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Whassup, osteo?

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Opeongo 2005 with Rally Connex and Red Bull!

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10-04-2005,
10:21 PM

1

osteo

Motion is Life



Opeongo 2005 with Rally Connex and Red Bull!

Where else can you go to drink as much Red Bull as you like, taking in more caffeine than anyone should have in a given month! Talk about KTM's and other Adventure Bikes, see great scenery and have fun with friends? Why a Rally Connex Adventure ride!!!... mmm Red Bull! 🍷🍷🍷 🤪

Joined: Nov 2004
Location: Ajax, Ontario, Canada
Posts: 213

The Adventure Riding Season with Rally Connex wrapped to a close this weekend, with a ride in the near north east of Ontario to see the leaves change as Ontario marches into fall. Once again, the ride was broken into 2 categories, Stock Tire and Aggressive Tire Routes in this report I will only write on the Stock Tire Route, and hopefully one of the other guys will chip in with words and maybe pictures from the Aggressive Tire Route.

The tale actually begins the morning before when I went out to a dealer to pick up my new rear tire a King 9661 full knobby DOT tire. A tire that I have heard great things about all the qualities one wants, good traction in both mud and sand, good on rocks, and not bad for wear and mileage the only thing missing was wet and pavement... but as it seems okay on wet rocks, I would imagine it is good on the road in the wet too. Anyway, after placing the order at the beginning of the week and picking up the tire about 3hrs before we were scheduled to leave, I took a picture as I was planning on doing a review of the tire in comparison to the TKC80 and realized that I had picked up 2 19 tires (one for someone else). The rear rim on the 950 Adv is 18 so this was a problem needless to say the tires are still in my garage and hopefully I don't get dinged with restocking fees due to miscommunication between the shop, myself and the distributor 🤔



So, an hour late leaving home, the plan was to ride to Kevin's drop off our clothes, and then ride to Opeongo. Kevin was to take our clothing in his truck as he was trailering his bike and a few others. He suggested a direct route to take and I figured I would just use the GPS as I got closer to Opeongo and use an End waypoint from one of the routes that were sent 3 days before the event started (these Rally Connex guys are really organized 🤖)

So, off we went! the temperature for the day was about 20deg C, and by 6:30 was probably closer to 15deg. I was wearing my heated vest, and the wife (to be known as Dirt Bike Wife - DBW - note the sweet BMW GS1 boots!!)



was in a full touring jacket with liner. Well, as the sun dipped below the horizon the temp dipped with it, and soon we were getting chilled. Dinner and 3 cups of hot chocolate and an amazing wild blue berry pie later we ventured to complete the last 50k to the hotel for the night.

As it was dark there are no pictures, so bear with me! The GPS had us turn north and then east onto Lingham Lake Rd not the road that Kevin suggested we take but a road that he scratched his head when I mentioned it to him, strange I thought, especially as it was a gravel road and I was certain that we would be on pavement. Now, normally this is not a concern but it is now dark, the headlight on the 950 is shit and frostbite was threatening the DBW's fingers. So, I do the wise thing and check with DBW if we should continue on this route, or drop down to the main highway and go across and then cut up adding another 30 frozen minutes. Well, DBW the trooper she is said, "it's an Adventure" just keep going!! so onward we went. Well, the road narrowed, the signs said watch for logging trucks, the blow downs increased and Lingham Lake Road continued to get smaller, and smaller and smaller.

Eventually, 9k later, the road passes a large hunting cabin and the road enters into the Hydro line access roadway now, this is the Canadian Shield lots of rocks, lots of small lakes, ponds, large puddles, logs, etc - it is freezing cold and dark. No one knows we really took this route, the hunting cabin had lights, but they probably did not hear us, so we decided to turn back adding 45min to the ride.

Well, we made it to the Motel, thinking Kevin should already be there, as we lost 45min on our detour, 45min having dinner, and they were only 60min behind us, well, 2

hrs later they finally show up. Their story was the same as ours!! They used the GPS to plot the route and found themselves on Lingham Lake Rd too! Imagine my surprise when they described where they turned around was even further along the hydro line then where we stopped. What makes this interesting is that he was driving a 2004 F150, with a huge enclosed cab on the back with his 640 Adventure in it, plus towing a trailer with a 450 EXC and KLR650, and gear for 5 people in the truck - how he backed that truck out of that road that was more an ATV trail, I will never know, but the mud on the roof of the truck told me he had an interesting time doing it!!

That night before we settled in for bed, the motel was fully booked, our room had 2 double beds, Predi and his wife were planning on sharing a room with a few of the other riders, all men - thinking only of Najua's comfort we invited them to share our room this way, letting the guys have the other room. Part of the discussion was that DBW and myself do not snore (knowing that one of the other guys do, won't mention any names - Jim) so it would be a peaceful sleep - so they accepted.

The next morning - breakfast and the riders meeting followed.



Kevin got to take out Predi's 950S, and was acting as sweep rider for the day - he got all of 15k into the ride and realized that he was out of gas!! So, back he went to find a station and we continued on without him for a while!

Kevin admiring what might soon to be his 950S



We came up to this sign.. seemed rather ominous (in case it does not come out - it says "Danger Bridge Unsafe")



So, I did what any law abiding KTM owner would do, I parked my bike on it!and took a

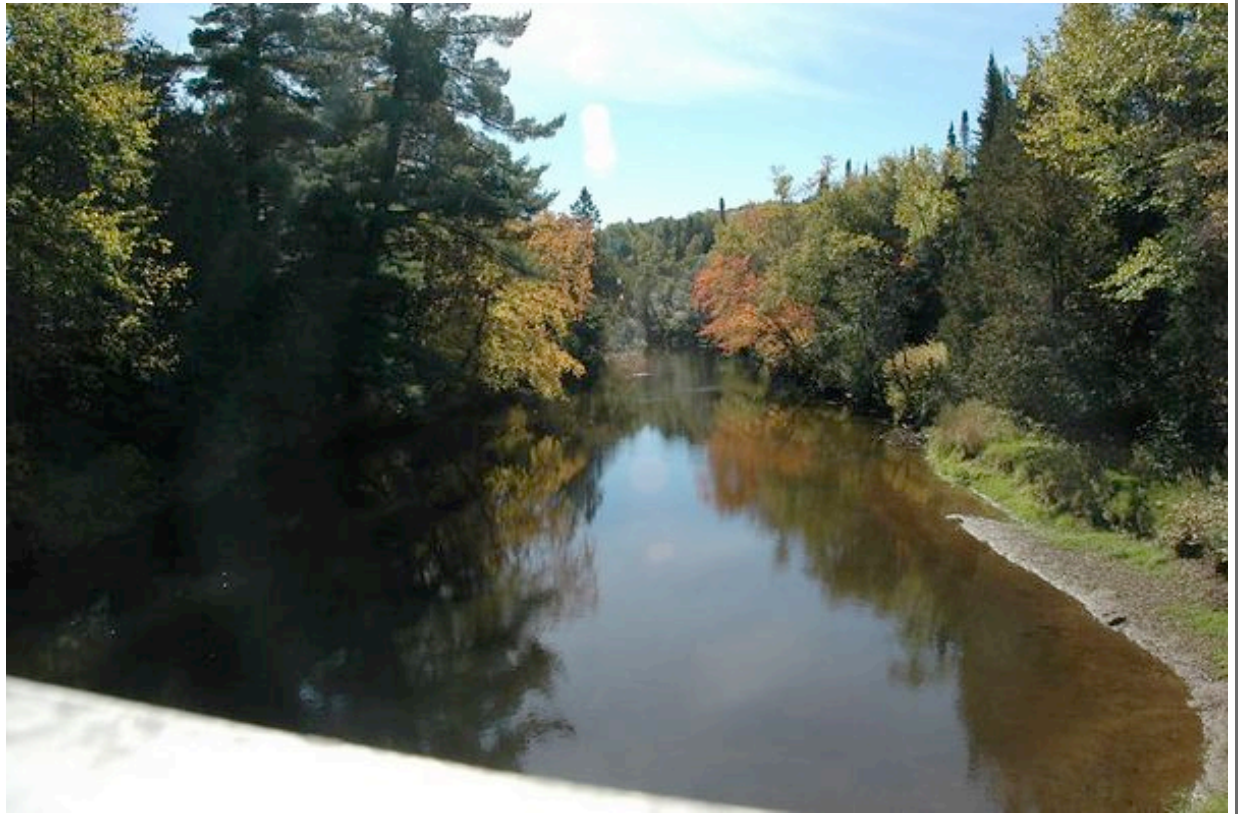
pic! 📷



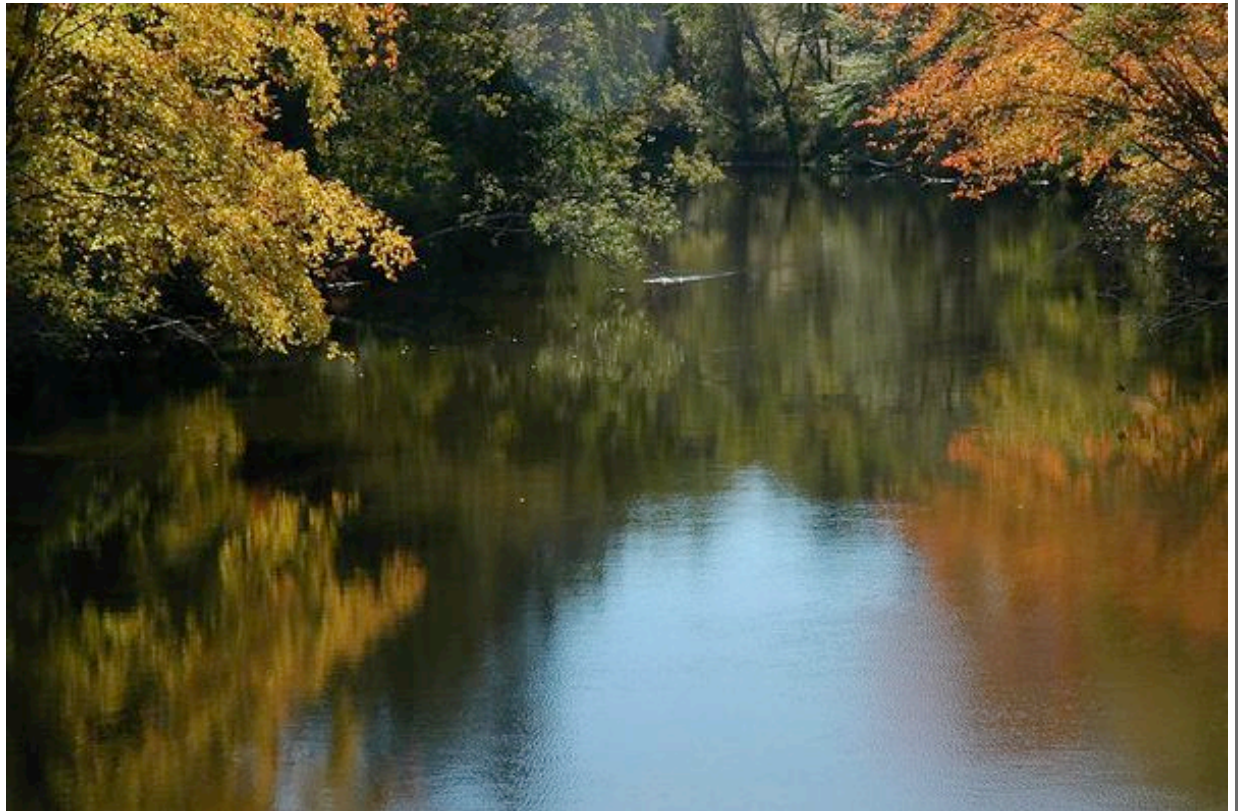
This is a lot of what we rode through...



To see this...



and this..



and us, and this,



The Stock tire group consisted of 3 950â€™s, a KLR 650c, another older KLR 650, BMW650GS plus the Sweep. The other 2 950â€™s were ridden by a retired couple from North Carolina â€” Dotty and her husband John who would probably show up most riders were tossing around the 950â€™s like they were nothing!

Highlights of the first day of riding were the ride itself â€” great scenery, great company and great trails to ride on.

That night dinner at the Motel was the special â€” steak, potatoes, gravy, onions and mushrooms plus carrots and corn, chased down with a chocolate cream pie and ice cream! So much for diets!

Following dinner there were announcements from Predi with the future of Adventure Riding on Ontario and the awards. It is becoming clearer that Predi has the gift of the gab! Who else do you know that can dress as a KTM Elvis,



have the ability to swoon peasants in far away places and still entice an entire room of anxious riders with the name of a town called "Schutt" for 20 minutes!!



This years main prize was the coveted Garmin 276C, all pre-entries had a chance at it, the more times you pre-entered the better your chances. Luckily, Grover (not sure his real name but he was wearing a Grover shirt) whom rumour has it was having GPS problems that weekend won the prize!

Here is a pic of Grover with the 276C - prim and proper,



Here is Grover showing his real feelings!! 🤪



Earlier that day, Predi had mentioned to me that he was having some neck problems, so I took a look and ended up correcting a rib and doing some work to his neck, removing some tension and past trauma. During the treatment, I had the feeling that the changes I was making would also help him sleep better - well, wouldn't you know as soon as he put his head down to sleep he was snoring like there was no tomorrow! I was trying not to laugh - imagine the irony, the night before asking if they wanted to share a room, worrying that we would disturb them even though we do not snore, and here the King of Snorers is cutting logs like crazy. Seems Najua his wife, slept peacefully through it (a sign of a good woman I guess!!), but DBW and I were having a harder time. Eventually, I hollered at him to turn over, and he sat bolt upright like a shot went off, apologized profusely and I don't think he knew why he was apologizing and promptly rolled over and fell back to sleep! The snoring stopped!

Day 2 - the day was a shorter ride, as people had to drive or ride home, but in some cases was more eventful.

It started out fine, again more great scenery, (bike porn 🏍️)





Imagine living here... ahh.. the view!



and it is incredible how much the leaves changed colour over night. Again we tried to take a few more pictures but the riding was so much fun we didn't want to stop.

As it turns out, during the ride mishap #1 happened. DBW and I with Warren the Sweep for the 2nd day were going down a left hand corner that was gravel and soft sand to be flagged to slow down. Behind the rider flagging us you could see the white and blue BMW off the trail and rather close to the small lake behind it.



We quickly parked off the trail and helped right the bike up, and out of the ditch. Dotty and Courtney were the first two riders on the scene and had already maneuvered the bike in a pretty good position to get it back on the trail. The rider was rather shaken and there was evidence of quite a bad nosebleed still on his face when we arrived. The two ladies had after all found him lying in the ditch. He was complaining of rib and wrist pain as well, so I taped his wrist up for support as there was not much else that could be done 15km from any true paved road. Damage to the bike consisted of broken front brake line, broken start button, broken mirror and some pretty good scratches. We are still not sure what happened, but as the Aggressive route was passing this same spot we did not wait for them to go ripping by and the rider was able to ride his bike out, (we offered to ride his bike out for him but he declined) so we pattered on to lunch via some paved roads to the waiting support truck and trailer.

Parking lot from Lunch - actually, this is from Day 1 (oops!)



It is a beautiful thing to see 5 950's out of 30 odd riders!



and we continued on the ride with about 50k till home. Again, nice scenery, A B&W photo of fall colours, does not really make sense, but this is a neat photo!



The pavement was even nice, cruising the corners at about 100km/h !! 🏍️🏍️ - and DBW did not mind!





alas, the 2nd get-off was to happen not more than 5km from the motel, and the 2nd last gravel corner of the ride - one of the silver 950's of the his and her couple got caught in some loose gravel and sand on a sharp right hand turn and laid the bike down. We all got to her aid pretty quickly, she will be a bit sore for a few days, and the bike now has a few more scratches, but it will all heal.

Everyone slowly started to arrive back to the motel after their ride, total casualties were from the stock tire route, the aggressive guys seemed to fair o.k. experiencing only some clutch problems on one of the 640 Adventures.

Once again, a great ride by Rally Connex and DBW and I look forward to them next year!

Final shot - the group all together before the start of the 2nd day,



D

To Boldly Go Where No Man Has Gone Before!

[edit](#) [quote](#)

10-04-2005, 11:02 PM

2

boejangles

Renazco Racing

Thank you for sharing, Predi is a great guy! I hope I can make it sometime next year, the roads look beautiful!!



Joined: Apr 2003
Location: Santa Rosa, Ca.
Posts: 3,785

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

Blame fish

[quote](#)

10-04-2005, 11:23 PM

3

Darin

WYSIWYG



Lucky bastard....

I would do anything to win a Garmin276...well almost anything 😊



Great ride report!

Joined: Mar 2004
Location: Haze gray and underway 19yrs 6months
Posts: 483

Darin
05640ADV

"The first rule of war is that young men and women die. The second rule of war is that surgeons cannot change the first rule. I think the third rule of war should be that those who have given their all for our freedom are never forgotten, and they are always remembered." COL. Brett Wyrick

<http://ktmdarin.smugmug.com> Save \$5, open a Smugmug account
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 Replace the DOT with a .

Blame fish



10-07-2005, 10:09 AM

4

Singletrack

Adventurer

Joined: Jan 2004
 Location: Toronto
 Posts: 56

Next year

Glad to read your report. I was on Cordova Lake for a family (early) Thanksgiving gathering at the cottage and couldn't make it. But I will next year. I've got fresh TKC80's waiting to go on my 950.

I hope everyone will go again next year and bring friends. I want this adventure riding stuff to continue!

Blame fish



10-09-2005, 08:59 PM

5

Drif10

Large double-double



Joined: Jun 2003
 Location: Timmy's drive-thru
 Posts: 16,703

Nice pics Dennis. 🤔

So guess which dumbass forgot his camera on this ride? 🤔 🤔

Seeing as I only live a little over an hour from this event, I always go, always looking forward to the great trails, and awesome scenery of the Canadian Shield in the fall. I skipped out from work at 1130, already loaded up. Went a whole FIVE MINUTES before I could hit the first trailhead. Working in town sux. 🤔 Transited over to the Heritage Trail, then bopped that old railbed up to a little place called El Dorado. As the locals corrected me, L Door-AY-doo. There's a little chip truck there, makes a mean burger and poutine, cheap, too.

Fed and ready to get onto it, I headed up Lingham Lake road. My goal was to get to the motel via the powerline trail. Built over thirty years ago, mother nature and the local beavers have turned this route nearly impassable, with heavily eroded climbs up what are now rock faces, and some serious water crossings. This is the same powerline that Osteo mentions above. It's a good thing he turned back, because even if he had gone on I doubt if his 950 would have made it up the first major rock face. Made me wish for a trials bike. I almost had it cleaned on my 640, when the front tire kicked, back went with it, bash plate high centered on a ledge, and then spit me off. Pick it up, both wheels are still off the ground. Grunt, tug, heave, curse, curse some more, drag the bike sideways on this 60 degree face until I can get the wheels some bite to walk it up. Whew!

Get it to the top, stop for a drink and admire the view. Realize where camera isn't. Fook. Fire up the bike to carry on, and then it stalls. Rolls over, but no fire. Gawdamned KTM! Get off, yank off gear, grab tools. Will fire on choke, once choke off, dies. Drain carb. Fire on choke, dies. WTF?

Then do this 🤔. And do it again 🤔. When the bike went down, it knocked the fuel tap to off. Turn it on, vroooooomm!

Hokay, pack it up and go.

Get to the first of two major water crossings, looks real deep. I know that the one after has a good bypass, but I only heard that there was 'some way' around this first one. It's in an area that isn't ridden much. If at all. Look and look, can't find a bypass. Check the crossing again. Shit, still looks too damn deep. Go over to a nearby hunting cabin. Up there, folks don't lock up their places, no need to. And they usually have a map of their little hunting area on the wall. Sure 'nuff, this guy has a hand drawn map on the wall that shows where the trail is. Study it. Fork right, fork right, cross stream, fork right back to the main trail.

Hot damn! Found it! Jeebus, is it rough. Wide enough for a quad, stumps and rocks all over, real slow going in first gear. Wished for my old XR200R. Many times. Take the forks, walk my bike over this rickety little 'bridge' that didn't appear to be able to take mine and the bike's weight. Once over, look for the last fork. Went 10 minutes, a whopping 400 yds according to my GPS, and turned back, trying to figure out where the last frigging fork was. Found it on the return, because it came in as a Y junction, which unless I rode with my head turned 180, I wouldn't see it.

Back on the main trail. Booting along, enjoying this beautiful fall day of 70+ degrees. Really satisfied to have conquered that last bit. And quietly praying that I had the toughest behind me, and that I wouldn't have to turn back. 🤔
Come to the next water crossing, and the bypass is as advertised. Easy to find, decent track.

Just as it merged back onto the main trail, it got interesting. Coming in sidehill, the trail does a 90 left up the face. Nice silt berm from the runoff above, so I toss it in, whack it, looking for a bit of drive up the climb.

Doesn't the back tire hook up hard about a second before I expected it to, and was planning to ease off the throttle. Oh shit. Up comes the front. Vertical now, throttle off, and bike is falling, pivoting, to the left. Last thought: this is gonna hurt.

Life is not a journey to the grave with the intention of arriving safely in a pretty and well preserved body;
but rather to skid in broadside, thoroughly used up, totally worn out, and loudly proclaiming:
"WOW...WHAT A RIDE!!!"

Blame fish



10-09-2005, 09:31 PM

6

Drif10

Large double-double



Joined: Jun 2003

Location: Timmy's drive-thru

Next thought: WTF happened?

I'm still on the bike. It's stopped. We're 90 degrees to the face. Downhill foot is on the peg. Uphill foot is down on the ground. Clutch is in, motor idling. How in the **hell** did **that** happen??? And to top it all off, I'm pointed towards a little plateau which makes it a no-brainer to get turned around and on my way.

Nice to be good, better to be lucky. 🤔

POSTS: 16, / 03

The remaining section of this powerline trail is one I've been on before, so I know the way, and have a blast cooking it. Took an alternate trail to head a town south of where we're staying. Cause that's where the nearest beer store is. 🍺🍺🍺

Great little finish to the trails, turning and burning. Go to pull off into the beer store parking lot, got no clutch. BTDT, kick it into N and coast in. The Magura Jack I have has a little nubbin on the end that comes undone once in a while. No big. It's close the exhaust, so I pop in to get the beer while it cools. Come out, strap the beer to the bike, go for the tools.

Tool box is gone, broken metal tabs on the frame where it used to be. 🛠️

Lost that sucker somewhere up the trail, no way I was going back to find it. Took me 3 hours to travel 23 km (14 miles). It's gone. Fuggit, boys'll have tools. Paddle, paddle, paddle, kick it in to gear, ride up to the motel. Get it fixed, drinking muy cerveza.

Osteo arrives a few hours later, tells me of his attempt to do the same trail. DBW is cold, left her sweater in Kevin's truck. Good thing they didn't commit to the trail, would have been dark if they made it to the first water crossing, and then the back track would have got them in when it was even colder.

Kevin tried it in his truck, with a bike in the back and two more on a trailer. He turned around at the rock face. Both of them said "well the gps says there's a road..." Canada Metroguide does, City Nav sez NO for a reason. Guess which maps they had loaded? 🤔

Friday night was spent catching up with old fiends, and watching the Dakar video that Predi brought. And drinking beer. 🍺🍺🍺

Saturday dawned, and the forecast was high 70's, low 80's, sunny all the way. Was very disappointed. Every year we do this, there's frost on the seats and we get some snow during the day, or at least rain. I paid for the weather too, Eddy! I want my money back.

There's two routes: Stock tire and aggressive. On the stock tire ride were John and Dottie, with his and hers 950's. They came up from NC just for this event! Courtney came from Ottawa solo, with her C model KLR. First timer, has a whopping 4500 km on a bike. Really nice girl, and she did really well all weekend. Good to see a n00b rider get out there and have fun. 🍺🍺 Osteo and DBW plus a couple others were in the stock tire group as well. DBW just got a CRF150, but was riding two-up for this one. Tough lady, I wouldn't ride on the back of Osteo's bike even if you paid me. 🤔

The aggressive route bunch got broken down into small groups, and sent off a minute apart. Team Frugal led the way, cheap bastards that they are saying that the less chewed up trail would cost them less money in gas. I got teamed up with Brian on a KLX and Oscar on a KLR. We'd never met before, said our howdy's then went off. Oscar quickly jumped ship, stating that he didn't want to hold us up, we were going much faster than he was comfortable. No worries, Brian and I hooned off, having fun.

During the rider's meeting, Eddy emphasized to STAY RIGHT at the first water crossing. STAY RIGHT! Team Frugal, leading as was their want, hit this crossing first. Guess who stayed left? One of Team Frugal. 😬 When we came up and crossed, on the far side was Rob C looking really wet, and pulling out his tools to clear out all the water from his DRZ. 🤔 Sorry Rob. Really. Musta sucked. 🤔

Blame fish

quote

10-09-2005, 09:59 PM

#7

Drif10

Large double-double



Joined: Jun 2003
Location: Timmy's drive-thru
Posts: 16,703

Brian and I motor on. And discovered that we rode alike. A lot alike. Fast, and we just didn't stop. Until lunch. Which had the major benny of being the first served, food up quickly, down the hatch, paid, and out the door before the next group wheeled in.

And the afternoon was the same. Got back to the hotel 4 minutes before the next crew made it in. We were having so much fun, think if I had brought my camera, I still wouldn't have any pics. 😬 The trails were interesting, mostly old logging roads and the like, with one mutha of a washout that was about 15 feet down.

Got a quick shower before the gang got in and used up all the hot water, and proceeded to drink like fish while everyone rolled in. 🍺🍺🍺 Heavy bench racing ensued over many beers, the end of a perfect day riding. 🍻 In for a steak supper, then into the bar to watch Dust to Glory over more beers. Lots of stories, and 'Holy Shit!'s watching the film. Neduro, you got big cojones for doing that, my friend. 🍻

Sunday dawned again as another disgustingly beautiful day. Get it right next year, Eddy, or I ain't coming back. 🤔 Paired up with Brian again, it was another fast paced day, with the morning seeing us zip up the highway a quick 20 km before getting onto the trails. At one point, our route met up with the stock tire guys. In particular at the bottom of a steepish downhill with a left at the bottom, a left which is going that way to avoid the little lake there at the bottom.

We zipping down the hill to see a KLR parked at the bottom. Back it down, and roll around the bend to see all of them hoisting a GS PD up from the water's edge onto the road 5 feet above. Sheared off brake line, couple of busted mirrors, and a busted off start/run switch. Poor guy is wondering what he's gonna do now. I grab my house key, short the contacts, and it fires right up. "Go slow, and don't shut it off" 🤔 So he rode it out. Well done. He took a pretty good tumble, but is damn lucky it wasn't worse.

The afternoon's route took us back thru the same waterhole that was Rob C's Waterloo, but in the reverse direction. STAY LEFT this time. 😬 Due to Team Frugal's Waterflow Diversion Project, it was now but a mere shadow of it's former self, thus ensuring Team Frugal's safe passage. 🤔

Back at the motel, drank a beer and said our goodbyes, concerned a bit for Dottie. On the last tight turn before getting back onto the pavement to the motel, she fell down went boom. Low speed lowside, little scuff on the bike, but her knee took a pretty good hit. Hopefully it was nothing serious.

Loaded up the gear, and made it home in time for supper. Took the paved twisties this time, was all I had energy left for. Another great ride, and again made some great friends. A large number of the folks are lurkers here, hope to see them around the campfire sometime.

Blame fish

quote

10-09-2005, 10:59 PM

#8

osteo

Motion is Life



Joined: Nov 2004
Location: Ajax, Ontario,
Canada
Posts: 213

Drif10 (Jim)

Nice to read a ride report, other than my own!! - yup, you are right about Lingham Lake Rd - glad I turned around. It is one thing to get stuck in the daylight, quite another at night (I've had the more nighttime excursions getting stuck for hours when I used to drive a Toyota 4x4 with 33" knobby tires than I can remember 🤔)

Some of you know Drif10 and how he rides, so you can trust when he says that that road was pretty hardy, rest assured it was not meant for mere mortals!! 🤔

I also agree, DBW is pretty special, I was on the back of my bike once with a buddy driving as he wanted to see what it would handle like (road riding) with him and his girlfriend, he is a good rider, but that bike would spit you off the back if you were not paying attention!... and there is no way you would catch me back there, especially on trails! - but then again, DBW now has her own bike!! and hopefully in the next year or so will move up to an Enduro

Jim, I'm looking forward to our ride on Nov 11th, I finally have new tires on the bike!, and by the 11th, I should also have my Wings! 🙌

James - you'd love to ride up here, a little different terrain that what you are used to I think... actually, I'm going to do a report on the Rally II seat you made for Predi in a couple weeks - he lent it to me to try out. My preliminary ride with it today (60km - access roads and single track) are good 🙌

D

edit quote

10-10-2005, 04:01 PM

#9

Drif10

Large double-double



Joined: Jun 2003
Location: Timmy's drive-thru
Posts: 16,703

Blame fish

11th looks solid for me. Trying to get Bart to join us. Might be able to swing a friday earlier, too. Got some stuff going on at the shop that might allow me to skip out. 🙌

quote

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