

My 2016 Challenge Report



by Doug Patchin (Platinum Time Level Winner)

During the past challenge years, I have not been able to get to more than 30 sites. This is for the same reasons most of us use; can't get away for more than 2 days at a time, family obligations, it's too cold, it's too hot, fire season prevents access, laziness, etc., etc.

My first challenge year was 2011, and I achieved the silver level. In 2012 it was only bronze. In 2013 I didn't participate because of planning an Alaska trip that would extend for 5 weeks in July and August. In 2014 the bronze was achieved, and in 2015 the silver was received. So my goal in 2016 was to get to the gold level to add a different color to my metal count.

My first site was on a group ride that Mike Hardy posted for April 1st. We met at **Carl's Cycles**, got the photo taken and continued with a great ride through the foothills north of Eagle. We ended up riding down to the Payette River near Montour and followed the dirt road into Horseshoe Bend in the dark. (*One down and only 29 more to go.*)



On a warm, sunny Saturday morning, April 9th, I decided to ride to **Ola** and follow Oldnut's advice to have breakfast at the remodeled and restored Ola Inn & Cafe — good food, friendly owners, and she even volunteered to take my photo.

Spring in southern Idaho is beautiful and the ride up to Ola showcased the short lived greening of the mountains. (*Two down and only 28 to go.*)

*Entering Ola, site #28,
located north of Emmett.*

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Saturday April 30th, IAMC met for breakfast at **Big Twin** before our annual Spring Prairie ride. (*Three down and 27 to go.*)

On the weekend of May13-15 Arden Hill joined with me to ride the old Transcontinental Railroad grade road and visit the Golden Spike National Historic Site. On Friday morning we stopped at **Bruneau** and after having breakfast in Snowville on Sunday morning we headed out in the rain to **Malta** and **Almo**. In the afternoon our last stop for the day was a **Castleford** before heading back to Boise. (*Four more added, totaling 7 down and 23 to go.*)



*Golden Spike National Historic Site
(25 miles west of Brigham City, Ut).*

May 25th was an open house event at **Happy Trails** with good food sharing wisdom on camping and packing light and telling tall tales of our exploits as dual sport riders.



Memorial Day, May 30th, found me riding to **Atlanta**, following the IDBDR from Anderson Flats to Hwy 21 then south to **Lowman** and up the Alder Creek road to **Placerville**. (*Eleven down and 19 to go.*)

June 9-12, Dan, Arden, Ron, Ed, Mark and I headed to the Wallowa Valley Jamboree in Enterprise, Oregon. On the way home on Sunday we stopped in **Cambridge** for our mug shot. (*Twelve down and 18 to go.*)

*Old barn outside of Enterprise, Oregon. L to R:
Mark Wurtenberger, Ron Schinnerer, Dan Driscoll,
Ed Torrey, Arden Hill, and Doug Patchin.*

The month of July was occupied by family and business obligations. I managed to get to **Snake River Yamaha** to get my fourth required stop on July 30th. (*Thirteen down and 17 to go.*)

Now some serious planning started to take place with me realizing that I could get another 28 sites with just two multi day trips. That would put me into the elusive Platinum level. So I grouped the 13 sites in eastern Idaho in a clockwise route and began my 3 day, 1,155 mile trek. I left on Friday, August 5th after work and camped at Moonstone Landing on the Magic Reservoir off of Hwy 20. The next day I got to **Mackay, Atomic City, Mud Lake, Spencer and Island Park**. I camped that night off a dirt road near Mesa Falls. On day two I awoke to rain and quickly packed everything up between rain storms and headed to Ashton for breakfast. After a warm meal, I continued south on Hwy 32, but had to stop before reaching Tetonia to put on rain gear. The rain gear would stay on all day until I reached Dingle and clearer skies and sunshine. The picture above is what the sky looked like all day producing rain, lightening, thunder and hail in great quantities. I got to **Tetonia**, took my picture quickly and headed to Driggs to find cover and wait out the approaching rain and hail. When the sky cleared briefly, I rode to **Swan Valley** missing another downpour by minutes. After waiting out a hail storm in Alpine Junction, Wyoming, I rode to **Freedom**, then south through



The overcast Teton Mountains to the east of Tetonia, site #-36.

Wyoming and back into Idaho to reach **Dingle** where the sky was clearing and the warmth from the sun could start drying my soaked mesh riding boots. The last site for the day was **Bancroft** after which I headed to Lava Hot Springs for a motel room to dry out the tent, the rain fly and my riding boots.



Day three found me riding back roads south out of Lava Hot Springs to Malad City and Holbrook then north on Hwy 37 past Twin Springs where I stopped for a needed break. The next stop was **Rockland**, and then routing on a few dirt and frontage roads to avoid

Twin Springs, 23 miles south of Rockland on Hwy 37, was a favorite camping site for pioneers on Hudspeth's Cutoff heading to California.

using the freeway, I arrived at Raft River. I got onto old Hwy 30 which quickly turned to gravel until I crossed the Snake River where I turned north and found the little town of **Acequia**. The last stop before going to my dad's home in Twin Falls was **Eden**. *(Mission accomplished with 26 down and 18 to go.)*

My initial plans were to skip three sites — Yellow Pine, Warren and Leadore — because of the time and distance needed to get to them. However, on Saturday, August 13th, my wife had nothing planned for me in the yard, so I hopped on to my DRZ400 and headed north on Hwy 55 to Cascade and onto **Yellow Pine**. Here I stopped for lunch and topped off the gas tank for the long haul to **Warren**. I had forgotten how much time is needed to do this loop and didn't get back home until 7:30 pm after riding 360 miles. Long day on a DRZ. *(Now I have 28 down and 16 to go.)*

On August 26th I pointed the Triumph 800XC north to get to the 15 sites north of the Salmon River. The first day's objective was **Elk City**. I spent the evening camped somewhere in the mountains south of the Clearwater River and Hwy 12. Day 2 found me working my out of the mountains and down to Kooskia. From there it was north on Hwy 12 to Hwy 11 and into **Weippe**. I then backtracked on Hwy 11 to Lower Ford Creek Road and dropped down into Orofino. I followed Hwy 12 to the turn off for **Peck** and then backtracked to Hwy 12 and back into Orofino for fuel. From here I rode north to the Dworshak Reservoir and Dent Bridge. After crossing the bridge, the road becomes dirt all the way to **Elk River** where I stopped for lunch. Then it was onto Hwy 8 and to Hwy 3 at Bovill. Hwy 3 runs along the St. Maries River and onto the town of **Santa**. After Santa, it was onto St. Maries and the turn off to cross the St Joe River where I followed the St. Joe River Road to **Avery**. I had planned on camping somewhere north of Avery but it was only 3pm; so I decided to go to Wallace and then onto **Murray**. I figured I could find someplace to camp around Murray. Not finding anything suitable for camping there, I headed west on Hwy 9 along the Coeur d' Alene River. All of the camping seemed to be on the north side of the river, and the few areas on my side of the river were crowded. I kept riding until I got to **Cataldo**. It was around 6:30pm, and I still had hope of finding a place to camp. Nothing; so I headed to Coeur d' Alene to find a motel. Well, it happened to be a Saturday night with the Kootenai County fair in full swing, and there was not a motel room available anywhere. It's getting dark, and I have no idea where I can find a motel or a place to pitch my tent for the night. So I decide I to ride north on Hwy 95 until? I know Bayview is north, so I decide to ride there to see if there are any motels available. The turn off for Bayview onto Hwy 54 also happens to be the turn off to Farragut State Park. Maybe there is an open campsite in the park? Well, at this time of night, I get through without paying an entrance fee, and I have no idea where any campgrounds are. I wander around for 30-40 minutes until I spot a campground entrance. It's full! I go in and find one spot open that happens to be a double spot, costing me double. It's 10:00pm, and nobody is going to come around to collect; so I pitch my tent on the hard gravel pad and go to sleep. This was a 15 hour day.

I get up early, pack and ride over to **Bayview**. Then I headed west on Hwy 54 and stop for breakfast in Spirit Lake. After breakfast, it's north to Priest River and then north to Priest Lake and the town of **Coolin**. I don't like to backtrack if possible, so I planned a route through the mountains and into Sandpoint. The route became a small two track that eventually wound its way down into the valley and the town of Sandpoint. From here I took Hwy 200 to **Clark Fork**, then to Hwy 56 north to Hwy 2 and onto **Moyie Springs**. I had planned on camping at the Twin Rivers RV Park, but it was early afternoon; so I headed north on Hwy 95 to Hwy 1 and to the town of **Porthill**. After taking my picture at the border crossing, I returned to the Twin Rivers RV park and set up camp for the evening.

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Day 4 was going to be a long day of riding to get to the last site at Winchester. The first stop of the day was **Harrison**. Hwy 97 around the east side of Lake Coeur d' Alene is a beautiful, smooth, winding ribbon of asphalt that is every motorcyclist's dream road. From here it is south on Hwy 97 to 3 to 6 to 9 and back to 3 to 12 to County Road P3 and into Culdesac. As I was riding along on these small highways, I was amazed at how many small communities there are in Idaho. Mike Hardy could have picked three dozen other small towns in northern Idaho alone. Good job, Mike, on the sites for 2016! From Culdesac it's onto the Winchester Grade Road and into **Winchester** for the final site of the trip. I camped that night at Winchester State Park (I did have to pay here!), and headed home the next day.

*My campsite at Twin Rivers RV Park
in Moyie Springs, site #-25.*

The total mileage for this trip was 1,484 miles, and I added 15 more to my total. *(Now I am at 43 sites, and I am done.)*

But wait, the Club has planned a weekend in September in Challis with Happy Trails, and Leadore is not that far away! Actually it is, and there are not any direct routes from Challis to Leadore. However, Ed Torrey was planning a ride on Friday to the top of Big Windy Pass. So on Friday eight of us headed out to tackle Big Windy Pass. Well, this happened to be one of the hardest rides I have done in years because we used a steep, rocky ATV trail to get to the top. When we got to the other side in view of Hwy 28, four of us decided we had had enough and bailed for the highway and into **Leadore** for my final site. From there it was onto Salmon and then south to Challis to end a great day of riding with a soak in the hot pool at the Challis Hot Springs Resort.

I had not planned on doing all 44 sites, but I am pleased I was able to accomplish it this year. I will probably lower my expectations next year and work to only get to the Gold level. That way I will have all four colors to round out my metal count!

I thoroughly enjoyed this years challenge because we had some sites that could only be accessed by dirt roads and many that you didn't have to ride dirt at all. I had fun planning how to get from town to town via the shortest routes, using as many dirt tracks as possible. I really enjoyed getting to the towns north of the Salmon River as I have not had as many opportunities to travel to northern Idaho.

A Different Kind of Challenge for 2016...



by Rick Skinner (AKA Silverspurs — Platinum Tire Level Winner)

We had an interesting concept for the Challenge in 2016. All but a couple of the sites could be visited without ever leaving tarmac. An unexpected type of challenge for a Dual Sport Club? Of course, no one was required to stay on Tarmac to get these sites. You were free to ride all the dirt road you wanted in capturing the sites if that was your desire. But this year, you had "options".

For me, the concept of this challenge was a blessing in disguise. A guy in a pickup truck ran me over in June of 2015, destroying my big, mile-eating, adventure bike and putting me in bed with a fractured pelvis for several months. I have not replaced the big adventure bike, and now use my DRZ 400 for dual sport riding. Since I was still recovering from the fractured pelvis in 2016, the DRZ was not the bike to cover the distances it would take to visit the challenge sites located in Northern and Eastern Idaho. I could never sit the DRZ seat for that many hours/miles without a lot of pain. I needed to improvise and determined to complete most of the challenge on a big bike that would eat up all those miles. *My Victory*



I really enjoyed visiting the small towns featured this year. As usual, the challenge took me to many places I had on my list to visit, but wasn't getting it done! Once again, the "Challenge" encouraged me to get organized and put my butt out there! Having grown up in Eastern Idaho, I had already been to many of the sites in that area.

Silverspurs inlaws and outlaws at Freedom, WY. Riding a Victory, a Harley and a Honda Cruiser. They would have never done this ride with me if I were on my dual-sport bike. They haven't "evolved" to that level in their riding yet.

However, there were a couple of places I hadn't been too! I'd never visited Atomic City, Bancroft, Acequia, or Rockland. I was glad for the opportunity to see these new places and see some great country getting there. It also gave me a chance to ride with family in Eastern Idaho. It was great fun!

The sites in Northern Idaho were fantastic! I took several days and did a grand tour of Northern Idaho. I've always wanted to do a trip similar to the one needed to capture these sites. Wonderful little towns, riding on awesome roads that often paralleled beautiful rivers and lakes. A long held desire fulfilled!



Cataldo Mission; Another site I've wanted to visit since my 4th grade history lessons!

I've wanted to ride over the Dent Bridge for years... and now I have!

planned to visit Warren and Yellow Pine in September with Jason, but things came up and that never happened. However, I was able to visit Atlanta riding with Dale Dixon on a fun Spring day trip. It was a great ride and I enjoyed getting to know Dale.

While most of the sites could be visited without going off tarmac, there were a couple of exceptions. I

For me, the IAMC Challenge is always fun and interesting. No matter the theme. Regardless of whether it is backcountry oriented or mostly tarmac. It gets me out there riding, exploring and seeing new places!! Thanks to the IAMC leadership for putting together another great Challenge!! Be safe out there! Silverspurs; AKA Rick Skinner



A fun day ride to Atlanta with Dale Dixon!

2016 Challenge Adventures



by Ron Schinnerer (Platinum Tire Level Winner)

2015 was a fairly lean year riding-wise for me. I started 2016 out planning to correct that injustice. As early as the January Awards lunch, I started socializing the idea of riding the Idaho Backcountry Discovery Route with a number of people. I was well on my way to planning that ride when the list of Challenge points was released. I quickly realized that many of the Challenge sites could be visited either along the IDBDR or on the way back home.

With many of the Challenge sites covered in my plans already, I realized that a loop through Eastern Idaho would allow me to visit most of the remaining sites. I started planning that loop for late June. I put together a route that would take me through the East Idaho sites with a mix of dirt and pavement that would keep any backtracking to a minimum. I also planned the route so that I could stay in hotels each night that allowed me to travel lighter and make more use of riding hours during the day. I covered 1,336 miles and visited 18 Challenge sites over 4 days on this trip.



My 1,336 mile, 4-day trip to eastern Idaho to visit 18 Challenge sites.

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Tetonia, site #-36.



Freedom, site #-18.



Dingle, site #-14.



Eden, site #-15.

The big event for the year started in late July. I was joined by Dan Driscoll, Mark Wurtenburger, and Norris Riggs on an 8 day epic adventure on the Idaho Backcountry Discovery Route. We were treated to an unending array of scenic views and most of the remaining Challenge Sites.

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South Fork of the Boise on the way to Prairie.



The whole crew at Lowman; L to R: Mark Wurtenburger, Ron Schinnerer, Dan Driscoll, and Norris Riggs. (Okay, so this might not be as scenic.)

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Johnson Creek south of Yellow Pine.



Norris at Elk Summit between Yellow Pine and Warren.

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*Challenge Photo at Burgdorf.
(Not a challenge site, but we didn't know that at the time.)*



Group photo at the old bus on French Creek, north of Burgdorf.



Train car at Avery, Site #-5.

I'd like to thank everyone that I have ridden with this past year. Sharing these adventures with others is what really makes them great!