hard. There are only several places that are difficult: Horseshoe Trail has a few steep sections and can be difficult if it's raining because you cross the creek uphill several times; South Quartz can be very difficult if it's a wet year. You have alternates for both of these that are easier. Otherwise, the loop is pretty good riding, in fact, it's one of my favorites in Colorado.

Park at Daly Gulch in the hiway department yard on the north side of Hiway 50, about one mile east of Sargents. If the creek at the north edge of the parking area is too deep, go around by riding along Hiway 50 and cross a wooden bridge. Ride up a 2-track, through a metal-pipe gate, bearing right in a big open meadow, through a barb-wire gate, and uphill. At the gate and t-intersection, turn left (west) and follow the curve back around to the east. Ride a 2-track that becomes the Quakey Mountain Tr to Black Sage Pass. At Black Sage Pass, you have two choices:

1) ride east to White Pine Road (aka Tomichi Pass Road), then north to a trail near the Snowblind campground. Turn left onto the trail and ride over the hill and down to Canyon Cr Tr. Turn right onto Canyon Cr Tr and ride to Horseshoe Tr junction;

2) ride north and west on dirt roads towards the Waunita Hot Springs; at the intersection with the signs, turn right. Bear left along the fence line and ride to the turn off for Waunita Tr, which you follow to the same Horseshoe Tr junction.

At Horseshoe Tr junction, you have four choices:

1) ride up Horseshoe Tr (a few difficult uphill stretches), over several high peaks (Stella Mountain and Granite Mountain, no problem, just follow the trail), to descend a switchback trail (loose and a few rocks) just south of Tomichi Pass. Ride north over the pass and follow the road to Pitkin, (when you get down to the level part of the road and see the old railroad bed below, ride it for an alternate to the dirt road);

2) turn left and ride to the horse camp, turn right at the horse camp and ride up Canyon Cr Tr (easier than Horseshoe, except for the mud holes with slimy rocks), to the Bowl, then ride the trail

that climbs out southeast to the highest peaks and on to Tomichi Pass etc as described above.

3) turn left and ride to the horse camp, turn right at the horse camp and ride up Canyon Cr Tr to the Bowl, then climb straight uphill east out of the bowl and descend steeply to South Quartz Cr. Follow South Quartz Cr Tr west to the Pitkin Road. Turn left and ride to Pitkin.

4) turn left and ride to the horse camp, turn left onto a dirt road. Ride the road about 1.5 miles, winding your way uphill. Just before the top, turn right onto another dirt road, curving right and downhill to another dirt road. Turn left onto the dirt road and ride about 2 miles. Turn right at the T-intersection and follow the dirt (and rock) road to the South Quartz Creek Road. Turn left and ride to the Pitkin Road. Turn left and ride to Pitkin. (I promise to get GPS coordinates and/or road numbers in 2002). Basically, you're riding through Depler Park on this route.

ORVs are allowed to be driven on the streets in Pitkin at a reduced speed limit.

There is gas at a small store on the north edge of Pitkin. You can buy snacks and sandwiches at the store.

The Gold Mine (one block west, two blocks south) has film, maps, and souvenirs. In 2001, they began to serve hamburgers and other sandwiches, pizza, popcorn, and other food. They plan to install an indoor cook grill in 2002.

The deli that served such great food in the past has closed down, and the owners are turning it into a B&B.

To return from Pitkin, ride south to the edge of town, then cross the creek at the first opportunity on a bridge and climb a 2-track. Don't take Waunita Pass Road, it's too tame. Look for Powderhouse Road. Wander aimlessly on the jeep roads, ATV trails, and horse trails, until you get to the horse camp. While wandering, take anything that looks like a trail. I've tried to get lost, but eventually always end up at the horse camp! At the horse camp, ride south on Canyon Cr Tr and then either Waunita Tr or Snowblind Tr etc back to Daly Gulch. The Whitepine Road from Snowblind makes for a lazy return

Trails Illustrated map 130 - Salida, St. Elmo, Shavano Peak and map 132 - Gunnison, Pitkin have all the details. The Forest Service Gunnison Basin map is also helpful.

## Taylor Park / Gunnison Basin Tips

### Cameron Cr Tr and Gold Creek Union Park Tr (south of Taylor Park Res)

There are two trails from Union Park to Gold Cr (Shaw Ridge): Cameron Cr Tr to the west and Gold Creek Union Park Tr to the east. Both trails are steep, rocky, and have severe drop-offs. Of the two, Cameron Cr Tr (west side) is the easiest to ride.

### FR766 and FR770 (near Pitkin)

There are two main dirt roads that lead from Terrible Mtn (Fairview) to the Pitkin area: FR766 which bypasses Pitkin to the north and FR770 which goes to Pitkin.

FR766 is marked at the bottom, but not marked at the top. When you reach Terrible Mtn by trail (Fairview Tr, FT426), turn right onto a dirt road. The first left turn going downhill is FR766 (look for orange arrows). There is a FR770 carsonite sign at the intersection; the sign is marking FR770. For FR766, turn left and ride downhill.

If you want to ride down FR770 directly to Pitkin, don't turn left but follow FR770 to the next intersection. Look for the "High Line Drive" sign, and turn left at that intersection. As you ride through intersections, be watchfull for FR770 markers. Ignore the "End High Line Drive" sign and continue on FR770.

### Canyon Cr Tr/Horseshoe Tr (east of Pitkin)

There are two trails to Granite Mtn, Canyon Cr Tr from the horse camp and Horseshoe Tr. Although Horseshoe has one longish tough uphill, it is the easier of the two trails. Canyon Cr has some trail washouts and two sections where the potential of falling off the rocky sidehill is a distinct possibility.

### Gunnison Spur bailouts (west of TP Res)

If you don't want to ride the Gunnison Spur all the way to and through Doctor Park, you can bail at one of the several roads that the trail crosses. Early turn-offs lead north to FR748 and later ones lead west to FR744.

### Gunnison Spur split (west of TP Res)

There is a trail split on the spur north of Doctor Park: the right fork continues as a stock driveway and the left fork is a narrower trail that goes through an aspen section. The left fork eventually leads to an open meadow, which you cross to the southwest looking for a larger trail heading due

west. Eventually, you rejoin the main spur at a hunt camp. Turn left and continue.

### Star Tr bailout (north of TP Res)

You can avoid the more difficult upper section of Star Tr when you are riding up from the south trailhead by turning off to the left at the Mysterious Lake exit. Eventually, the trail intersects a dirt road that leads back to Spring Creek Res.

### Italian Cr Road (north of TP Res)

You can avoid a very rocky section of Italian Cr Rd when riding east to west: take the lower or left fork.

### Crossing the Taylor River (west of TP Res)

If you decide to ride the Matchless Mtn Tr, you'll have to cross the Taylor River. Ride north along the west side of the reservoir and cross opposite the campground. Ride a small trail from the river's edge up to the campground and find an opening in the perimeter log fence. Drive slowly and quietly through the campground.

### The two sides of Timberline (east of TP Res)

Although timberline Tr has a deserved reputation as a very difficult trail, there is a section of the trail that is not as bad as the rest and it's easy to work into a ride. The easier section goes from near Mirror Lake north to Cottonwood Pass Rd.

### Fossil Ridge Tr (south of TP Res)

From FR742, ride OneMile Rd about 9 miles to Beaver McIntyre trailhead (FT472). There is a new trailhead sign (about 50' south of the old trailhead) of carsonite with a 'no-jeep' sticker on it. About 15' east and around the corner of a large bush is the actual trailhead sign; see pics at <http://rickramsey.net/TPSR2.htm>. The trail has been improved and rerouted around the beaver ponds. Ride Beaver McIntyre Tr about 2.25 miles east to the Fossil Ridge Tr trailhead (the second 3-way intersection; the first 3-way is a trail to private property).

### Fossil Ridge Tr bypass (south of TP Res)

The west end of Fossil Ridge Tr has a few very difficult rocky sections, which you can bypass when riding from west to east by taking one of three alternates.

At the Fossil Ridge Tr sign, turn right onto the trail to McIntyre Gulch Tr and ride about .4 miles to an intersection. The left fork goes down McIntyre Gulch and the right fork crosses the

creek to intersect a road. The three alternates begin here:

Trails Illustrated map # 132, revision 1999, shows the Fossil Ridge Tr bypass roads and trails.

**Alternate 1, McIntyre Gulch Tr** - This is the shortest route back to Fossil Ridge Tr, but it includes several rocky sections in McIntyre Gulch. (I will never ride it again!)

Revised November 2001.

- Ride McIntyre Gulch Tr (FT578).
- Intersect Alder Cr Tr (FT577) in the meadow with the cabins.
- Turn left and ride Alder Cr Tr to Willow Cr Rd (FR882).
- Turn left onto Willow Cr Rd and ride up to Fossil Ridge Tr.
- Turn right onto Fossil Ridge Tr and ride to Gold Cr CG.

**Alternate 2, Alder Cr Tr** - This route is longer but easier.

0.0 Begin; turn right and cross the creek.  
0.0+ Intersection; turn right onto FR812.  
0.8 Unmarked left turn; don't take (scenic overlook).  
0.9 Intersection; turn left onto FR583.  
2.0 Gate and intersection; go through and turn left onto FR583.2.  
2.8 Old cabin  
2.9 Unmarked right turn; don't take (scenic overlook)  
3.6 Intersection; turn left and ride Alder Cr Tr (FT577) to Willow Cr Rd (FR882).  
(Note on Alder Cr Tr: at the meadow with the cabins, ride east.)  
5.8 Intersection; turn left onto Willow Cr Rd and ride up to Fossil Ridge Tr.  
8.7 Intersection; turn right onto Fossil Ridge Tr and ride to Gold Cr CG.

**Alternate 3, Roads** - This route is the longest and is mostly roads.

0.0 Follow alternate 2 to Alder Cr at 3.6.  
3.6 Intersection; turn right onto FR210.2.  
4.1 Intersection in meadow; turn left and ride uphill.  
4.5 Intersection on open hilltop; turn left onto arrowed unnumbered road.  
6.2 Gate and intersection; go through and turn left onto FR882.1B.  
6.6 Intersection in the aspen; turn left.  
6.8 Unmarked left turn; don't take  
7.0 Unmarked right turn; don't take  
8.0 Intersection; turn left onto Willow Cr Rd and ride up to Fossil Ridge Tr.  
13.4 Intersection; turn right onto Fossil Ridge Tr and ride to Gold Cr CG..

### Central CO Trail Loops

Here are a few trail loops in the Central Colorado area of Salida, Buena Vista, Taylor Park, Gunnison, and Crested Butte. The descriptions are very brief. Part of the challenge and enjoyment is to fill in the details to personalize your ride.

**Fooses/Sargents Loop** - Highway 50, east of Monarch Pass. Park on CR 225 near the small reservoir. North Fooses 2-track, Crest Trail, Lime Creek, Agate Creek, Highway 50 to Sargents, dirt road to Long Branch station, return on one of the following routes (each is progressively longer):  
a) Big Bend to Summit Trail, see ending below.  
b) Long Branch to Summit Trail, see ending below.  
c) West Fork, Baldy Lake to Summit Trail, see ending below.  
d) West Fork, Hicks connector, Dutchman Creek, Left Hand, Needle Res Rd, Right Hand, Barret Park, Razor Creek to Summit Trail, see ending below.

Ending via Summit Trail through Sargents Mesa and Cameron Park to Marshall Pass, Crest Trail, Green Creek, Maysville, Highway 50 to vehicles.

**Shirley/Sargents Loop** - A variation on the above loop is to start and finish at Shirley Site (drive south from Poncha Springs on US285 3 miles to Mears Junction, west on FR200 3 miles to Shirley Site). Ride up Poncha Creek to Marshall Pass, then north on the Crest Trail to the Lime Creek turnoff and do a loop as described above. When you get to Marshall Pass, ride down Poncha Cr to Shirley Site.

Skinny Tr ending - when riding east on Summit Tr, turn south onto Antora Meadows Tr to Antora Peak, then back via Squirrel Cr, Toll Road Gulch, and Silver Cr Rd or the west end of the Rainbow Tr.

Any of these loops can be as long as 120 miles, easy enough if you gas up at Sargents. Of course, you could do a shorter loop and get back to town early enough to soak and swim in the hot pool for an hour before dinner (get tickets at the motel).

**Sargents north to Pitkin/Tincup Loop** - Highway 50, west of Monarch Pass. Park at the county yards on CR 819, about 1 mile east of Sargents. Daly Gulch, Quakey, Wuanita Creek, Canyon Creek, Horse Shoe, South Quartz, Pitkin, Napoleon Pass, Tincup, Cumberland Pass, Pitkin, Horse Trails, Canyon Creek, Snow Blind, Whitepine Road. Notes: Horse Shoe is very difficult; South Quartz and Napoleon Pass can be very muddy in a wet year.

**Fossil Ridge Loop 1** - Ohio City. Park on a dirt road (CR 882) with a green gate about one mile south of Ohio City. 2-track up Willow Creek, Willow Creek Trail, Fossil Ridge, Gold Creek, Fairview, Pitkin, dirt road to vehicles.

**Fossil Ridge Loop 2** - Ohio City. Park on a dirt road (CR 882) with a green gate about one mile south of Ohio City. 2-track up Willow Creek, Willow Creek Trail, Fossil Ridge, Gold Creek, Cameron Creek, Union Park to Taylor Park Trading Post, Tincup, Cumberland Pass, Pitkin, dirt road to vehicles.

**Farris Creek north and east** - Crested Butte. About two miles south of Crested Butte, drive east on Brush Creek Rd (CR 738). Park in a trailhead parking lot on the left, about two miles from the highway. Ride east on Brush Creek Rd, turn left onto West Brush Creek Rd, after 2-3 miles, turn right onto the trail that crosses the hillside, Teocali Ridge, Brush Creek Rd to Pearl Pass, return to last major junction, East Brush Creek Rd, Brush Creek Trail (400), Crystal Pk Tr, Cement Creek, Hunter's Hill, Double Top, Block & Tackle, dirt road to vehicles.

**Spring Creek Reservoir Loop** - North of Gunnison and Almont. Park near the reservoir. Ride south on Spring Creek Rd to Deadman Rd, turn right onto Deadman Rd, Rosebud Gulch, Rosebud cutoff, Deadman Gulch, Bear Creek, Flag Creek Trail, Flag Mtn Trail, Star, Lily Pond, Dorchester, Taylor River Rd, Gunnison Spur, turn right (west) onto Doctor Park Rd, Spring Creek Rd back to vehicles.

### Taylor Park Info

<<http://www.wildernet.com>>

Click on Colorado state in the US map or Select Colorado in the state list and click GO

Click on the Gunnison label in the area map.

Select Off-Highway Vehicles in the scrolling list on the right and click GO.

There should be 51 trails and roads listed and over 40 of them are in or near Taylor Park. Click on a name in the Activity column to see a description. (Print the description.) Use a Gunnison Basin NF map to locate the trails and roads. Although there are many more roads than trails, many roads are rugged enough that they are a challenge; they often lead to interesting places, too. If you select Hiking & Walking in the scrolling list, you'll get 111 trails and roads. Many of the trails are open to motorized use. Try Mountain Biking also.

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## GPS Info

**NOTE - This table is for illustration only; no actual GPS info is available now. Stay tuned.**

Name - name of the location or route

WP or link - either a waypoint or a track log link:

waypoint - UTM position format, referenced to the WGS 84 map datum

track log link - a link to a track log in TOPO! tpo format

| Name                       | WP or link                           | Comments  |
|----------------------------|--------------------------------------|---|
| <b>CO Section</b>          |                                      |   |
| Shirley Site               | 13S 0987 123 / 4200 123              | Parking area for access to Marshall Pass, Whale Hill, west Rainbow Tr |
| Poncha Cr to Marshall Pass | <a href="#"><u>tpo track log</u></a> | Dirt road from Shirley site to Marshall Pass via Poncha Cr            |
|                            |                                      |   |
|                            |                                      |   |
| <b>NM Section</b>          |                                      |   |
| Albuquerque area           |                                      |   |
| Cedro                      |                                      | Parking area  |
| Oh My God course           |                                      | Parking area  |
| Otero Can                  |                                      | Parking area  |
| Southern                   |                                      | Parking area  |
|                            |                                      |   |
| <b>Jemez</b>               |                                      |   |
| Dixon's                    |                                      | Parking area for South Jemez trails, from Albuquerque                 |
| Fall Ride CG               |                                      | Parking area for NW Jemez tails                                       |
| FR144A CG                  |                                      | Parking area for North Jemez trails                                   |
| Graduation Flats           |                                      | Parking area for South Jemez trails, from Los Alamos                  |
| Ponderosa CG               |                                      | Parking area for South Jemez trails, from Albuquerque                 |
| Spring Ride CG             |                                      | Parking area for West Jemez trails                                    |
|                            |                                      |   |
| <b>Santa Fe/Espanola</b>   |                                      |   |
| Alcalde                    |                                      | Parking area  |
| Buckman                    |                                      | Parking area  |
|                            |                                      |   |

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