

SIN BAT Ride Preamble

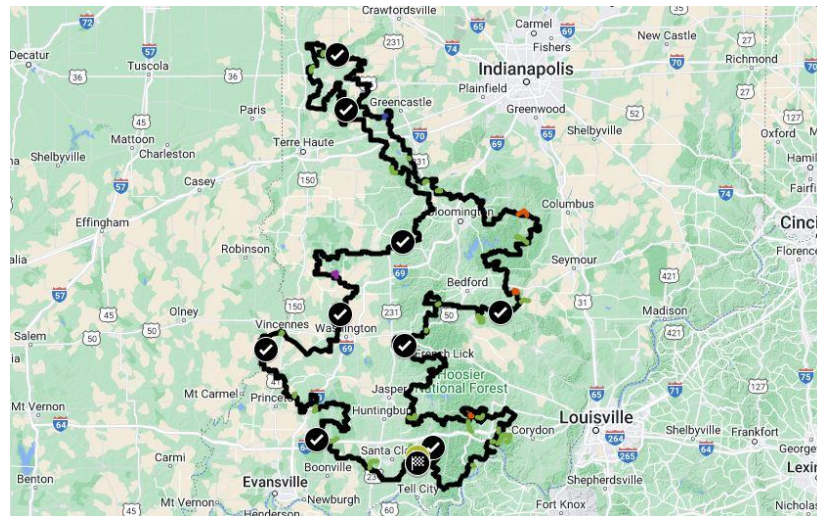
I have always been fascinated by motorcycles. My first motorcycle was a dual sport 1983 Honda XL600R. Since then, I have had many different street bikes, dirt bikes, dual sport bikes, and collector bikes.

But two things have dramatically changed the way I ride. Electric starters and GPS Navigation. The first for obvious reasons, and the second for the ease which I can now ride exceptional roads virtually anywhere without needing to go and search them out myself. That and I never feel lost on rides anymore.

I truly stumbled upon the BAT Tracks site almost by accident, but I'm sure glad that I did.

I contacted them (Jeremy Backer) and asked for a few track downloads. They were all excellent. I finally met Jeremy on a HNF ride and found out what a truly passionate rider he is. I then went on an organized BAT Tracks ride in West Virginia. I was sold. I don't know how he finds all these great "roads" to ride. They were definitely my kind of terrain.

I read of his challenge rides and since I live in Indiana, of course I started with the SIN BAT challenge.



It may not look like it, but with all the zig zagging, this is a solid 1000 mile trail that consists of roads, gravel, grass, fields, and many other challenges along the way. The track is broken into 5 different sections, each approx. 200 miles in length. Along the way there are 10 interesting checkpoints that must be photo captured.

I finally found a window of opportunity and decided to ride this on June 15-19, 2026

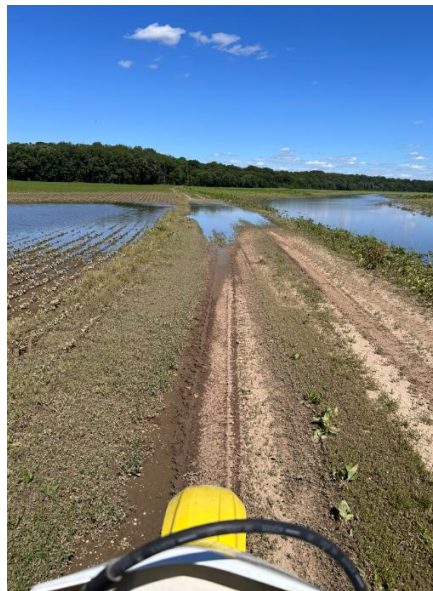
The following is a brief day by day summary of my SIN BAT Challenge adventure.

Monday – June 15

Commit your heart to the Lord and your plans will succeed. Proverbs 16:3

Section 3

I started from home in Plainfield and rode to Nashville for the start. The great roads started about 3 miles west of Nashville and never let up. One paved road in particular was Shilo Rd. Awesome twisting road. There were several creek crossing right away. When I got near Gosport the track took me through some of my favorite area roads. Later on, all the roads around Rockville up north were great fun to ride as well. One road north of Rockville was literally just a field and very enjoyable to ride.



I found the Cox-Ford Covered Bridge Checkpoint. I saw and crossed at least 15 other covered bridges today. And I saw at minimum 25 deer.

I even got a text from Jeremy Backer asking if I got going ok and telling me to contact him if I needed ANYTHING. It felt sort of like Helge Pedersen of Globe Riders contacting me in Tierra del Fuego.

I spent the night in a basic Covered Bridge Motel in Rockville.

Total day ride mileage - 268 Miles



Tuesday – June 16

The Lord is my shepherd; I shall not be in want. Psalms 23

Section 4

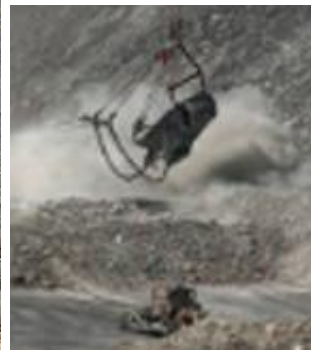
I started the day in great sprits and looking forward to the ride , especially knowing that I had 4 solid days left ahead of me.

The sky was beautifully blue, temperature was perfect and life was good.



The roads got good very quickly out of Rockville. Lots of gravel today. The good kind of gravel that's been well worn into the roadbed and you can easily cruise 50 mph.

Ended up passing through the Bear Run Mine area. Saw some HUGE equipment at work.



It is hard to explain how big this equipment is until you see the very large dozer in the picture as well.

I found all the necessary checkpoints today. Bridgeton Mill Covered Bridge, Tulip Trestle, and a very large Well Pump.



I spent the night in Hotel Baymont-Wyndham in Washington (not recommended)

Wednesday – June 17

I can do all things through Christ who strengthens me. Philippians 4:13

Section 5

I was excited about the ride today as I was getting into BAT Tracks home turf, and in areas that I had not ridden before. Turned out to be an interesting day.

The roads were excellent. About 85% gravel today. Again, the good kind.

I did skip the first water hole near Monroe City. It just looked too deep for early in the morning. It was an easy work around.



This route went through Vincennes so I decided to check out the George Rogers Clark Memorial. Very interesting and beautiful, glad I did, but I'm here for riding, not sightseeing.

I left there on South River Road. Very nice long meandering gravel road. This in turn brought me to Frog road. A long straight gravel road. Per the GPS, it ended at a street but continued with a right hand turn followed by a very quick left. But no such road existed. But there looked like another perpendicular road at the end. So I started down a grassy field, followed by an even more dense areas of high grass. I stirred up at least a half dozen deer (sorry guys). But I eventually got to the next cross street. Always satisfying to go without real roads.

June 17, 2026 at 12:25 PM
Hazleton - 8,696 of 8,905



June 17, 2026 at 12:25 PM
Hazleton - 8,697 of 8,905



June 17, 2026 at 12:29 PM
Patoka - 8,698 of 8,905



Here's where the adventure got dicey. I came up on a "Road Closed" gate. However, I could see an area to the right where many vehicles had gone around. Ok – fair game.

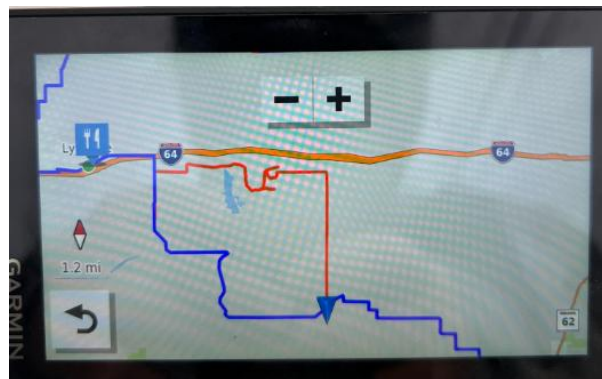


However, once I crested the hill, I saw three official looking vehicles off in the distance. Not truly in the mood to chat about it, I decided to turn around and leave. I noticed one of the vehicles heading my way. I left the way I came in, went down a field and then looked towards the gate before I got on the road. Yep – vehicle coming out the gate. I think I hit a max speed limit on the gravel and raised quite a dust cloud behind me. I took the second right and hightailed down there until I came to yet another road closed sign with just a few

concrete barricades. Of course I passed them too. Went for a lovely mile or two and the gravel ceased only to leave a grass path and then it turned into woods. I continued to travel in the direction of a marked road on the GPS but came into an unmarked private development. I got to the end and found a very foreboding private gate. Believe me, I tried to figure out how to go around this. No can do.



So I rolled back the way I came and found several other small gravel roads. Fortunately one offered an escape route (up and around the pole) which I claimed as a victory.



Getting towards the end of the day I was excited about getting to Tell City as I was having dinner with Mr. Jeremy Backer himself (Helge Pedersen).

However, the last obstacles encountered were 4 quite swampy water holes on Pigeon Creek Road. I went through the first one fine by staying on the left edge where I could see gravel. So, I attempted the second the same way but immediately slid to the center and was in water half way up the motorcycle. Powered through that but now was soaked. The third looked impossible so I decided to try to the right of the water, but it was VERY soupy. I was doing well until I hit a surprisingly slick log. By then, I was exhausted and while trying

to climb over the slick log, down went the bike. I tried to right the machine, no joy, too weak. After about 30 minutes recovery I was finally able to get it up and out. The fourth hole was doable and did help clean some of the mud off the bike and rider.



Note - even the hard parts only add to the adventure. I sort of took the easy way to Tell City from there though.

I made it to Tell City a mess. Checked into a nice hotel. Washed boots and pants out in the bathtub. This made quite a mess but cleaned it up the best I could. Left the housekeeper a bigger than normal tip.

Had a lovely and enjoyable dinner at the Pourhaus nearby.

213 hard miles for the day and that first beer at the Pourhaus tasted remarkable.



Thursday – June 18

Ah, Sovereign Lord, you have made the heavens and the earth by your great power and outstretched arm. Nothing is too hard for you. Jeremiah 32:17

Section 1

The weather was poor in the morning so I slept a bit longer. I did a load of laundry and then was on my way. I was still a bit exhausted, but I was looking forward to the day's ride. I felt a bit sad because knew the ride had only two days left. Could have just been one too many beverages the night before.

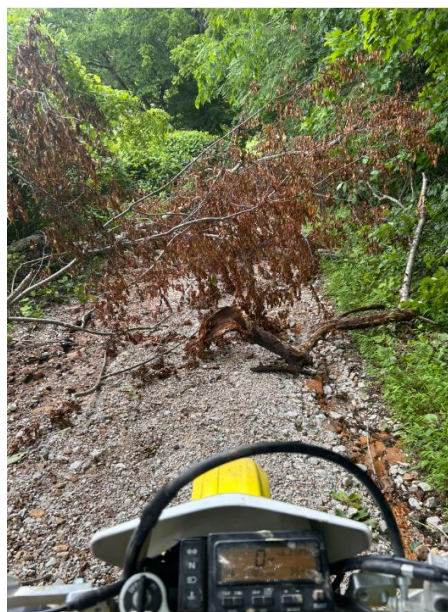
This was Section 1, so it was the true starting point of the SIN BAT challenge. Southern IN does offer some fantastic roads. I did go to see the shrine and chapel in Ferdinand. It was a wonderful stop.

I found one of the highlight checkpoints, the Steam Tractor in Bristow. I had a toast for Linus George Schlachter while there. Read the story on BAT Tracks website. You'll enjoy it.

There were many good creek crossings and plenty of deer on this route. The scenery was fabulous the whole day. I particularly liked riding Rothrock Mill Road and then W. Old Felker Road.



Rothrock Mill Road (above)



W. Old Felker Road (above) needed a bit of clearing to pass.

I shortened the route for time reasons. Totaled 175 miles.

Stayed the night in French Lick at the Valley Inn. Respectable motel in my price point.

Friday – June 19

Blessed is the man who trusts in the Lord, whose trust is the Lord.. Jeremiah 17:7

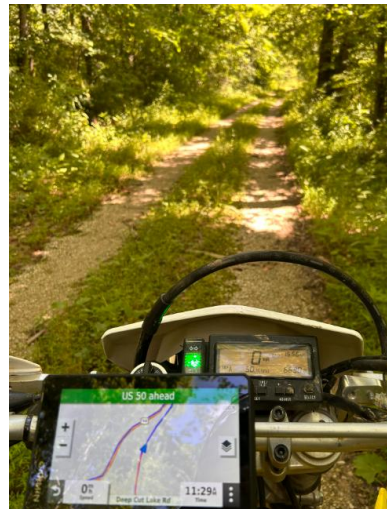
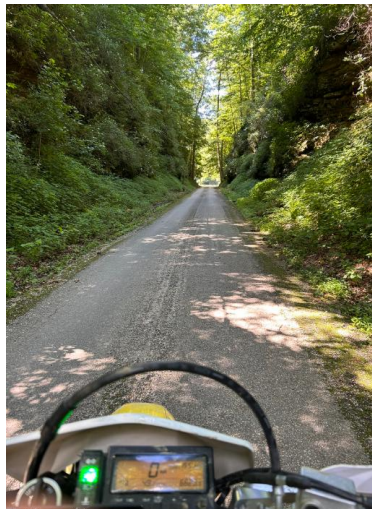
*This verse invites you to shift the weight of your worries off your shoulders and place them on God's. It's a reminder that blessing flows not from perfect circumstances, but from a heart anchored in Him

Section 2

Today was the final day of the loop. Yes - I was excited to get home, but I knew I would miss the luxury of riding each day.

The roads were a mix of ones that I was familiar with and others that were new to me.

One new one in particular was Deep Cut Lake Road. I entered from the Shoals side and loved the riding. It was very deserted because I found the bridge was closed and there was a road closed sign at US 50. Great fun to ride.



The rest of the day was filled with Great Scenery through the Williams area. Several nice Iron Bridges, quite a few more deer as well.

I finally ended up back in Nashville, both relieved and proud to have completed the SIN BAT challenge trip.

I celebrated with a lovely beer at the Hard Truth distillery before the ride north to Plainfield.



As I left Nashville, I re-entered the world of traffic. Two or 10 cars always in front of me, and stop signs that were meant more than just as mere suggestions.

Closing Thoughts

What a great trip. There is a lot to be said for accomplishing a challenge trip pretty much unscathed. I was, however, pretty beat for a few days afterwards.

I did take a lot more pictures than I normally do, so that slowed progress a bit. I generally consider myself a Human Go-Forward Machine, so this was a little different change of pace.

I enjoyed posting on FB each day – [Indiana Dual Sport Riders](#) site and the great support and encouragement that I received there was really helpful.

And of course, THANK YOU to BAT Tracks and Jeremy Backer. You put together a tremendous route, and the roads and trails were perfect for this adventure.

Dean Mosser (Milton Bradley)