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Starting Our Fourth Year – Annual Meeting

By Craig O. Olsen

On Saturday, January 30th IAMC held its fourth annual party / meeting at Idaho Pizza on Fairview in Meridian. With more than 200 on our membership rolls, the Idaho Adventure Motorcycle Club remains strong. It was evidenced by the good turnout we had at the January 29th meeting. It was a good way to wrap up last year's activities and introduce the 2011 schedule of event. Upcoming tech days at Happy Trails were announced to take place in February and March and the 4th annual club ride based out of Cascade, Idaho over the Labor Day weekend. New ideas for Challenge 2011 were revealed which may include organizing and carrying out a group ride as one of the sites.



Some of the club members in attendance.

Participants in the Challenge 2010 were recognized with prizes being given out to each rider achieving one of the medaling levels – bronze (9 riders achieved 10-19 sites), silver (10 riders achieved 20-29 sites), gold (7 riders achieved 30-44 sites), and platinum (5 riders achieved all 45 sites). There were drawings for door prizes for everyone attending, as well special drawings for those in the various medaling levels. Over \$2,000.00 in prizes were given with the bigger prizes going to those in the gold and platinum medaling levels.

Special recognition went to the 5 fall of fame riders achieving platinum level: Ryan Cantrell, Thane Eddington, Toni Toepfer, Jim Eldridge, and Brad Johnson. Videos of interviews with each of these riders were shown at the meeting, and they may also be found on the website.



Brad Johnson (on the right) being introduced by Ed Hiatt.



Ryan Cantrell was recognized for being the first rider to reach the platinum level. He logged more than 7,000 miles visiting all the challenge sites, a figure that was confirmed by other platinum level achievers.

We hope that more club members will participate in the Challenge 2011. A kick-off event for Challenge 2011 will be in late March or early April. Please keep checking our website calendar for upcoming events.



Packing Light

By Tom Tolle



(From left to right: Tom Tolle, Ed Hiatt, Ryan Cantrell and Heath Hiatt teaching us how to pack light and pack right during the Tech Day on camping equipment and packing right held in the Winter of 2010.)

The art of packing light for adventure motorcycle travel comes down to a couple of key components. First thing to know is that the items you need for sleeping make up a good piece of the bulk and weight of what is needed for your trip. Therefore, it is essential to know with how little you can comfortably travel. This is something that does not happen on the first trip and can take a while to get all dialed in. It is also something that is very personal. One person might be okay huddled up in his motorcycle gear, and the next person might want a comfy air mattress, warm sleeping bag and roomy tent. It is key to actively reduce this part of the load by reducing the weight and bulk of your sleeping needs; and once this is achieved, it becomes the same load for two days or ten.

In regards to sleeping comfortable, I come from a backpacking background, and this means I made great strides to make it small and light as it goes on my back. I have worked my sleeping requirements down to a sleeping bag, which is one of three different down bags depending on the expected temperatures. I chose down sleeping bags for their lightweight and great compressibility. I use a closed cell foam sleeping pad and a $\frac{3}{4}$ length air mattress. The reason for two is that I have found it keeps me warmer. It also keeps my hips and shoulders from getting sore, and

that lets me sleep without tossing and turning all night. The closed cell foam works as a protective barrier for the air mattress, provides a little extra padding, and it works as my chair/nap pad. The last item for most is the tent, and for me it is the lack of a tent. Because a tent is a heavy, bulky item, I have dropped it from my equipment for most trips. If I expect rain or it is a longer trip, I do carry a small one-man single wall tent or a bivy sack. On most summer trips it is just a small ground tarp a bit bigger than my sleeping bag and 8x10 foot tarp made from 1.1 oz silicone impregnated nylon. It is my shelter if the weather guy got it wrong, and it gets ugly and rains.

That makes up a good chunk of the volume of what I take on a trip. The next few things that I look at, when I go on a trip, is the few extra pieces of clothes that are not motorcycle oriented and cover my body most of the time. These items consist of a pair of socks, a pair of long johns and a fleece hat most of the time. On the cooler weather trips I take my down coat and a light set of rain gear.

At this point, I am down to the kitchen/cooking gear, food and a few personal items. What I carry for cooking is a small iso-butane stove, can of fuel, small cook pot, cup and spoon. As well, I carry a pump style water purifier and a 4-liter water bladder. Most of the time, I bring dried meals for food, either from my dehydrator or store bought. The just-add-water meals make for quick and easy eating when you are wore out at the end of the day. The last few items I take for a trip are my headlamp and bathroom requirements.

That's it! In packing for my trips it always comes down to the weather. If it looks good, I fly light; and if I expect to have weather, I bring a few extra items.

I have attached my complete pack list:

Sleeping gear – down sleeping bag, closed cell foam sleeping pad, air mattress, tarp and bivy sack or tent

Cooking gear – iso-butane stove, fuel can, small pot, cup, spoon, water purifier and 4-liter bladder

Clothing gear – fleece hat, fleece long johns, socks, down coat and rain gear

Personal gear – head lamp, toilet paper and toothbrush

(Note from the Editor: Join Tom Tolle and others on Saturday, February 26th, 9:00 AM - 3:30 PM, at Happy Trails for another Tech Day special on Packing Light/ Living Right.)



Winter Motorcycle Maintenance

by Ed Hiatt

Every year we use our motorcycles from early spring till late fall. Some with little to no maintenance, others doing little more than lubing the chain, cleaning the air filter, changing the oil and filter.

Over the years we have put on several clinics at Happy Trails in the early winter to cover the things that most riders fail to take care of.

Pictures are from the Tech Day on Winter Bike Maintenance held at Happy Trails on December 11, 2010.



Tim Bernard (owner of Happy Trails) welcoming participants to the tech day.



Ed Hiatt explaining the importance for regular bike maintenance.



John Cole (mechanic at Happy Trails) answering questions from participants and explaining how to assess and care for wheel bearings.

We have seen KLR, DR and DRZ swing arm bolts that had to be destroyed to remove them, water and grime causing corrosion which made removing them impossible.

The rear suspension needs to be cleaned and lubed; wheel and steering head bearings should be checked and lubed. You might say hey my bike is new and does not need it for awhile; it has been our experience no matter what the bike is there is a universal lack of lubrication from the factory.

Most every bike out there has the same general points that need covered. So no matter what bike you ride the information that you take away will be good.

- 1) Wheel bearings- Are they OEM non-sealed type? How are the bearing seals? Most wheel bearing are non-sealed and tend to have very little grease in them. A few water crossings or overzealous cleaning with a power sprayer and you have no



grease left. If you are removing the OEM wheel bearings it is recommended that you have new bearings on hand and ready to go. Your new wheel bearing should be greased before installing.

- 2) Steering Head- Make sure there is not a lot of play in the front forks before removing them, if there is play in the steering head they need to be replaced. If you do not have a bearing press you should have a shop make these repairs for you. If the bearings are good clean them, grease them and reinstall the steering head per the service manual's instructions.
- 3) Front forks- Now is a great time to service your front forks. Your fork oil should be replaced on a yearly basis, if you do not have a service manual you should have one before starting this process. The forks should be disassembled and inspected. The bushing at the joint of the fork tubes have a Teflon coating, if they are showing a copper color they should be replaced. Reassemble your forks after cleaning and inspecting your forks and refilling your forks with the correct weight oil to the correct level.
- 4) Rear suspension- The rear swing arm should be totally disassembled and the rear shock removed and inspected, again this is a great time to change the oil in the rear shock. This should be done by someone with suspension knowledge and the correct equipment. The shock absorber linkage should be cleaned and

lubed. If the grease in the needle bearings is clean and not contaminated I would recommend re-lubing without cleaning the old grease out. If you lose one of the needle bearings you will need to replace the kit. When removing the swing arm bolt you need to take care not to damage the threads. These bolts can become corroded over time causing them to seize up. This can make them extremely difficult to remove; if this is the case soak it with penetrating oil and let it set. This may take several attempts to get it to come out. There are bearings inside the sleeve that need to be lubed; again they are needle bearings if they need cleaned use extreme care when doing so. When you have everything cleaned and lubed you can start your reassembly.

- 5) Antifreeze- This is also a good time to change the coolant in your bike.
- 6) Dive train- Final drive fluid should be checked and or changed. Chain and sprockets should be cleaned, checked and lubed.
- 7) Cables- Inspected, cleaned and lubed
- 8) Brakes- Check pads, change fluid. Inspect calipers look for excessive wear on one side and not the other. If they are not functioning properly they may need cleaned and lubed or rebuilt.



- 9) Fuel- If the bike is being stored a good fuel stabilizer should be used, use a good none ethanol gas when storing a bike helps also.
- 10) Batteries- If the bike is not being ridden on a regular basis you should use a battery tender; this will extend the life of the battery.
- 11) Tools- Depending on the type of bike you have you may need Torx's bits, Allen wrench's, Phillips head and Flat head screw drivers, rubber or plastic mallet, bearing and race drivers, Metric wrench's and sockets, Torque wrench and a shop manual.
- 12) Supplies- Cable lube, waterproof grease, anti freeze, fuel stabilizer, shop towels and cleaning solvent.



It is a primitive one-lane road that is rough, steep and winding, with few turnouts for passing oncoming vehicles. It is suitable for high clearance vehicles, pickup trucks, motorcycles and mountain bikes. There are several sections with hairpin turns. Constructed by the Civilian Conservation Corps in the 1930's, the Magruder Road Corridor parallels the southern part of the Nez Perce National Historic Trail that stretches from Wallowa Lake, Oregon, in the west to the Bear Paw Battlefield near Chinook, Montana in the east. The corridor receives its name from Lloyd Magruder, a successful and respected Elk City Merchant who provided supplies to miners. As he and his party were returning from Virginia City, Montana, to Lewiston, Idaho, in October 1863 along the Southern Nez Perce Trail, they were murdered and robbed of their gold. The outlaws were subsequently apprehended in San Francisco, California, and returned to Lewiston, Idaho, resulting in the first legal hanging in the Idaho Territory. You will find this sign along FS Road 468 near the Magruder Saddle a few miles southwest of the Magruder Crossing.

Ride Destinations: New Feature

by Craig O. Olsen

With this first issue for 2011, we will be adding ride destinations to the bimonthly newsletter in which one or more of our favorite or special locations / rides will be featured. We encourage you to submit to the editor some of your favorite ride routes and locations along with a description of the location. Include pictures of what you will see there and directions or maps of how to get there.

Two of my favorite riding routes and locations are the **Magruder Road Corridor** and the **Lolo Motorway**.

The **Magruder Road Corridor** is a 101 mile mostly primitive road (Forest Road #468) running between Elk City, Idaho, and Darby, Montana.



The route can be accessed from Grangeville to the west via State Hwy-13 & 14, both of which are fun motorcycle roads with lots of twisty turns and beautiful scenery. Hwy-14 follows the South Fork of the Clearwater River all the way to Elk City. Be sure to get gas in Elk City since the next available service is 120 miles to the east in Darby, Montana.



From Elk City it is about a 10-mile ride on County Road 222 (paved) just past the Red River Ranger Station to the start of the Magruder Road Corridor (FS Road 468).

There have been several big fires in this region, some in the recent past, and there is ample evidence of the destructive nature of this element as you travel along.



Sections of the road are narrow and steep and not routinely maintained. You may encounter washouts and deadfall, so be prepared.



Because of the high elevations, you may encounter snow anytime of year. This picture was taken September 1, 2008.





You will cross from Idaho into Montana at the Nez Perce Summit. From here it is a gentle 28 mile descent to Conner, Montana, at US Hwy-93 (no services available) and then another 8 miles north to Darby or Salmon, Idaho, about 70 miles to the south.



The main corridor can be traversed from Red River to Darby in about 8-10 hours with few rest stops and an average travel speed of 15-20 miles per hour. There are a few side roads off of the main corridor which will increase travel time, but are worthwhile visiting. These include: (1) the Elk Mountain Road (FS Road 285 begins approximately 2 miles east of Granite Springs Campground.) to Green Mountain and Elk Mountain Lookouts (about 18 miles one way); (2) Burnt Knob Lookout (FS Road 468C which is a short, rocky, rutted and steep section) about 2/3 the way between Poet Creek Campground and Dry Saddle;



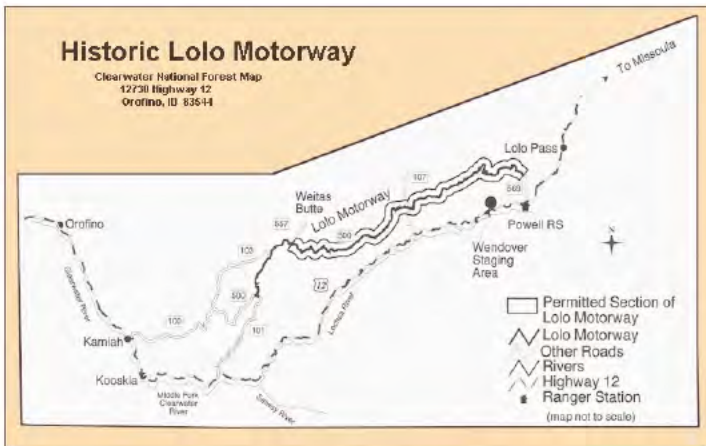
(3) Paradise Road at the Magruder Crossing (FS Road 6223 along the Selway River) that goes past the Indian Creek Hatchery to Paradise river rafting launch site (about 12 miles one way); (4) Hells Half Acre Road (FS Road 224

begins approximately 11 miles east of the Magruder Crossing and is very steep, narrow and rocky) to Hells Half Acre Mountain Lookout (about 11 miles one way); (5) West Fork Road (that turns off heading south about 12 miles west of Conner, Montana, and turns into FS Road 044 and then 038) leading south into Shoup, Idaho, about 48 miles away – also serves as an alternate route into or out of the eastern part of the Magruder Road Corridor.

If you plan to spend more than one day on the Magruder Road Corridor, there are several campsites traveling west to east along the way that include Granite Springs, Mountain Meadow, Poet Creek, Observation Point, Magruder Crossing, Raven Point, Indian Creek, Deep Creek, Fales Flat, and Little West Fork as you travel from west to east. If you plan an overnight trip along the Magruder Road Corridor, take a water filter since potable water is not available (Granite Springs being the only exception). There are numerous springs, lakes, ponds and stream along the way from which to obtain water if it is properly treated.

Next in this duo is the **Lolo Motorway** that is situated parallel to and just north of US Hwy-12 that runs between Kosskia, Idaho, and Lolo Pass at the Idaho-Montana border. For centuries several Native American tribes used this trail through the Bitterroot Mountains. Each summer the Nez Perce traversed this trail to hunt buffalo and trade with the Plains tribes in Montana to the east. The Salish traversed this trail westward to trade with the Nez Perce and Coastal tribes, as well as to fish for salmon. With the help of Native American guides, Lewis & Clark traversed this trail in the fall of 1805 on their way to the Pacific Ocean and again in the summer of 1806 on their return trip to St. Louis, Missouri.

During the Nez Perce War of 1877, Chief Joseph and nearly 750 Nez Perce fled General Howard's army along this trail to reach the Bitterroot Valley in Montana. In the early 1930's the Civilian Conservation Corps worked in conjunction with the Forest Service to construct the Lolo Motorway that became a reality in 1934. It follows the general route of the centuries old Lolo Trail used by Native Americans and Lewis & Clark, as well as subsequent trappers, prospectors and settlers.



The Lolo Motorway is about 120 miles from Kamiah to Powell on US Hwy-12. From the west you can access the motorway off of US Hwy-12 by the bridge crossing the Clearwater River at Kamiah. Take the Kamiah-Pierce Road (FS Road 100) to Lolo Forks Campground where you cross a bridge and turn right onto FS Road 500. Follow FS Road 500 for 14 miles to Canyon Junction (5-point intersection) where FS Road 500 continues eastward for 73 miles as a narrow unsurfaced road to Powell Junction at which point it joins FS Road 569 that leads back to US Hwy-12 near the Powell Ranger Station.

At Canyon Junction you will find this signage.



Every few miles along the route similar signage will be found with excerpts from the diaries of Lewis & Clark explaining what they encountered at that particular site and the date they were there.

Beautiful vistas come into view from the tops of the ridges similar to this one along Bald Mountain.



A little over half way through the ride you will come to Saddle Camp where you find a large open area to rest and have lunch.





Some interesting sites to see along the way include: (1) Castle Butte Lookout approximately one mile south of the Lolo Motorway about 2 miles east of Bald Mountain;



(2) Devil's Chair just east of Saddle Camp; and



(3) Indian Post Office about 7 miles east of Saddle Camp.



If you wish to make your trip a multiday one, there are two established campgrounds along the route - Lolo Forks (Lolo Creek) and Rocky Ridge Lake.

These two routes are enjoyable to join into a loop if you can put together a few days to do them sequentially. It is 48 miles from Powel on US Hwy-12 to Lolo, Montana, at the junction of US Hwy-12 & 93, and another 53 miles from Lolo to Darby for a total of 101 miles from the end of the Lolo Motorway to the end of the Magruder Road Corridor. Thus, it is about a 340-mile horseshoe loop to do these sequentially from Elk City going west to east over the Magruder Road Corridor and from east to west over the Lolo Motorway to Kamiah. From Kamiah to Elk City following Hwy-12, 13 & 14 it is 73 miles making it approximately 415 miles to complete the loop. If you have not done either of these two routes, work them into your riding itinerary. You will not be disappointed.

References:

1. MAGRUDER ROAD CORRIDOR: A guide to the historic Magruder Road. USDA pamphlet found at this site: <http://www.stayontrails.com/assets/content/maps/Magruder-Road-map-brochure.pdf> This is an excellent description of the corridor and the many sites you will see along the way, including sides trips you can take. It also gives a brief history of Lloyd Magruder for whom the corridor is named.

2. The Magruder Road Corridor. USDA Forest Service website at the following location: http://www.fs.usda.gov/wps/portal/fsinternet!/ut/p/c5/04_SB8K8xLLM9MSSzPy8xBz9CP0os3gDfxMDT8MwRydLA1cj72BTJw8jAwgAykeaxcN4jhYG_h4eYX5hPgYwefv6w0H24dcPNgEHcDTQ9_Plz03VL8iNMMgycVQEAHcGolk!/dl3/d3/



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3. Historic Lolo Motorway.

<http://www.lewisandclarktrail.com/section3/idahocities/olotrail/historicway.htm>

4. Lewis & Clark on the Lolo Trail. USDA pamphlet found at this site:

http://www.fs.fed.us/r1/clearwater/LewisClark/Assets/lolo_trail_corridor.pdf This gives a good historical review of the old Nez Perce Trail which Lewis & Clark traversed in 1805 on their trek to the Pacific coast and again on their return trip in 1806, as well as the things you will find along the route today.