

Honda Rider's Club of America, Chapter #556

# Renner ATV Rider

[www.RennerATVRiders.com](http://www.RennerATVRiders.com)

Rider's Club of America

## La Plata Ride Draws Record Crowd by Dave Faulk

### Upcoming Events:

- 28-29 APR Ride/camping in Mina
- 12 MAY Ride to Wonder and Fairview Peak
- 26-28 MAY Ride/camping in Monitor Valley
- 9 JUN Ride to Virginia City
- 23-24 JUN Ride/camping in Lone

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**A**s we drove into Harmon Junction at 7:30 am, we saw at least seven vehicles with ATVs parked and noticed some familiar faces. The meeting time was 8:00 am but Rose and I wanted to get there early so we could get gas for the ATVs and be ready for everyone arriving and make sure everyone signed a waiver. So much for getting there ahead of the crowd?

As I was walking out of the Harmon Junction store I ran into (not literally) Jim Countryman. Jim said, "When I pulled in I almost went over with that other group" as he pointed in their direction. I said "Jim, that's our group!" Jim smiled and said "This is going to be interesting."

For those of you that didn't ride with us last year, our largest group was 18 and we averaged about 12 per ride. There were already 18 bikes in the Harmon Junction lot and we knew more were coming. We ultimately had 35 off-road vehicles. We had a Yamaha Rhino side-by-side, a two-person ATV, a couple of buggies and the rest were your standard ATVs. We had most of the manufacturers present, including: Honda, Polaris, Suzuki, Kawasaki, Yamaha and even a Can Am.

We departed Harmon Junction at 8:15 am for the short ride east to the dirt road near Grimes Point. We drove down past Hidden Cave and up the hill where we all found a fairly level piece of ground to park on and unload. After everyone unloaded we lined up and were ready to ride.

It was impressive to see all the off-road vehicles lined up and ready to go. We started the group moving and spread out due to the dust along the trail. The amount of dust we encountered at the start wasn't anything compared to what we saw on the trip back. Not long after beginning the ride we had a very rocky downhill section that woke everyone up and got them into the ride. It wasn't very difficult but there were many rocks and a lot of work was required to steer around and over them. At the end of this challenging section we ended up on a smooth dirt road.

We proceeded along this road until coming to Green Mountain where we took a break. The green wasn't very evident at this time until you got up close to the mountain. After our short break we were back on the trail where we met up with the road up Diamond Wells Canyon. We rode up the canyon through Mountain Wells where the trail



was more dusty but also more interesting due to rolling hills and curves.

Some of the best riding, in my opinion, was as we neared La Plata. The trail became narrow and we were side-hilling some, but nothing bad. We then dropped down into the canyon and headed to La Plata which was a mile or two away.

At La Plata we all broke out our lunches and enjoyed the beautiful day and the conversation. Many had been to La Plata before, but there was a fair number that hadn't. It's a part of Nevada history and also of Churchill County, once being the County Seat.

Towards the end of our lunch, Gage Smith of [Nevada Blue Outdoor Adventures](#) spoke to the group about the Wild Horse area in north-eastern Nevada where we plan to

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## The President's Message by Stan Wickware



**O**ur first ride of the season to La Plata brought out the riders in a strong fashion. We had 41 riders on 36 ATV's! We were certainly surprised as the rigs kept rolling into Harmon Junction. It was a fairly easy ride with a few bumpy rocks here and there, but a good one to really get back in action after a short break for the winter season. It was great to see so many ATV enthusiasts excited to discover what our Club is all about. We hope that many of you make a return trip.

Our second ride of the month to the Poinsettia Mine was a lot of fun. At one of the cabins at one of the mine sites we actually found a newspaper that was stapled to the ceiling that was dated 1926. We traveled to three different mine sites tucked back up in the hills in the Rawhide Valley area. It was great fun going through many of the abandoned buildings. This ride was a

fairly easy ride with one exciting trip down a wash. We finally made our way over to the Poinsettia Mine where we had our lunch and got a chance to look through the several buildings and saloon in this area that are in arrested decay. By earlier design, we took some time out to chip in and help re-build a rock wall surrounding one of the buildings. However, no one could understand why Juli was tearing down one wall to re-build this wall. But I must say she was having a good time doing it! Of course, then we had to re-build the wall that she took down as well.

We have appreciated all the input that we have received this year for new locations to ride. We do want to remind everyone that if you invite guests to join us on our rides that you make sure that they know our safety rules on helmets for those under 18 and no alcohol on the rides.

Everyone enjoys a beer now and then, but not when operating an ATV.

We are really looking forward to the upcoming ride in Mina. We've heard that there are many trails in the area to explore. We hope that you can join us for the camp out beginning on Friday night through Sunday afternoon. This will allow for a couple of rides around the area. And of course it makes for great fun to camp out and enjoy good company. Unfortunately, we won't be able to build my favorite, a campfire, but we should still have a great time just sitting around and visiting in the evening. But even if you can't come for the camp out, we hope that you will be able to make the trek over for the day ride. Come on out and see some new countryside.

*Stan*



## Poinsettia Mine Ride by Dave Faulk

**T**he weather forecast for this ride was not a favorable one, with scattered showers predicted for much of the day. In spite of that 18 hearty soles showed up at Harmon Junction and were ready to ride!

We convoyed out 50 miles to the unloading point, which was south of Rawhide. As we were

unloading and preparing for the ride, the clouds were actually starting to break up and the blue sky was upon us.

We traveled down the good gravel road two abreast, making a brief stop at Dead Horse Wells for a short story. A few more miles up the road we stopped at a makeshift junkyard and a few people grabbed some "priceless"

trinkets.

After more of this easy gravel road we finally turned off onto a trail and starting climbing into the mountains, where the fun really began. Our first stop was the Nevada Rand mine. Here, in one of the buildings we saw a *Saturday Evening Post* newspaper dated 1926 attached to the

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## La Plata Ride Draws Record Crowd (continued)

*(Continued from page 1)*

ride in early July. Gage, who was visiting his parents in Minden, decided to come out for the ride and hopes to join us again in the future. He provided an overview of the various places available for camping in the area, including his own. We have committed to renting his place from 30 Jun through 6 July. This will allow us the use of the “[Super Chicken Coup](#)” as well as allow us to park our trailers on the adjacent land. Gage has already planned at least four rides for the group that makes the trip. These rides are all loops so you’ll maximize the scenery. The ride details will be posted on the web page and sound just awesome! One of the rides is over to Jarbidge and back, which depending on the route is between 75 and 130 miles. Rose and I are especially excited about this upcoming adventure and would encourage you to

make the trip, if possible.

After Gage completed his talk we packed up and were off the same way we came in. Down the trail a little we made a turn up Mountain Well Canyon and took a slightly different route home. I had originally planned to take this route further but was told there was a nice little canyon that was worth the trip. We turned and went into the canyon. I couldn’t find a name of it, but some referred to it as Black Canyon. It was a good name since the rock formations were indeed black.

Just about the time I was clearing the canyon Rose came on the radio and said this would be a neat place to stop. You know the old saying that “Timing is Everything”. It would have been good to know this a little sooner since I was already clear of the canyon, which I relayed to her. We kept moving and stopped at

a later time—sorry Rose.

I try to make a loop out of most of the rides so we don’t get bored of the scenery. Unfortunately on this ride there were few options so we had to back-track our initial route.

As we approached Green Mountain we were starting to lose some people. We would rather people stay with the group in the future, but we can’t stop those who want to venture off. Just remember that if you go off on your own, you are “on your own”.

On the way back to the parking area about 10 of us stopped at Fish Cave. Many people that have lived in and around Fallon all their lives have never visited this cave. It was very interesting to hear Larry Harrison explain some of the history of the cave and of a carbide lamp he had with him. You can watch Larry’s

demonstration and explanation of a carbide miner’s lamp by going to the Video section of the website and watching the video. Speaking of history, Jim Countryman gave us a little history of the rock formations and an explanation of how they were formed. This was a very interesting stop that most of the group missed by breaking off and going back to their vehicles.

We eventually left the Fish cave and went to the staging area and loaded up our quads. What a great day of riding for the 61 mile trek to La Plata and back. The weather couldn’t have been much better for this time of the year. Due to the lack of precipitation this year, it’s going to be dusty for every ride, so be prepared for that. Be sure to check your air cleaner regularly and clean it if it’s dirty. Maps of the route we rode are available in three different formats on the website in the “Rides” section. See you next time.

## Poinsettia Mine Ride (continued)

*(Continued from page 2)*

ceiling. The paper was in great shape and didn’t look over a few weeks old, let alone over 80 years old! There is a picture of it on the website.

Departing this site we headed over to the Golden Pen mine, via a nice twisty trail with a lot of elevation changes. Once again, we spent some time exploring

the remaining buildings and taking in the scenery. The wind began to pick up a little and we were glad to get down off the mountain and back onto the flats.

When planning the route I can see the trails and washes but I can’t tell how easy, hard or good the trails are. On our way down, I missed a turn, so went a different way. Let’s just say that this

different way via a wash was very interesting! As we were going down, Stan came on the radio and said, “you know you’re in a wash?”. I said I know and that we would be OK, which we were. However, this was probably the toughest trail on this ride. Everyone came down and did a great job getting through it. Juli even launched

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## Bringing a Friend to a Ride? by Dave Faulk



**W**e encourage you to bring a friend or relative to a ride and share what Nevada has to offer. However, when you bring a friend, you are responsible for making sure they know our rules. Make sure you tell them ahead of time about the “no alcohol” rule and that children under 18 must wear a helmet. It’s only fair that they know these things up front and if they don’t agree with them, they can stay home.

Here are some important items that new members or guests need to know:

**N**o alcohol is permitted before or during the ride. After the ride it’s up to you. Just remember that if you do drink, drink responsibly and have a designated driver home.

**C**hildren under 18 years of age are **REQUIRED** to wear a DOT approved helmet. We encourage all to wear helmets. Helmets can save your life!

**Y**ou can accompany the Club on a ride without paying any dues. We want you to ride with us and make sure you are comfortable with the group and our riding style. However, dues are required if you attend two or more rides. The dues are between \$10 and \$20 for the year, so they are very reasonable. The entire Club benefits from the dues. The officers do not earn a wage and all funds are used for the Club as a whole. Last year

we made a DVD with pictures from all the rides and gave a copy to each paid membership. In addition, funds were used to buy the Club pizza and raffle items.

**R**iding as a group isn’t for everyone. We don’t want and can’t have people coming out for the rides and then wondering off. If you want to venture off on your own, then don’t plan to start with the group. We take your safety seriously and want to make sure everyone that starts with us finishes with us.

**W**e carry FRS radios on our rides. They are not required, but are nice to have for communicating and listening to what is going on. Please keep the chatter down if you are on the radio. If you see something interesting, then mention it so others can see it. If you want to carry on a conversation with someone the entire ride, then switch to a channel other than channel 5, which is the channel the Club uses during the rides.

**I**f you want or need to stop, then either radio to the trail boss and make your request or wait until the sweeper at the back catches up to you. We can’t stop everywhere for everyone, but we will stop for breaks and if there is something interesting along the trail.

**W**hen we come to a stop along the trail, we should stop in a single file (usually to the right

side of the trail). If the trail or road is very wide then we can have people stop side by side (two wide). There are two reasons for this: 1) we aren’t the only ones riding and need to leave room if others need to get by coming from the opposite direction and 2) it will leave room if the sweeper needs to ride up front to pass some information along to the trail boss.

**S**tay on the trail and ride responsibly. We have already lost some riding areas that have been closed to motorized vehicles and some groups are just hoping we won’t ride responsibly so they can close more riding areas.

Don’t give them the satisfaction and don’t contribute to having more areas closed. Riding responsibly means staying on the trail, hauling out the trash you brought in and leaving no sign that we were ever there.

**W**hen we visit an old site nothing is to be taken or disturbed. We need to leave the site as it was when we arrived. We want it to be there the next time we return or when our children return with their children. Leave it as a part of history that all can enjoy.

**T**he officers of the Club have the right to ask you not to return to future rides. This will only happen in rare cases where someone repeatedly fails to follow the Club’s guidelines. No dues will be refunded, if they had been paid.

## Poinsettia Mine Ride (continued)

(Continued from page 3)

their Rhino when riding out of the wash. I didn't see it, but those that did said we should have got a picture of it.

Once again we proceeded on the gravel road and headed towards Poinsettia for lunch. We made it to Poinsettia at about 12:30 pm, just in time for lunch. There were two people that were camping there, a son and his father from Sacramento.

Everyone ate their lunch and then explored the buildings, including the Saloon. Most of the riders had never been here before and it was a real treat for

them.

As planned, we all pitched in to re-build a rock wall that was in disrepair. This wall will help protect the buildings should a strong rain cause water to come flowing down the wash.

We packed up and made a quick stop to the Poinsettia Spring and then headed back down to the flats and the Car Frame Windmill. By this time the cross-wind was blowing strong. It was good for keeping the dust out of the faces of those in back, but we all knew the weather was changing and rain was a real possibility.

After viewing the windmill we

backtracked a few miles and then headed towards the Black Hills. Once we got near the hills they gave us protection from the wind, but the gravel turned to dust and it was a real mess. Luckily, the wind kept the dust off to the side much of the time. While going around the Hills, we spotted a couple of wild horses.

While traveling back towards the vehicles on the north side of the Hills, we made a side stop to the Rita mine. The shaft was boarded for safety, but we could see inside. The shaft angled steeply into the hill and there were tracks present for removing the ore.

The ride from here back to the vehicles was uneventful but dusty. We traveled through the alkali flats that were soft and loose and I kept thinking that it would be a problem if we got a sudden downpour. The rain never came, and we made it back to the vehicles and loaded up for the trip home.

Our route took us 60 miles through varying terrain and showed us some well-preserved buildings. On the way home between Sand Mountain and Salt Wells the rain started. They say "Timing is Everything", and I guess they are right.

## Bio of Cora "Sknuk" Skinner



- Name? [Cora Skinner](#)
- What is your occupation? [Manicurist \(retired\)](#)
- Where were you born? [Delta, UT](#)
- Where did you grow up? [Loa, UT and Las Vegas, NV](#)
- How long have you lived in Nevada? [44 years](#)
- Are you married? [No](#)
- Do you have children/grandchildren? How many? [2 sons and 7 grandchildren](#)
- When did you start riding ATVs? [In the 70s](#)
- What was your first ATV? [A Honda Big Red](#)
- When did you get your current bike? [September 2006](#)
- How many miles do you have on the ATV you are riding right now? [469](#)
- What is your favorite riding area and why? [I have no favorite place, as long as I can ride](#)
- Do you have a memorable ride? Where was it and why was it so memorable? [Yes I have two. Big Creek because I like to camp; and Bald Mountain because of the wild horses](#)
- What is the most miles you have ever gone in a day on your ATV? [Not sure](#)
- Have you ever crashed on your ATV? [No](#)
- Did you get hurt? [N/A](#)
- What happened and how could it have been prevented? [N/A](#)
- Any other interesting facts you want to tell us? [I have four desert tortoises, like to ride horses, like to garden, and of course ride ATVs](#)

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*Have you been to our web page? If not, you're missing out on all of the pictures from our rides and other information that is not contained in this newsletter. The web address is on the front of this newsletter and is listed below.*

*The web page is continually maturing. We now have videos as well as pictures. If you have any suggestions, please let me know.*

*Is there something you would like to see in this newsletter and/or on the website? If you have a suggestion, please email it to: [webmaster@RennerATVRiders.com](mailto:webmaster@RennerATVRiders.com) or call Rose at the phone number listed on this page.*

[www.RennerATVRiders.com](http://www.RennerATVRiders.com)

## Upcoming Rides by Dave Faulk

**O**ur next ride on 28-29 April will be in the Mina area and is an overnight camping trip for those who wish to participate. The ride following that will be a day ride to Wonder and Fairview Peak. Here is a little information about these two rides.

Hopefully if you planned to join us for the overnight camping trip in Mina you have already made your reservations. By the time you read this, it may be too late to reserve a space. For information on the RV Park and their telephone number, go to the Rides section on the website. If you are traveling down to Mina Saturday morning to ride for the day only, go to the Calendar section of the website for where to meet and the time to depart.

Scott Janis, a customer of Rose's and a resident of Mina, will be Trail Bossing our Saturday ride. He has a prior engagement so he has

to be back at 3:00 pm, but I am sure I can get us back without him! I am not sure of the difficulty level for this ride, but remember that if you get to a spot where you don't feel comfortable, someone else will ride your bike through the area. I will plan something for our Sunday ride.

The ride following Mina will be to Wonder and to the top of Fairview Peak on 12 May. This will be a ride with an easy difficulty level and consist of mostly dirt roads. You can read more about the history of Wonder by going to the Rides section of the website and clicking on the link. On our way up Fairview Peak we will stop at the earthquake faults for a few minutes for all to see the remnants of the December 1954 earthquake. The view from the top is awesome and if we are lucky, maybe some bombing will be taking place on B-17 and we can watch.

