

CRANK THE SHIELD SSM

Day 1 – Batchawana Station to Stokely Creek – detailed description

After a gorgeous train ride, riders assemble their bicycles, and start at 10:45am

- Ride down the legendary Tribag Mine Road
- A few kms in, riders cross the Batchawana River at a shallow location. One of over 10 river/creek crossings in the day, all of them crystal clear gravel bottom, most rideable
- The road switches from narrow gravel to wider trail in some areas, rides along the Batchawana River, used in the Eco Challenge North American Championships
- After 25 kms along the Batchawana, you'll again cross the main river at a shallow location. Breathtaking scenery! A marshall from Sault Search and Rescue will be on hand
- A long, narrow ATV trail climb takes you out of the Batchawana Valley, with a long rocky downhill taking you to the roads of the MNR acid rain research area.
- The next 3 km of road you will use twice after looping around Batchawana MTN.
- On a slight downhill, a marshall will guide you left your first time through.
- After another creek crossing, you will start your 20+ minute ascent of Batchawana MTN.
- The trail narrows to the right, with a gnarly, rock strewn 3km climb to the panoramic vistas of Batchawana MTN.
- At the top, you will find Aid Station #1, you will see Norman Brown painting the surreal view, and if you have a minute, stop for a pic! Drop your post, the DH after is wild!
- A 3 km, re-opened trail that was once used by the fire spotter in the early century has been re-worked, and is very steep and technical in sections. You will need to dismount for at least 100 meters of this fresh trail. Good thing it's downhill!
- After riding by Griffin lake on old access roads, you will repeat the 3km you had done. The marshall on your second time through will guide you right – many signs will ensure you do not go left and back up the Mountain! This is a very important section to remember.
- This is where a long section of fast gravel grinding begins! Fast roads greet you, a short 1km section of the famous Mile 38 road takes you across the famed Chippewa River.
- You will make a hard right off the main road onto a closed former logging road, cross a ditch/creek and enjoy the rugged riding. A marshall will be at this corner to ensure you make the right! Go straight and you could end up in Kapuskasing!
- After approx. 8km, you will follow the Hydro Cut, descend a steep, baby head descent, cross the little Chippewa and tackle an arduous, loose rocky climb. We will weed eat the right edge, it will be more rideable than the loose rock.
- Weaving out of the hydro cut, the riding speeds up through pretty Algoma country, eventually taking you left back onto the hydro cut. A marshall, or Aid Station #2 c/o Velurution will be there to ensure your safety/ BBQ you a hot dog.
- The next 5 km is a real treat. Rocky, technical riding, and your first big-lake views of Batchawana Bay. As you ride closer, the bay unfolds before your eyes. Be wary of some loose sandy downs, and very rocky descents!

- You will ride alongside the Trans-Canada Highway for less than 1km, to your right is Whiskey Bay, where the manager of Scott Bikes Canada has a “Camp” – they’re not “Cottages” north of the French River!
- You will cross behind some private property, onto “Government Road”, to another possible location for Aid Station #2. You will weave through some tight backcountry, and make a left off the main road, crossing the Harmony River. This is a rideable, hard gravel crossing.
- A quick right on Wolfe Lake road takes you to a hard downhill left, a marshall will be there to ensure you make the turn. From here, you have a 7km, mostly uphill ride on logging roads to the day’s last big downhill, at Stokely Creek Lodge!

Grab a couple slices of Pizza, and relax after a long, 95 km day in the saddle!