

3rd Annual Off Roving the Great Continental Divide



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IN THE TRACKS OF LEGENDS

Welcome Off Rover!

It's time once again for Off Roving the Great Divide, following in the tracks of legends. If you are receiving this initial package you registered in time for what we hope will be a week you will never forget. You will climb more than 16,000ft in the first three days, with numerous crossings of the Great Continental Divide.

This year promises to be better than before with the modified format. We made sure to allow more time in the day [where possible] for you to appreciate the beauty of our surroundings and accommodated those who wanted a choice of camping vs. lodging. We also are doing a 'base camp' format for the first three days which will allow us to leave and return to the same location each day. This will significantly reduce the strain of 'breaking camp' every morning. We chose not to accept or seek sponsors for this trip as a matter of planning so there will be no need to have vehicle stickers for these sponsors. While we will follow a "3 tries and you're pulled through" we will spend more time 'training' for those who want it, to ensure you are comfortable as soon as possible so you can have fun as soon as possible.

This will be the first iteration of the trip sheet. It will serve as an introduction to what trails we'll be doing for the first three days, as well as offer you and the group the options for days four and five. The next iteration will include more history, and detailed trail descriptions for the optional trails for days 4-5 once the route is decided. By August 10th however, we as a group will need to have chosen the options for days 4 and 5 so please submit your vote. We understand everyone wants to get the most out of the week but we are also aware that exhaustion wears on as the week progresses and traveling further distances may not be an attractive option, that's why we have provide options.

We have found a new 'cause' to support and encourage all of our Off Rovers to consider being a part of it. Jordan Romero who is only 12 years old is slated to set the world record for climbing the tallest summits on 7 continents. He lives locally in Big Bear and is a charismatic story of truly *going beyond*. A donation in your name has already been given as part of this trip, so as we ascend peaks we can help him do the same. Visit jordanromero.com to give more.

Congratulations on being able to make this trip and we can't wait to see you!

Authentically,



Adam Spiker
Off Roving.com

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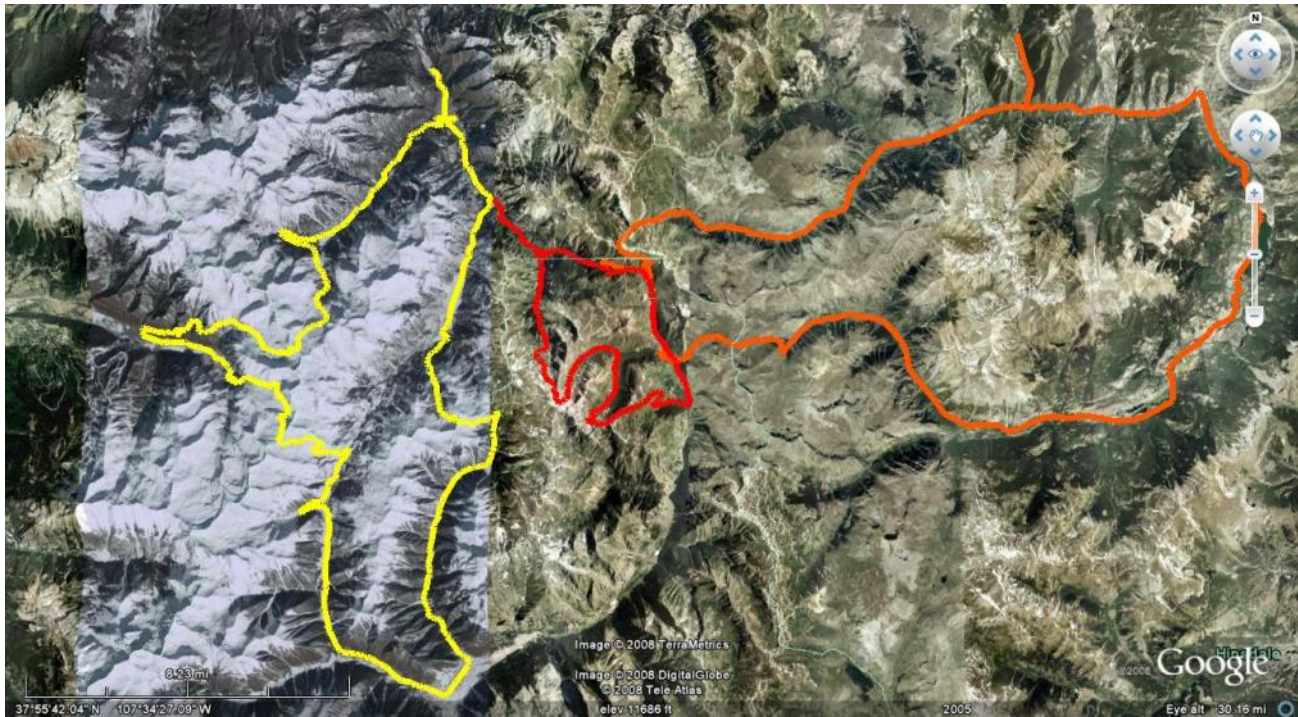
TRAIL LIST

**denotes trail from original Great Divide Expedition*

**orange text denotes crossing of Continental Divide*

	<div>DAY ONE – MONDAY 24TH</div> <div>Ouray to *[E]CORKSCREW GULCH [1HR] Gladstone to Silverton *[D]Black Bear Pass [via US550] to Telluride [3HR] Lunch and explore Telluride on your own *[M]IMOGENE PASS back to Ouray [5HR] DINNER AT 7PM BILLY GOAT GRUFFS 5,383ft ascent</div>	<div>DAY TWO – TUESDAY 25TH</div> <div>Ouray to [D]Mineral Creek [2HR] *[D]POUGHKEEPSIE GULCH to California Gulch [1HR] *[E]HURRICANE PASS to *Picayne Gulch [1.5HR] Portion of [M]Engineer Pass back to Ouray Group Dinner [arrange for trail lunches] 5101ft ascent</div>
	<div>DAY THREE – WEDNESDAY 26TH</div> <div>Pick up trail lunches Alpine Loop: *[M]Engineer Pass[3HR] [M]Nellie Creek side trail for lunch on trail [30MIN] [M]Cinnamon Pass[4HR] Dinner on own in Ouray 5246ft ascent</div>	
OPTION 1	<div>DAY FOUR – THURSDAY 28TH →</div> <div><u>Option 1:</u> drive to BRECKENRIDGE [M]Georgia Pass to [D] Red Cone [M]Webster Pass to [D]Radical Hill Camp near end of trail near Montezuma 4,693ft ascent</div>	<div>DAY FIVE – FRIDAY 29TH</div> <div>From camp in Montezuma: [M]Santa Fe Peak [P]Peru Creek[3HR] Back down trail to camp. End of trip. 4,643ft ascent</div>
OPTION 2	<div>DAY FOUR – THURSDAY 28TH →</div> <div><u>Option 2:</u> Crested Butte to Aspen Drive to Crested Butte [D]Pearl Pass to Little Annie Road Aspen Summer Road[5HR] Camp along end of trail southwest of Aspen 4,693ft ascent</div>	<div>DAY FIVE – FRIDAY 29TH</div> <div>From camp along trail near Aspen: Later morning start [D]Montezuma Basin[1] Camp at Day 4 spot. End of trip. 2,956ft ascent</div>
OPTION 3	<div>DAY FOUR – THURSDAY 28TH →</div> <div><u>Option 3</u> – Stay in Ouray area [E]Red Mountain[3HR] [M]Ophir Pass[3HR] Camp at Alta Lakes</div>	<div>DAY FIVE – FRIDAY 29TH</div> <div>Explore Alta Lakes trail and lakes Camp at Day 4 spot. End of trip.</div>

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FIRST THREE DAYS OF ROUTE

YELLOW = DAY ONE/MONDAY

RED = DAY TWO/TUESDAY

ORANGE = DAY THREE/WEDNESDAY

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IN THE TRACKS OF LEGENDS

Trail Descriptions Day One

	Pass Elevation	Difficulty Rating	Scenic Rating
Corkscrew Gulch	12,600ft	4	9
Black Bear Pass	12,840ft	6	10
Imogene Pass	13,114ft	4	10

Corkscrew Gulch is a relatively gentle road, entirely above timberline, with numerous mine remains and open mine portals in evidence. The road ascends to California Pass, which provides spectacular views down onto Lake Como, Poughkeepsie gulch and across to Hurricane Pass. The Corkscrew Gulch road is the harder section of this route and traverses quite different terrain. There is a series of tight switchbacks along a narrow shelf road. At times, the road is steep, and passing other vehicles can be difficult. From the summit of California Pass, the Corkscrew Gulch road continues to afford scenic views as it overlooks and then descends to the pine forest below timberline. As we approach Red Mountain, there is a beautiful view of the brilliant red valley and slopes of Red Mountain that gave it its name. History

This route commences near the town site of Ironton, which was located at the southern end of the old tailings pond. The town was formed in 1883 as a tent colony following the mining craze around Red Mountain four years earlier. Ironton developed into a somewhat refined town. Some merchants of the better stores in Ouray and Silverton opened branches in Ironton. Ironton served as the residential center for workers in the nearby mines, such as the Yankee Girl and the Guston. The town also served as an important stage and supply center for the region. Wagons arrived at regular intervals, and ore wagons left from the city continuously. When Otto Mears opened the Rainbow Route, extending his railroad from Silverton, over Red Mountain Pass, through to Ironton in 1889, the town had a grand welcoming celebration. Prospectors found gold in nearby mountains, which helped create another rush. New mine shafts were drilled deeper into the mountains. The digging of deep mine shafts resulted in the discovery of underground water; unfortunately, the water was found to contain deadly sulfuric acid, which often ate through machinery, making equipment maintenance a constant and expensive endeavor. The modest success of the gold mines was not sufficient for the town to survive the impact of the silver crash of 1893, and most of Ironton's residents moved on to other areas. A few hardy residents remained until the early 1930s. Some old buildings are left in the area.

Black Bear Pass:

- Expansive views of Telluride, nestled in the valley 4,000ft below
- Ingram and Bridal Veil Falls

The one-way Black Bear Pass Trail is one of the more difficult 4WD trails in Colorado, although much of this is based on lore based on the many lives it has claimed during the past thirty years. The real challenge is not so much in the actual terrain or trail, but in keeping focused on it. The beauty of the surroundings is truly breathtaking and a significant distraction. The trail itself is not as difficult as some would have you believe. Taken slowly and carefully this pass should not be beyond the abilities of any driver who has comfortably undertake a broad range of other moderate trails.



Trail Descriptions Day One

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The portion of the trail that earns its difficulty rating stretches from the summit of the pass to the U-turn at the entrance to the power station at Bridal Veil Falls about four miles below. This section is one way and can only be traveled east to west.

About a mile before the summit of the pass, the road flattens out, leading through lovely meadows with little alpine lakes and waterfalls in beautiful tundra countryside.

Dropping down from the pass, the road heads into a treeless alpine valley but remains quite easy. The water crossings may be of concern to some drivers, but the base is sound and should pose little problem when taken carefully. We had no difficulty in the past on this trail. Some slipping on the talus surface must be anticipated.

Up to this point the degree of difficulty would be rated at only 3. The road continues to get rougher and more difficult as we descend. Obstacles that may prove challenging include tight, off-camber switchbacks, loose talus, and narrow shelf roads with thousand-foot-plus drop-offs.

The very tight switchbacks commence about two miles below the summit. The road has a formidable reputation, and when you get to these switchbacks, it is easy to see why. One switchback is particularly notorious and is justly considered impassable for full-sized vehicles. A short distance further, the road crosses the creek directly above Ingram Falls. The route provides many scenic views of Bridal Veil Falls and the early hydroelectric power station. Numerous mines and tramways are evident during the journey down into Telluride. This trail is understandably acclaimed as one of the best trails of Colorado.

History

Black Bear Pass has also been known as Ingram Pass, after J. Ingram, who established the Smuggler Union Mine in 1876. Although Black Bear Pass is now the name commonly used, the U.S. Geological Survey Board on Geographical Names has not accepted it.

Black Bear Pass Trail was developed in the late 1800s to provide access to the Black Bear Mine. In the early 1900s, it fell into disrepair and was reopened as a 4WD road in 1959 through the efforts of the Telluride Jeep Club.

At 365 feet, Bridal Veil Falls is the highest waterfall in Colorado. On the canyon rim above the falls is a restored hydroelectric plant, built in 1904. Now a National Historic Landmark once generated power for nearby mines.

Description

The one-way Black Bear Pass Trail is one of the more difficult 4WD trails included in this book. It can be dangerous and has claimed many lives during the past 30 years.

Just how difficult you will find it depends on your vehicle, your 4WD experience, and Current road conditions. We have included it here for drivers who wish to try a more demanding road and because it is justly famous for its scenery. The trail is not suitable for a full-sized vehicle due to the very tight switchbacks on the steep, western side of the pass.

The portion of the trail that earns its difficulty rating stretches from the summit of the pass to the U-turn at the entrance to the power station at Bridal Veil Falls, about four miles below. This section is one way and can only be traveled from east to west.

From the Million Dollar Highway, US 550, the road starts its climb toward the pass.

About a mile before the summit of the pass, the road flattens out, leading through lovely meadows with alpine lakes and waterfalls in beautiful tundra countryside. At the summit, a network of tracks provides a multitude of wide, panoramic views. The abundance of tracks makes it difficult to identify the main track down to the west side; but by looking

down into the valley (to the northwest of the summit); you can easily see the road you need to take.

Dropping down from the pass, the road heads into a treeless alpine valley but remains quite easy. The water crossings may be of concern to some drivers, but the base of the road is sound and should pose little problem when taken carefully. Some slipping on the talus surface must be anticipated. Up to this point, the degree of difficulty would be rated only 3. As you will have noticed, though, the spectacular views are already evident.

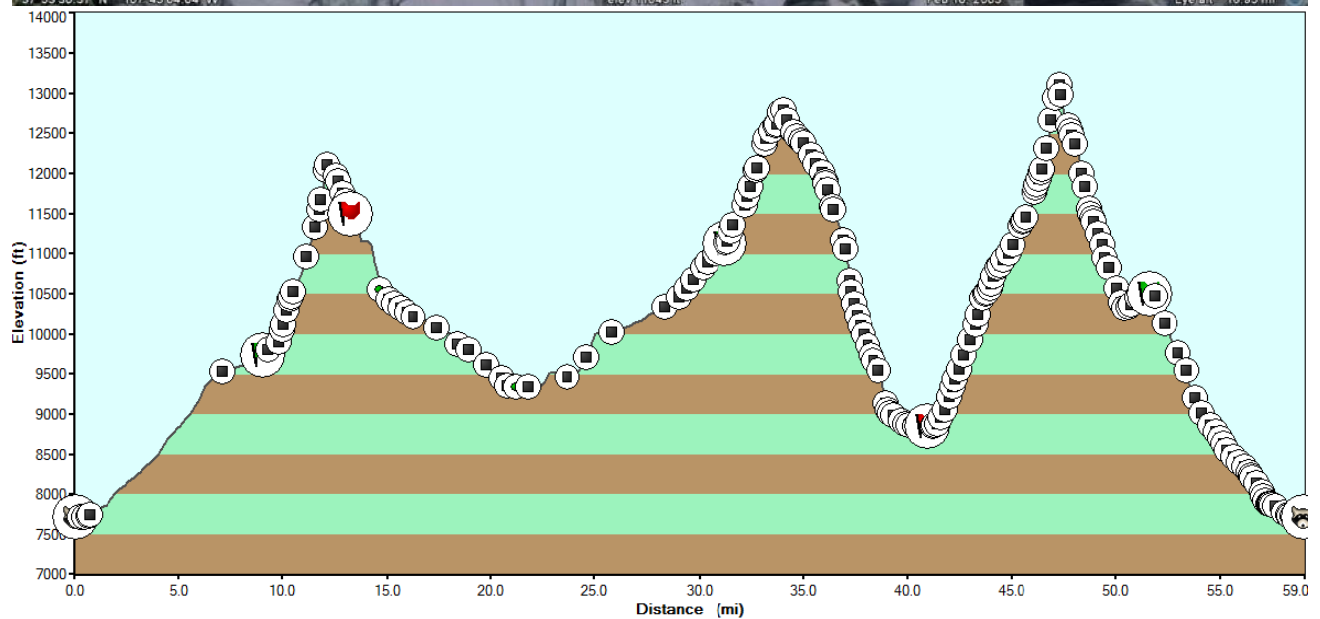
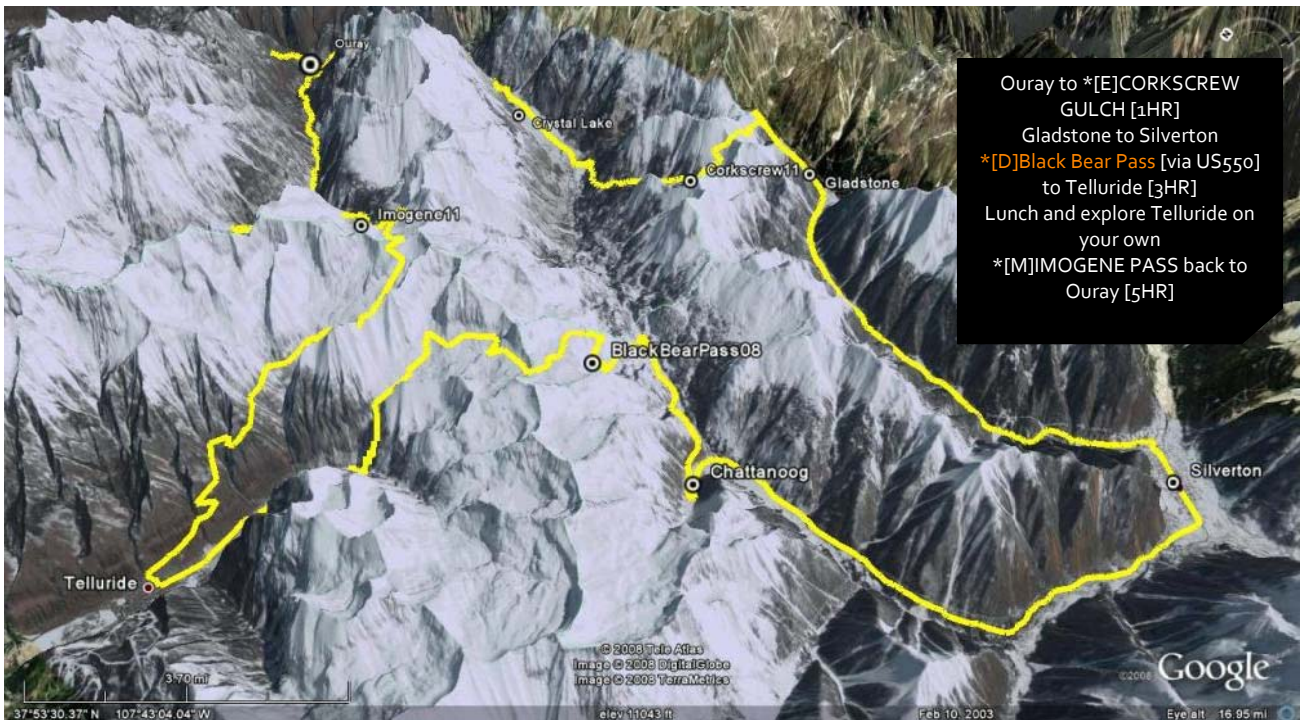
The road continues to get rougher and more difficult as you descend. Obstacles that may prove too challenging for inexperienced four-wheelers include tight, off-camber switchbacks, loose talus, and narrow shelf roads with thousand-foot-plus drop-offs.

The very tight switchbacks commence about two miles below the summit. The road has a formidable reputation, and when you arrive at this series of switchbacks, it is easy to see why. One switchback is particularly notorious and is justly considered impassable for full-sized vehicles. A short distance farther, the road crosses the creek directly above Ingram Falls. The route provides many scenic views of Bridal Veil Falls and the historic hydroelectric power station. Numerous mines and tramways are evident during the journey down into Telluride. We think this is one of the great 4WD roads of Colorado. Although experienced four-wheelers may not find it as difficult as it is reputed to be, we are sure they will consider it a great drive.



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DAY ONE



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Trail Descriptions Day Two

Mineral/Poughkeepsie/Hurricane Pass/Picayune Gulch:

	Pass Elevation	Difficulty Rating	Scenic Rating
Mineral Creek		4	8
Poughkeepsie Gulch		6	7
Hurricane Pass		3	7
Picayune Gulch	13,000ft	4	8

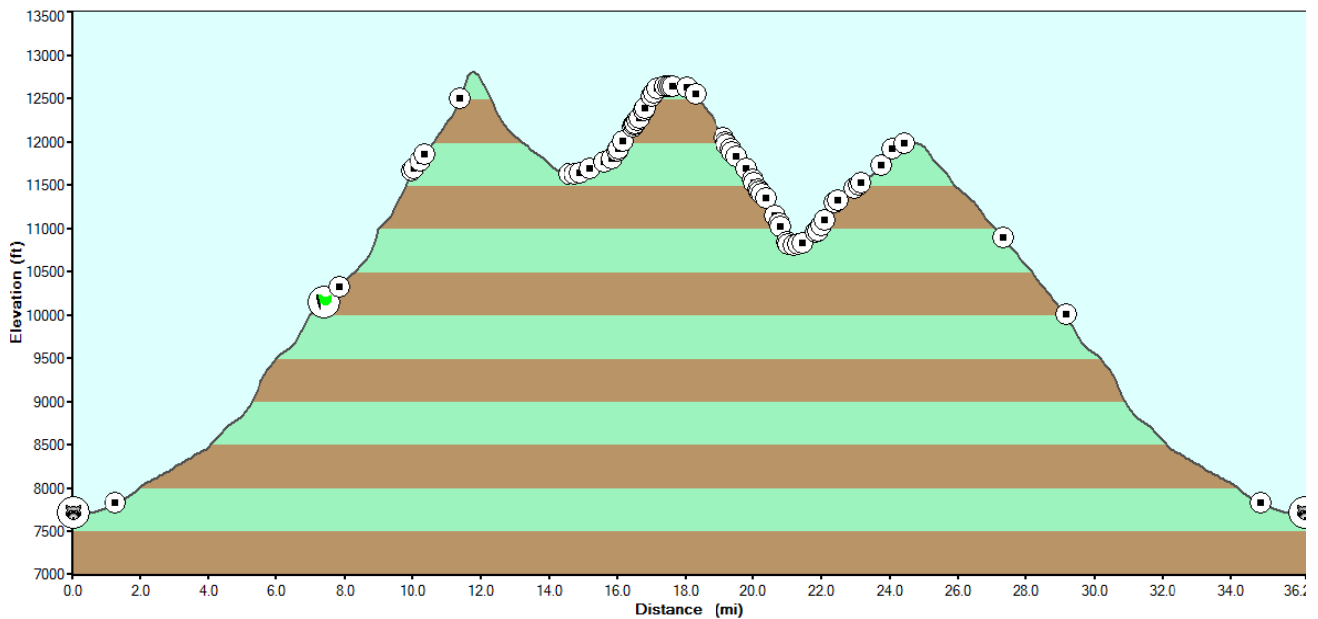
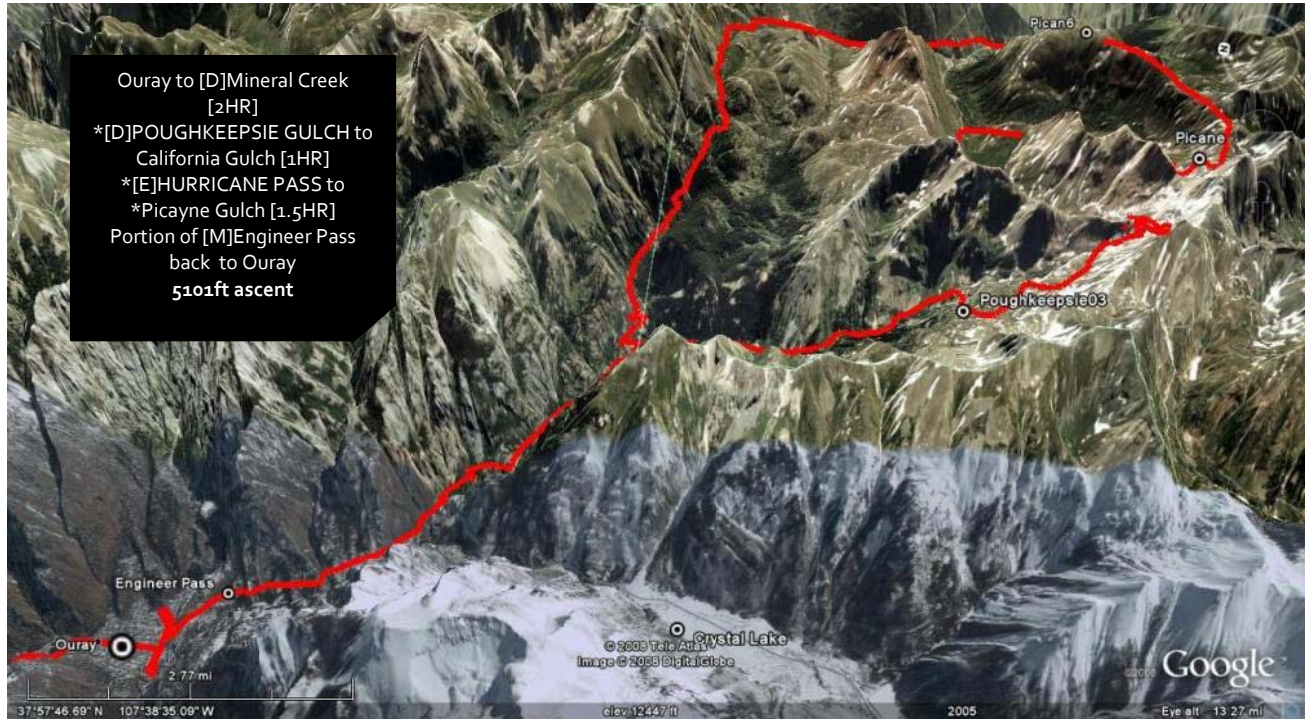
Mineral Creek is rocky and steep in places, especially at the beginning. One stretch of narrow ledge road. This is a short stretch we will use to Poughkeepsie Gulch.

Poughkeepsie Gulch, we believe from past trips during the same time of the season should be our most difficult stretch. The obstacle which is difficult is only about 100 yards long as it is a rocky shelf climb with loose dirt and undulations. There will most likely be a mud bog at the base of the ascent at the staging point. No real threat of damage for the new Land Rovers but rock sliders makes it a breeze. We had to winch up this last year however we were fully packed with 400-800 pounds of gear and kit. This year we intend on taking our time and have adjusted the schedule to prevent rushing through this obstacle. There are at least two primary ascents, both difficult. We will have spotters assisting each driver to help ensure everyone makes the ascent successfully.



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DAY TWO



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IN THE TRACKS OF LEGENDS

Trail Descriptions fo Day Three

Part of the historic Alpine Loop

	Pass Elevation	Difficulty Rating	Scenic Rating
Engineer Pass	12,800ft	4	10
Nellie Creek	11,500ft	4	8
Cinnamon Pass	12,620ft	3	9

From its completion in August 1877, this road was an important stagecoach route and the principal freight route for the wagons and mule trains that hauled supplies and ore between all the main mining camps in the area and Saguache, which was the closes major supply center. Within three years, the route had daily stages run by the Rocky Mountain Stage and Express Company.

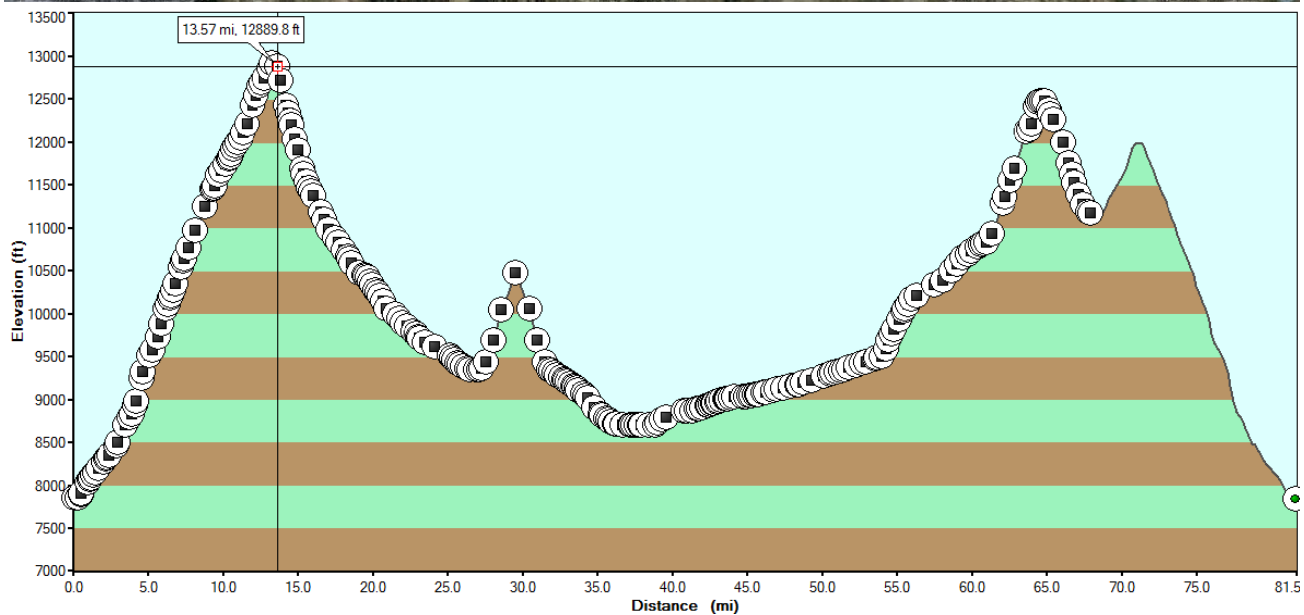
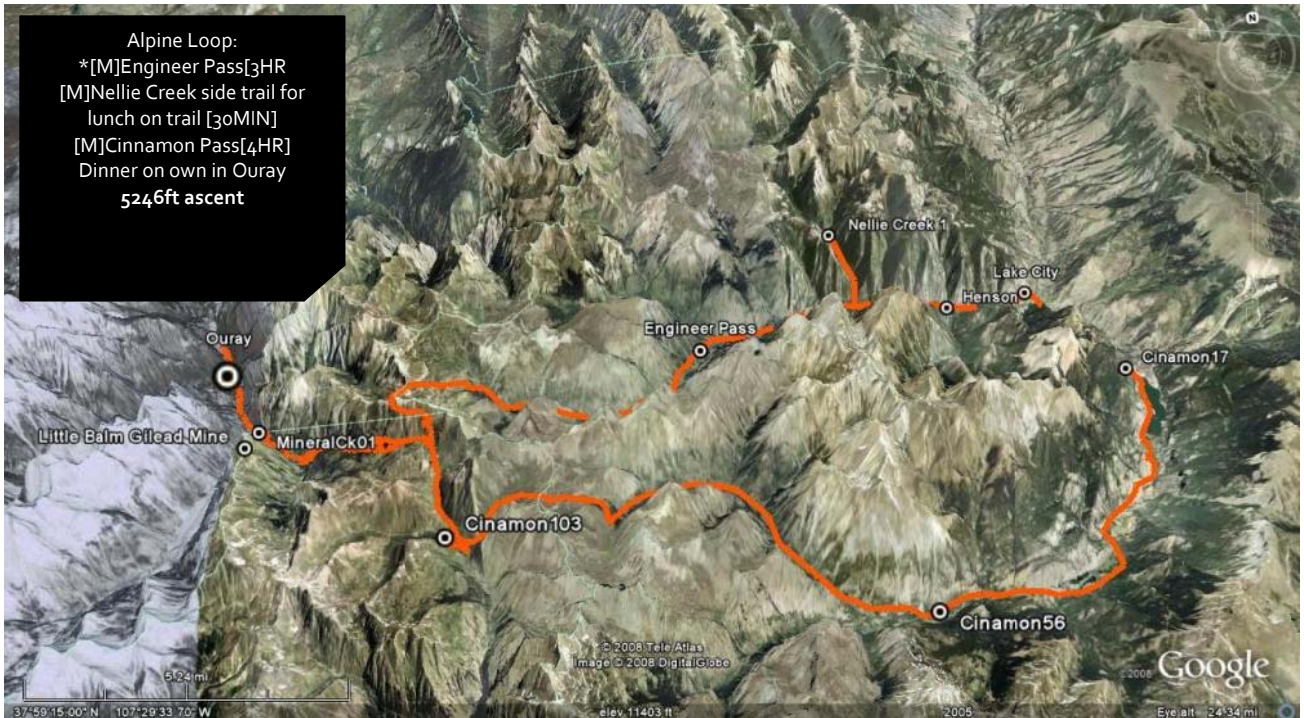
The Engineer Pass 4WD trail passes the sites of some of the major mining camps that were established in the area. The turnoff to the first, Poughkeepsie is located two and one-half miles from the start of the trail. This town was perched at an elevation of 11,650 feet and about seven miles south of Ouray.

We'll be turned off Engineer Pass about half way through to go up Nellie Creek. This wonderful little spur initially climbs gently through the forest, following the course of Nellie Creek. This lower section of the creek and the nearby forest show the signs of many industrious beavers' labor. The trail is rough with occasional loose boulders, but generally they are embedded and it is not difficult to drive in a high-clearance Rover. The biggest problem is passing other vehicles. At the end we'll stop to have lunch we brought with us.



The scenery along Cinnamon Pass varies from the rugged alpine environment of year-round snow and barren talus slopes near the summit to the wildflower covered valleys and rushing streams draining the melting snow. At either end of the route are wonderful, historic towns, one a ghost town, the other a hive of activity. This will be another crossing of the Continental Divide.

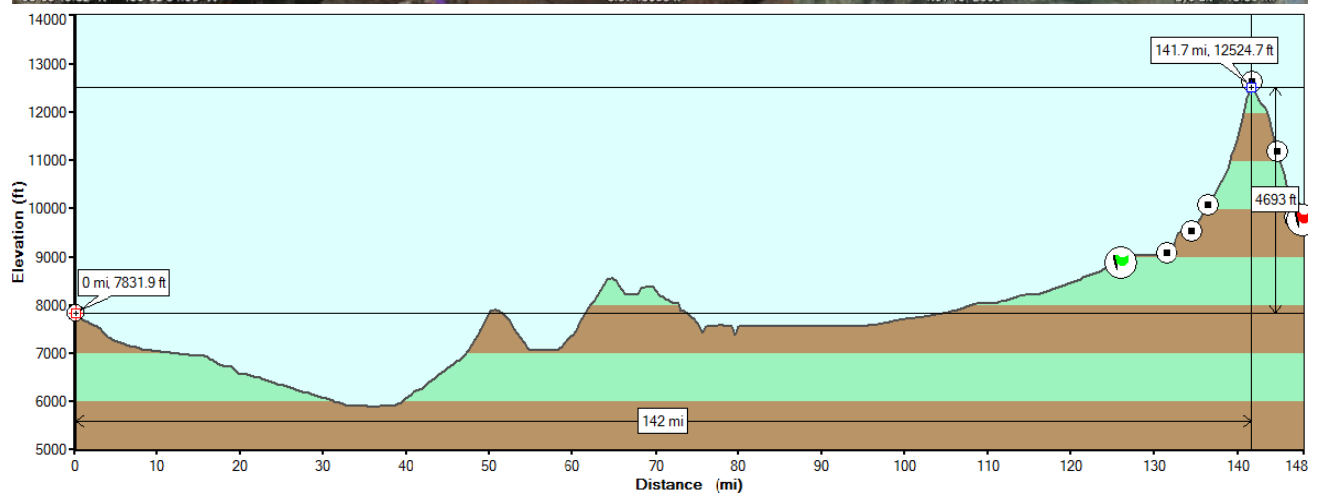
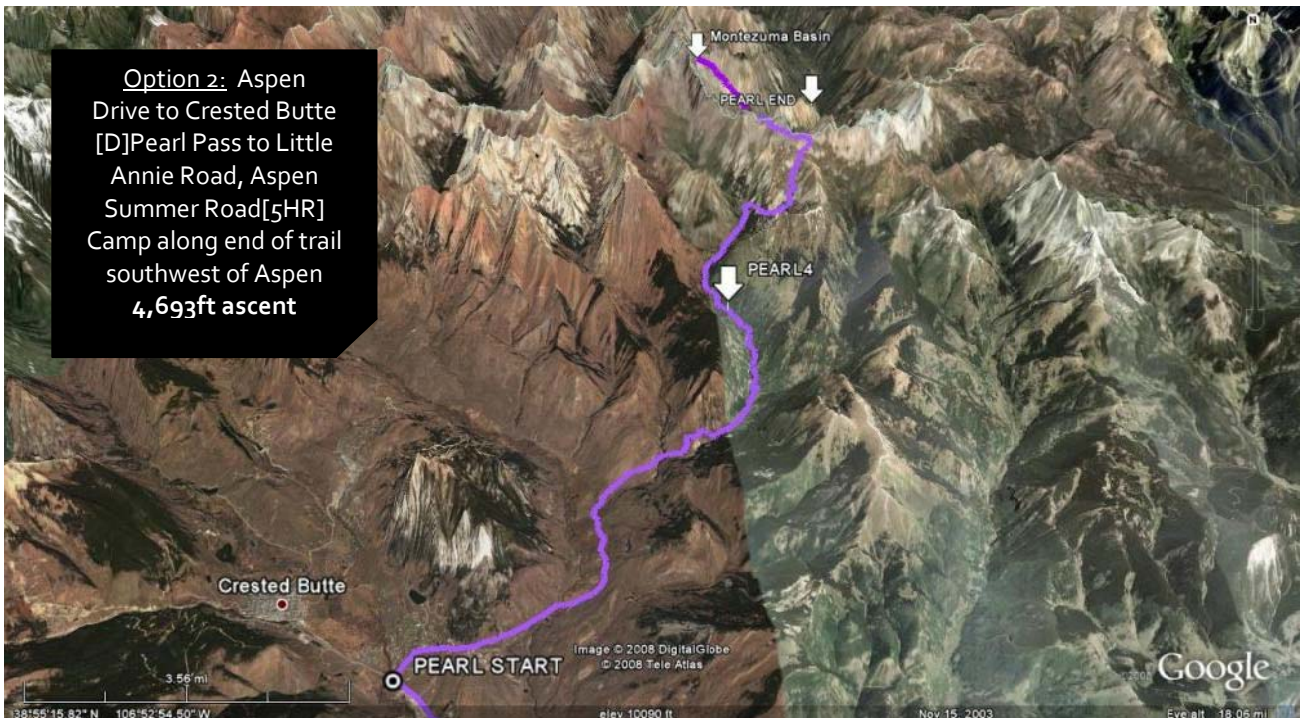
DAY THREE



On the following pages you will find maps and vertical profiles of the three options for days 4-5. Detailed information will be produced for the option the group chooses. Since we are a 'group' we must go with the popular vote for these days. The consideration is really about time and distance since the trails will take us further east and north, further away from home. Please decide by Aug 10th.

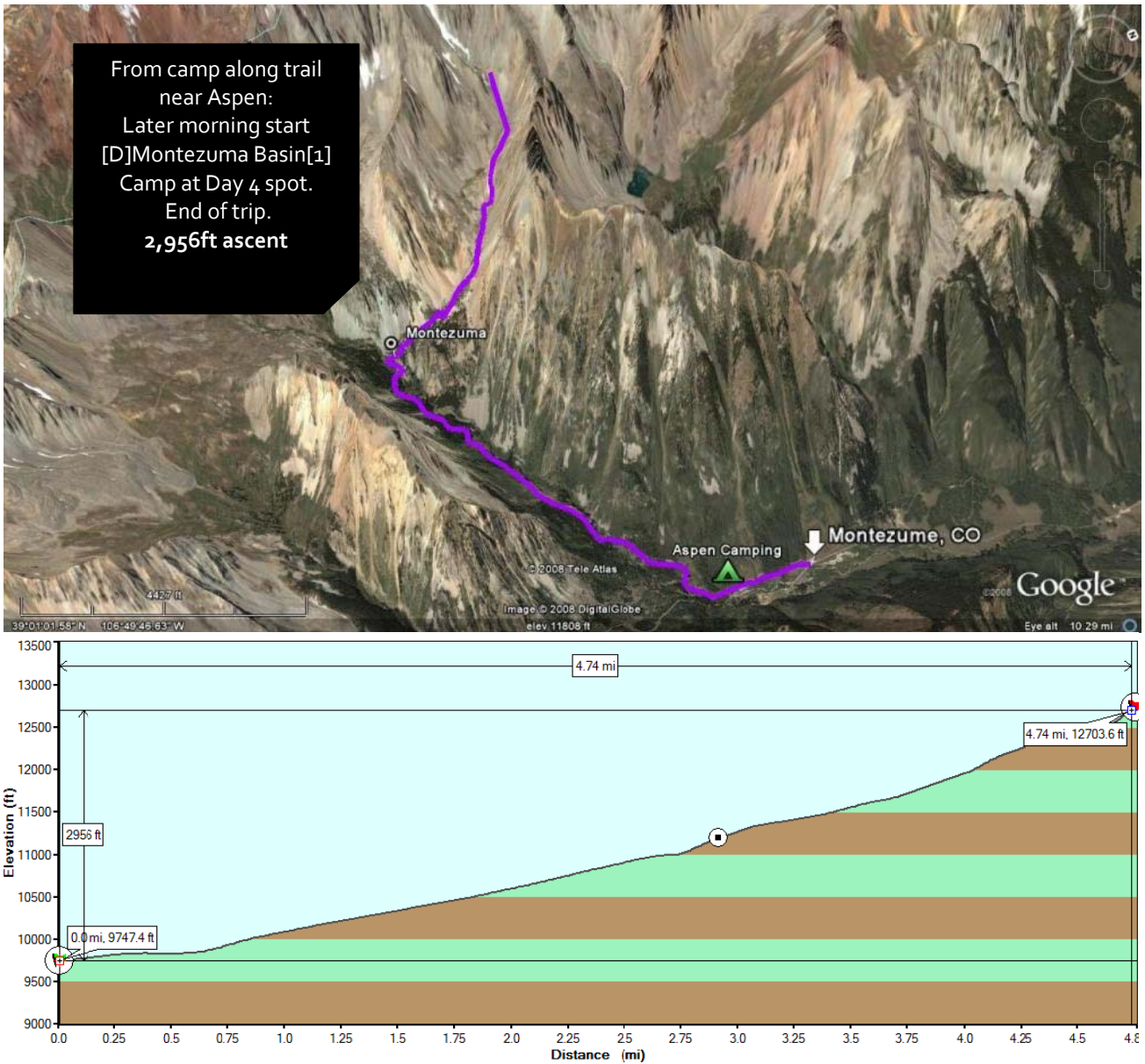
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DAY FOUR OPTION ONE – ASPEN AREA



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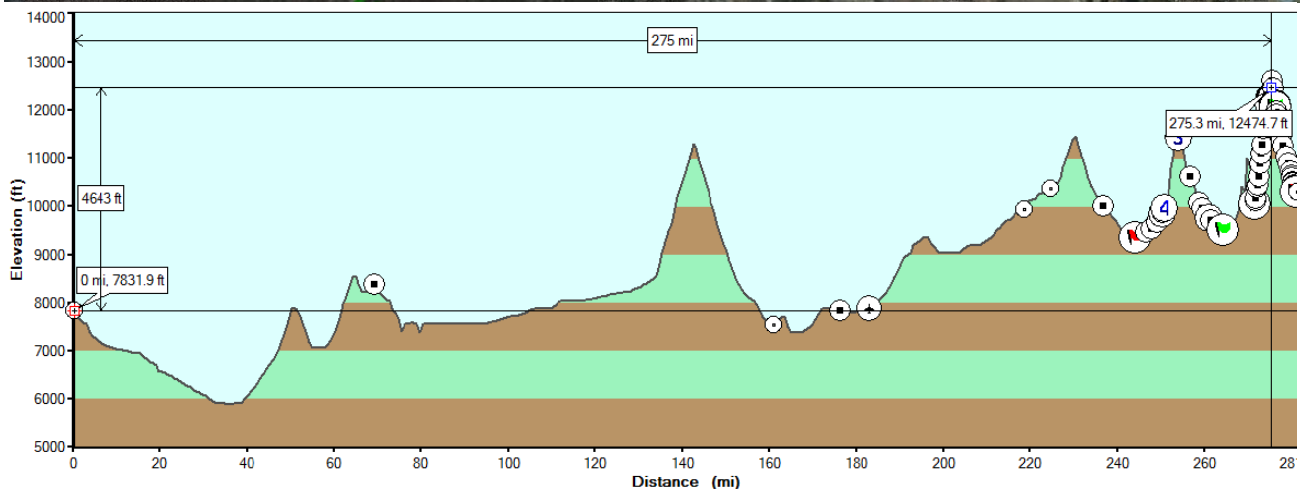
DAY FIVE OPTION ONE – ASPEN AREA



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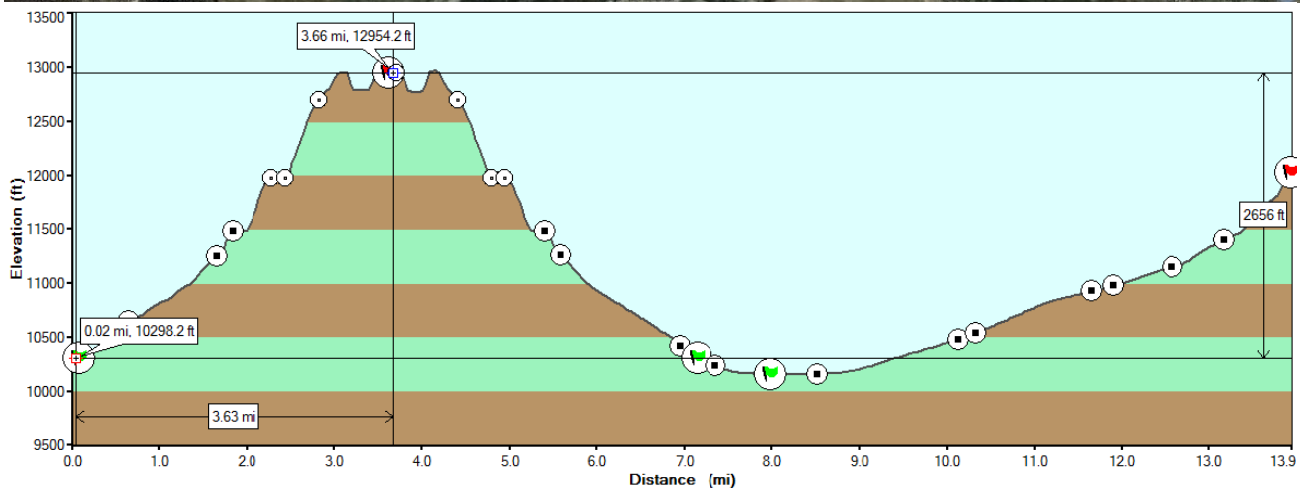
DAY FOUR OPTION TWO – BRECKENRIDGE AREA



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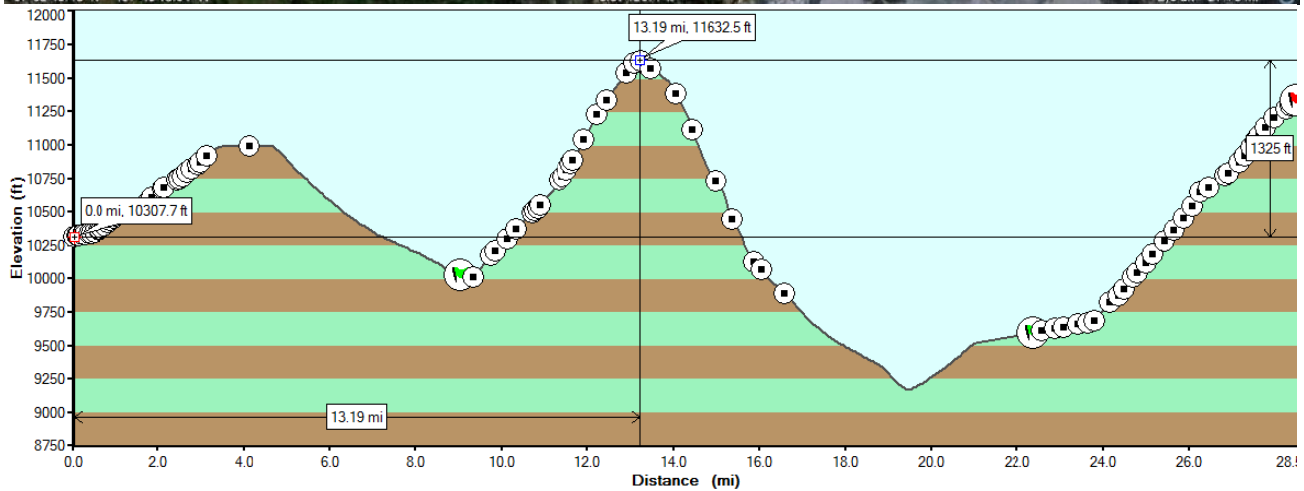
DAY FIVE OPTION TWO – BRECKENRIDGE AREA



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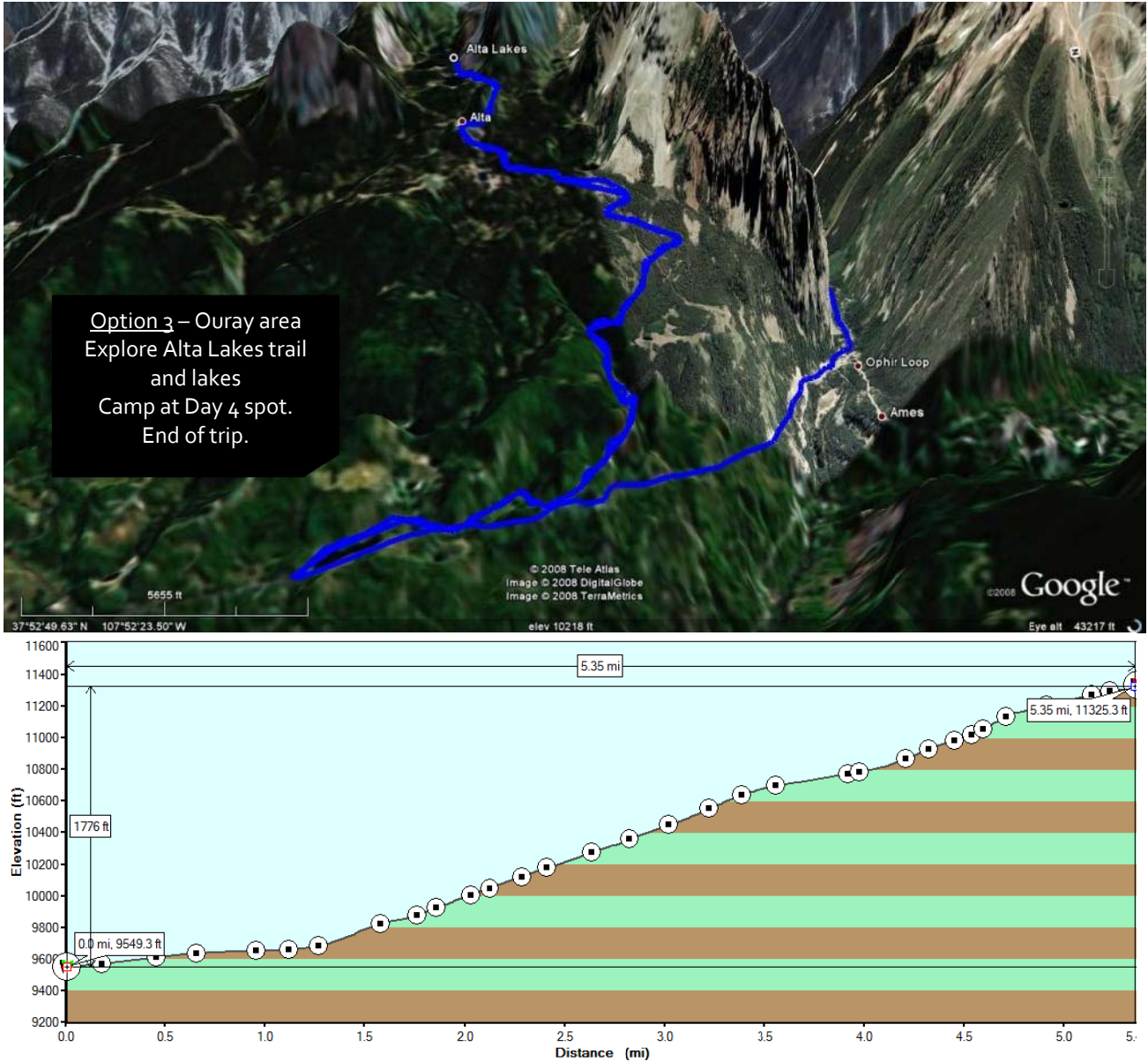
DAY FOUR OPTION THREE – OURAY AREA



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DAY FIVE OPTION THREE – OURAY AREA



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REQUIRED KIT & GEAR

- One full sized spare rim and mounted tire
- One 3 gallon+ water tank/jerry can
- Spare vehicle key
- Proof of CURRENT vehicle insurance
- CURRENT drivers license
- CURRENT registration
- Emergency contact information on card
- Medical insurance card
- FRS radio with sub-channels [walkie-talkie] we are not using CB
- Spare fuses [primarily for cigarette lighter outlets]
- Spare air filter
- Basic tools kit
- Duct tape
- Bailing wire
- Automotive fire extinguisher [easy access]
- Spare light bulb
- Electrical tape
- On-board air [either air tank or GOOD compressor]
- Tire repair kit
- Knife
- Extreme cold weather outfit/rain gear
- Shovel
- Quality work gloves
- Tow strap and TWO shackles
- Remove recover point fascia covers
- CONFOTABLE Collapsible chair
- Hat
- Sunglasses
- Personal medicines to cope with many ailments
- Emergency fire starting means
- Mechanical compass
- Parachute chord & tarp [emergency shelter]
- Small back pack, with canteen/water bottles
- Insect repellent
- Flashlight & headlamp flashlight
- Tire gauge
- Automatic tire deflators [Staun or similar]
- Trash bags [we pick up trash as we find it]
- Bear repellent [mace/mustard spray]
- Firearms allowed—just be safe as there are kids on this trip.

Pack as light and compact as possible. Choose dual purpose functionality. Pack as much inside the vehicle as possible with as little on the roof rack as possible. If storing items on the roof rack, position items so weight is evenly distributed across span of rack and as low profile as possible. Position towards middle of vehicle [front to back]. If you are bringing a jerry can of fuel, make sure it is a non-venting NATO type. The constant temperature changes and agitation will force fuel out of the tanks, spilling all over the vehicle.

For camping, plan accordingly for rain, high winds, etc.

To grasp the beauty and awe of the terrain we'll be covering, go here for images and movies.

[Images of Great Divide I go here.](#)

[Movies of Great Divide I go here.](#)
[And Here](#)

[Images of Great Divide II go here.](#)

[Movies of Great Divide II go here.](#)

And other videos here: <http://www.youtube.com/OffRoving>

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NOTES AND TO DO'S

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