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## The IAMC Challenge Lives On

by  
Andrew Mentzer

*The following article was posted by Andrew Mentzer, freelance writer, on Fri, Feb 11, 2011, at 10:03 AM for the **Boise Weekly**. Verbal permission to reproduce his article for this newsletter was obtained by the editor on March 3, 2011. Thank you, Andrew!*



The Boise-based Idaho Adventure Motorcycle Club, now in its fourth year, provides regional advocacy for a sport that doesn't enjoy nearly as devoted a following in most other states. This is only appropriate given that Idaho is regarded in many international realms as the Mecca of dual-sport riding in the United States, primarily due to Idaho's nearly 30,000 miles of dirt and two-track roads.

However, dual-sport motorcycling—riding a mixture of dirt roads/trails and pavement—is gaining popularity nationally. Forget Sturgis, this is on a whole different level.

IAMC promotes recreational riding of all types, ranging from iron-butt 1,000-mile per day rallies to weekend-warrior day trips. In 2010, the club issued a call to its membership to get out and ride, with various levels of competition statewide. Platinum level riders rode to 45 sites throughout Idaho and Oregon between March 1 and the end of December. For those with real jobs, Gold (30-plus sites), Silver (20-plus sites) and Bronze (10-plus sites) levels of completion were also attainable.

For the 2011 Challenge, club leadership has promised even more epic rides, ranging from Hells Canyon, to rural rides around Jarbidge, Nev., to the Magruder Corridor near Montana. Finalized 2011 IAMC Challenge routes should be posted on the club's website soon.



### Editor's note:

The 2011 IAMC Challenge Sites are now posted in the Forum Section of our website ([motoidaho.org](http://motoidaho.org)) along with a sheet listing all the sites with GPS coordinates, references to the appropriate Benchmark Map and the corresponding elevations. A GPS file listing all the sites as waypoints may also be found in the Route Library Section of our website.



## Packing Light / Living Right

by  
Craig O. Olsen  
(Photos by Chuck Sheer)

On late February 26<sup>th</sup> IAMC held a Tech Day on how and what to pack for one day to multiday dual-sport rides. As our fearless leader, Ed, commented in his invitation to this event, "It's pretty insane the amount of money and time you can invest in coming up with the perfect camping gear list. If you ask your fellow dual-sport riders what to pack for a ride and camp, you will get many different answers."

If you are new to dual-sport riding, it can be confusing and frustrating to know what equipment you need and how to pack it for a camping ride. Even if you have been dual-sport riding for some time, it is frustrating when you left at home some crucial item that you now desperately need on the trail, but forgot to pack it. Then there are some who pack too much, making their ride unnecessarily difficult and cumbersome.



*Ryan demonstrating his new light weight cot that packs down very small.*



*Sam showing us how to live right when he packs for a multiday ride.*



Heath demonstrating one of his camp cooking systems.

Ryan circulated a list at the Tech Day of the essential and extra items he relies upon for planning his rides. Per the request of many in attendance, it is reproduced here for your review.

**Essentials:**

- Agnes/Hammock/Cot
- Bivy/Tent
- Sleeping Bag
- Pillow/Clothing bag
- Stove & Fuel
- Spork & Pot
- Dehydrated food/MRE
- Water/Water Filter
- Lighter
- Headlamp
- Toiletries
- Clothing
  - Bicycle shorts & shirt
  - Stocking cap
  - Long john's
- First Aid Kit
- SPOT Tracker

- Wallet
- Tire changing gear
- Tools
- Camera
- Jacket liner
- Maps & GPS
- MP3 Player & Headphones

**Extras:**

- Fuel Pack
- Gatorade
- Coffee/Tea/Sugar
- Mosquito Spray
- Sunscreen
- CamelBak
- Cool Vest
- Spare batteries
- Stool
- Saw
- Raingear
- Gerbing heated gear
- Flip Flops
- Fire starters
- Garbage Bags
- Snake bite kit

Following is a list I have used for several years for longer dual-sport rides of 2-3 week's duration. I have found it useful for me. Obviously, I pare the list down for shorter rides.

**Motorcycle Trip Packing List**

**1. In Bike – Accessible**

**A. Tank Bag**

- Wallet
  - Driver's License
  - Cash / credit card(s)
  - Medical insurance card
- Notebook, pen & calculator
- Extra gloves – summer & mid
- Balaclava
- Earplugs (extra sets)
- Maps (GPS mounted on bike)
- Glasses – sun & regular
- Insect repellent
- Air gage
- Camera
- Cell phone
- Hand-Wipes / hand sanitizer
- Flashlight / Headlamp
- Hat
- Small water bottle (optional)

**B. Back Bag &/or Saddle Bags (Panniers)**

- Rain gear (jacket, pants, gloves, boot covers)





- Winter gloves
- Fleece – sweater, jacket, & pants
- Electric vest
- Cooling hydration vest
- Plexiglas cleaning polish & towels
- 2-liter water system (CamelBak)
- Extra gas can\*
- Tent, sleeping bag, water purification\*
- Stove, fuel, food, cooking gear\*
- First aid kit
- Bike lock & PacSafe (secure gear)
- Bike cover
- Tie down straps (Rok Straps)
- Bike repair tools (specific for bike)
- Walking / running shoes
- Documents
  - AAA Card (other)
  - Motorcycle Registration
  - Proof of insurance
  - Passport

### 2. Miscellaneous

- Additional bike key (hide on bike)
- Paperback book
- Extra reading glasses
- Cell phone charger
- Camera charger
- I Pod/MP3 player & charger
- Extra camera memory
- Extra AAA / AA batteries
- Bag for soiled clothing
- Satellite phone/SPOT Tracker

### 3. Toiletries

- Shaver / razor & extra blades
- Deodorant
- Shampoo
- Toothbrush, paste, & floss
- Chap stick
- Cough drops
- Fingernail clippers
- Comb / brush
- Alarm clock
- Medications
  - Ibuprofen
  - Aspirin
  - Imodium
  - Prescription med's
  - Suntan lotion
  - Eye drops
  - Afrin nasal spray
  - Etc.

### 4. Clothes

- Riding suit

- Riding boots
- Briefs – 2-6 pair\*\*
- Socks – 2-6 pair\*\*
- T-shirts – 2-4 short sleeve\*\*
- T-shirts – 1-2 long sleeve\*\*
- Pants / shorts – 2-4 pair\*\*
- P.J.'s
- Swimsuit
- Running shorts, etc.

### 5. Tools (in addition to bike specific above)

- Tape – duct & electrical
- Solder – metal & plastic
- Tire pump
- Extra inner tube(s)
- Tire changing irons
- Wire – electrical & single gauge
- Extra fuses / bulbs (bike specific)

\* Necessary for remote areas or if camping.

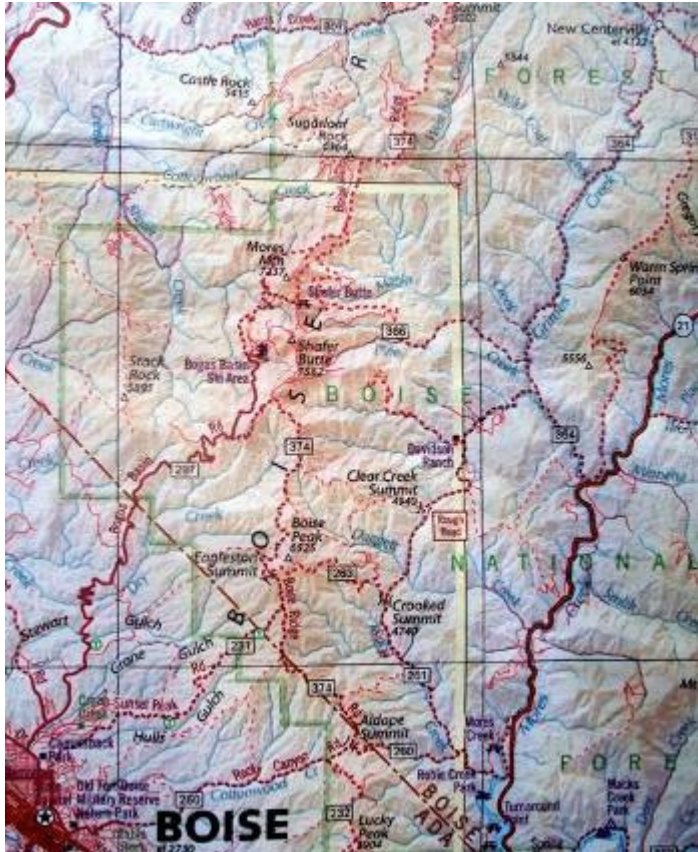
\*\*Dependent on trip length & frequency of washing clothes.

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## Ride Destination: The Boise Front

by  
Heath Hiatt

One of my favorite riding locations in the state of Idaho is easily within reach... actually, much of it is accessible after work during long summer days. The Boise Foothills offer vastly varied riding experiences, from novice rides to incredible twisty pavement to mindboggling technical trail riding. Unfortunately, this area seems to be largely unexplored by many club members. This may be at least partially due to the reputation of difficulty of some of the trails in the area.



*Idaho Benchmark Map (page 61)*

## The Boise Ridge Road

The primary artery feeding the foothills trail system is the Boise Ridge Road. The road itself is a great afternoon or evening ride with scenic vistas of the Boise Valley and fun level 2.5 riding with varying surfaces, some climbs, and possibilities of wildlife viewing. I have seen bull moose, bears, deer and elk along the road. It is accessible from downtown Boise via Reserve Street to Shaw Mountain Road to Rocky Canyon Road. Follow Rocky Canyon Road found in the Benchmark Idaho Road & Recreation Atlas, page 61, F-11 (IRRA), to Aldape Summit. Once at the summit, follow the road to the left, which is the Boise Ridge Road. Just continue on the main road until you are dropped off to pavement on Bogus Basin Road approximately 12 miles later.



*Boise Ridge Road between Aldape Summit and the 8<sup>th</sup> Street Intersection*

The road surface is primarily decomposed granite and sand, with some gravel and rocky sections. The road is well maintained most of the year, however ruts from snow melt may be difficult to navigate early in the year. The Ridge Road is also accessible via 8<sup>th</sup> Street/Sunset Peak Road (IRRA, page 61, E-10) from downtown. 8<sup>th</sup> Street intersects with the ridge road at the tree line.



*View of Boise from the Boise Ridge Road*

## **Ridge To Rivers Trails**

The Ridge To Rivers trail system is primarily reserved for pedestrians and bicyclists, however there are two trails accessible on the front side of the Foothills that are open to Motorcycles. Both begin at the same trailhead approximately 4 miles up 8<sup>th</sup> Street on the right. Follow the post marking Trail 4 from the parking lot. The trail is approximately ATV width but has steep exposure and sandy surfaces. This is certainly a level 4-5 trail, and should only be ridden by experienced riders. The trail includes a small water crossing followed by a steep climb. A T-intersection approximately 2 miles from the trailhead splits Trails 4 and 6. Both are open to motorcycles. Trail 4 from this point on is level 5 material. Within ¼ mile the trail attacks an aggressive slide area (affectionately known as Devil's Slide) which is steep, rocky and loose. Walking this section of trail usually leads to the discovery assorted broken motorcycle parts including brake and clutch levers, as well as plastic pieces that have been broken off. Caution should be used on this section of the trail.



*Devil's Slide on Trail 4*

Back at the T-intersection, Trail 6 follows a winding, sandy, steep path back to Trail 4 just above Devil's slide. Trail 6 is a longer route but is very fun by ATV trail standards, with no features as difficult as Devil's Slide. From there, the trails move forward to the tree line. Another intersection 1.5 miles farther up the mountain gives riders the opportunity of returning to 8<sup>th</sup> Street by taking a left turn, or continuing to the Ridge Road by taking a right turn. Both sections are enjoyable, however the left route occasionally features logs blocking the trail through a small burn area.



*Trail 6*





## Eagleson Summit Trail

Along the Boise Ridge Road, approximately three miles northwest to the left past the intersection with 8<sup>th</sup> Street, Eagleson Summit Trail falls off the backside of the Boise Front to Crooked Summit on Clear Creek Road. The trail is marked as #263 (IRRA, page 61, E-11). The intersection is easy to overlook, despite the sign that marks trail #263 on the left side of the road. After passing the houses near the top of 8<sup>th</sup> Street, there is a hard left switchback with signs on the outside indicating no motorized vehicle use off marked trails. After this switchback, there is a short uphill section, and the intersection for Eagleson Summit is at the top of this uphill section. Turn right at the small brown sign. There are several small turnoffs near the top of Eagleson Summit. Simply stay on the best-used road to avoid getting lost. The road itself was improved in 2010 and is wide enough to drive a jeep on, however ruts, roots, traffic and sandy conditions should keep motorcyclists on their toes. Continue downhill until an intersection with a major road. You are now on Clear Creek Road at Crooked Summit. A right turn onto Clear Creek Road from Eagleson at Crooked Summit will take riders to Rocky Canyon Road or Highway 21 via Robie Creek. A left turn at this summit will take riders over Clear Creek Summit to Grimes Creek.



## Humpty Bump Trail

Humpty Bump is a well-used single-track trail on the backside of the Foothills. It differs significantly from Trails 4 and 6 on the front side of the Foothills due to the presence of water and green vegetation. The trail begins just past the houses near the top of the 8<sup>th</sup> Street and Boise Ridge Road intersection. Follow the Ridge Road northwest (left from the intersection) past the houses. Approximately ¼ mile past the last driveway, there is a sharp right hand switchback. There is a depression on the inside of the switchback into which you can ride. Drop into this depression and follow a small trail at the back. This small trail abruptly ends at a steep rocky slide. This slide can be difficult to ride *down*, and it is almost impossible to climb up on a dual-sport motorcycle due to recent erosion. For this reason, Humpty Bump should be considered a one-way trail. Ride through the bushes at the bottom of the slide and hang a left. There are few intersections on this trail, but staying on the best-marked path will bring you to an intersection with Eagleson Summit just above Crooked Summit. The trail is tight and narrow with a lot of whoops, but it is not overly difficult. It rides through a creek bed that has year around water flow. The creek bed is very overgrown with leaves and weeds. There is one small section with exposure, so be careful here (right Phil?).



Humpty Bump



### Daggett Creek Trail

By far my favorite stretch of trail in the Foothills is Daggett Creek, which I came upon accidentally one day while following logging roads that split off the Boise Ridge Road. The beginning of Daggett Creek Trail is near Shafer Butte on an unmarked, degraded logging road. You can approach the intersection from the Bogus Basin side by riding approximately 3 miles after leaving pavement at which point you will come to the trailhead, a lazy right hand turn along the Ridge Road. A small logging road splits off to the left. There is a bermed area at the center of this Y-intersection. Follow the logging road downhill. The trail will eventually narrow and drop you into Daggett Creek, which also happens to be Daggett Creek Trail through this section.



Daggett Creek Trail

Riders stay in the creek for what seems like an eternity (but realistically is only about 1/2 mile) due to the slick rocks, ruts and logs. It feels like there's a bone jarring obstacle every couple of

inches. The creek will eventually give way to a large meadow with a small motocross-style play area containing a few jumps and berms. The trail curves sharply uphill to the left at the entrance of this meadow. This section of trail is extremely steep and, by the end of June, is badly chopped up from traffic, leading to "poof dust" that is twice as deep as your axle on climbs that are at a 35% incline. Once at the top of these climbs, a network of trails zigzags throughout the back of the Foothills. This trail is typically run from Clear Creek UP to the ridge road. The primary entrance from the Clear Creek side has recently been marked as private. The bottom side of the trail is accessible from two different very hard to find trailheads. My best advice is to run the trail early in the year when it can be run from top to bottom, or to ask someone like Ryan Cantrell or myself to guide you up there. I'm sure if you're willing to ride it one of us would love to take you up!

### Bogus Basin Road

It may go without saying, but Bogus Basin Road offers a curvy, stomach turning ride from downtown Boise to Shafer Butte. Simply follow Harrison Boulevard across Hill Road and you're there. Be careful for sand in the corners. You may follow Bogus Basin Road around to the back side of Shafer Butte where an extension of the Boise Ridge Road leads to Hawley Mountain Lookout, Horseshoe Bend, Placerville and any number of other wonderful riding locations. Pine Creek Road connects to this section of the Boise Ridge Road to Grimes Creek Road.

This is just a small list of the roads and trails available in the Boise Foothills. Dozens of different loops can be connected with varying levels of difficulty from level 2 to level 5. There are loads of adventures ready to happen on a Sunday afternoon or any day after work... right out your back door! I've been exploring the Foothills via motorcycle for the last several years, and I'm constantly finding new trails and roads. Hopefully, this will act as a primer to get you out exploring as well. ☺

## Ride Destination: Deadwood Reservoir

by  
Thane Eddington

There are so many beautiful and remote destinations in our great state that it can sometimes be hard to pick just one favorite.





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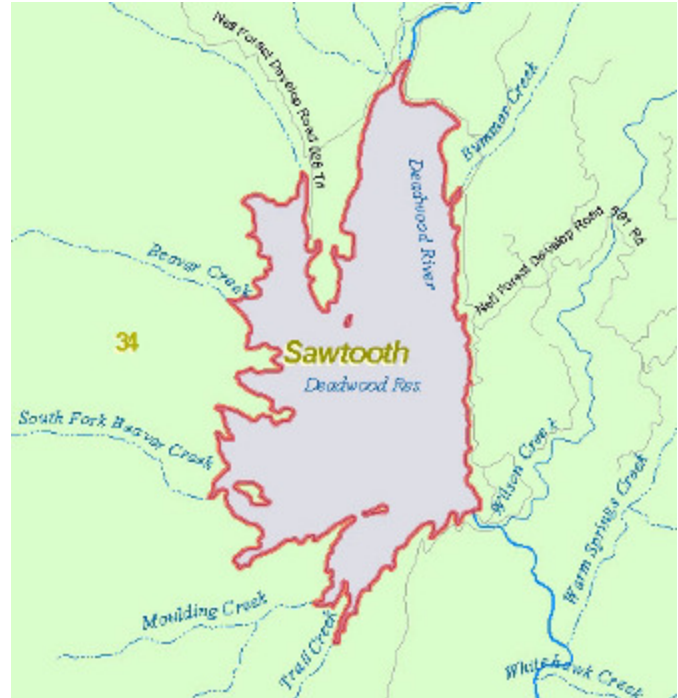
"Discover Adventure Together"

Issue #2

When asked to write an article for the newsletter (a second time by a very patient Craig Olsen) it did not take long for me to pick a location, once I had committed myself to the project. To say that I am a better rider than a writer would be an understatement, or perhaps I just enjoy riding more than writing. Since I don't own a snowmobile, writing about it will have to be my joy for now, because I sure can't ride to it this time of year. So with out further whining or procrastination, I will "write on"!



Area map of Deadwood Reservoir.



Water drainages into and out of Deadwood Reservoir.

Here are some of the reasons why this place ranks so high for me: (1) Comfortable distance away from the Treasure Valley. (2) Can be a day trip, a rest stop to other locations, an overnigher, and I have even used it as a base camp a couple of times. (3) More than one way to get in and out, which also means different ability levels. (4) Can be a comfortable level 2 ride with V-Strom friendly paved and dirt roads. (5) Can also be a level 3 or 4 on more aggressive dirt roads with rocks, ruts, inclines, and several hundred feet of exposure. (6) It can also be a full on level 5 single track, approx 25 miles worth, for the lighter more nimble dual sports.



Aerial view of Deadwood Reservoir Dam on Deadwood River.

Deadwood Reservoir was the first place that I rode my new dual



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April 2011

"Discover Adventure Together

Issue #2

sport and camped out for a weekend. That is probably why it ranks so high for me; you never forget your first.... It is a very large man made body of water formed by the Deadwood River with a tall and skinny dam holding it all together. Wildlife is abundant and there is a variety of fish that include Kokanee and Atlantic salmon along with other trout species.



*Fishing on Deadwood Reservoir.*

An eagle has even screeched me at on more than one occasion, I have watched a moose wade into the water, and deer and elk sightings are common. There are some old mines and buildings in the area that are fun to explore.



*Old building (miner's barracks) at one of the mine sites north of Deadwood Reservoir that can be seen from the road (Landmark Stanley Road FS Road #579).*

Since it is all about location, location, location here it is: N44° 17' 36" W115° 38' 45" (N44 17.600 W115 38.750 for those with GPS). I do not use GPS so maps are how I get to where I want to go. If you have an Idaho Road & Recreation Atlas by Benchmark it is on page 52 F-4. Or if you use the Idaho Atlas & Gazetteer by DeLorme you will find it on page 43 C-6. It is at

5,300 feet elevation and the roads are generally not open until June.

Drive north from Boise on Idaho 55 to Banks. Turn right at Banks, go through Garden Valley and turn left on Scott Mountain Rd (Forest Service Road #555). Forest Service Rd #555 is before you cross the Deadwood River or get to Lowman. It will be about 25 miles on this dirt road to get to Deadwood. The very first part is probably the most intimidating with a lot of exposure on one side, steep, windy, and can be rutted with loose gravel and rocks – a level 3 for most riders.

Another way in is to go as above but drive all the way to Lowman, and then turn left on Bear Valley Road / Clear Creek Road, (Forest Service Road #582). This dirt road will take you along Clear Creek to Clear Creek Summit, and then turn left on Forest Service Road #510 to Deadwood Reservoir. This road will be a smoother ride and probably a level 2. Newer riders that are comfortable on dirt roads should enjoy this route.

You can also drive past Lowman towards Stanley. After you go past Banner Summit and the turn for Bull Trout Lake, take your next left on Bear Valley Road (Forest Service Road #198 which will turn into #579). If you wind-up in Stanley you've gone too far. This dirt road will take you Over Cape Horn Summit, through Bruce meadows, and Bear Valley. Stay on Forest Service Road #579 and follow the signs to Deadwood Reservoir. This would be about the same level as the route above.

One of the easier ways in is to drive north on Hwy 55, go past Banks and just after you go through Cascade, take the turn for Warm Lake. Continue on this road past Warm Lake, this road will stay paved as you climb over a summit with awesome views. This road turns into Forest Service Road #579 and will become dirt about 25 miles from Deadwood. You will be dropping into the Reservoir from the north. This is probably considered the smoothest route by most.

Another challenging and fun way to get there is a 25-mile level 5 single-track that is open to motorcycles a few months out of the year.





*Single-track trail into Deadwood Reservoir.*

This is a single-track trail with lots of exposure, rocks, inclines, declines, a swampy sticky marsh, etc. There are some spots that if you go off trail, you may not be able to get your bike back. You would have to be a real knucklehead to attempt this by yourself with a fully loaded 650, (not going to do that again....).



*Exposed along single-track Trail #019 into Deadwood Reservoir.*

Drive north from Boise on Idaho 55 to Banks. Turn right at Banks, go through Garden Valley, go past the Scott Mountain Road turn-off and cross the Deadwood River. Just after you cross the river there is a campground on the left. This is the Trail Head for the Deadwood Reservoir Trail (Trail #019). Where it ends at the Deadwood Reservoir Dam is Trail #021. There are several turns and other trails that take off of this main one so you should be careful. This trail is really meant for dirt bikes and mountain bikes, but can be done on smaller dual-sport bike. Travel at your own risk. It is a good idea to make sure that the trail is open and clear before attempting.



*Bridge on beginning of Trail #021 at Deadwood Reservoir.*

Once you are at the reservoir you can enjoy exploring the area. There are more single-track trails to the north of the reservoir that are open to dirt bikes and can take you over to the Silver Creek plunge area or Stolle Meadows. You can ride your motorcycle north to Yellow Pine and then go onto Big Creek, Elk Summit, Warren, McCall all by dirt roads. Make sure you have plenty of gas, double check the condition of the roads and

plan your routes! Most of all ride your own ride, stay in your comfort level and enjoy :- ) !!!

## Zipper Maintenance

by  
Craig O. Olsen

Zippers!? What, you may ask, do zippers have to do with dual-sport riding? Well, think about it. This ubiquitous fastener touches almost every aspect of our dual-sport riding. They are in our riding jackets and pants, and sometimes in our riding boots. Almost universally they form the closure for our tank and tail bags, and sometimes even our saddlebags. They also secure our tents and sleeping bags, plus a number of other bags or devices that we routinely use in the course of our riding season.

The history of zippers is fascinating, and a brief review may improve our appreciation of them. In 1851 Elias Howe received a patent for an "automatic, continuous clothing closure" device that he had invented, but he never pursued it, perhaps because he devoted the majority of his efforts to his primary invention in 1846, the sewing machine. Forty-two years later, Whitcomb Judson, who also invented the pneumatic street railway, marketed a "clasp locker," a device similar to Howe's patent that was actually a more complicated



hook-and-eye shoe fastener. Supported by businessman Colonel Lewis Walker, Whitcomb started the Universal Fastener Company to manufacture his device. The clasp locker had its public debut at the 1893 Chicago World's Fair, but met with little commercial success.

Gideon Sundback, a Swedish-Canadian electrical engineer who worked for the Universal Fastener Company, designed the modern zipper in December 1913 as two facing rows of teeth that pulled into a single piece by a slider. His patent for the "separable fastener" was issued in 1917. He also developed a machine that manufactured the new device. This machine took a special Y-shaped wire and cut scoops from it, then punched the scoop dimple and nib, and clamped each scoop onto a cloth tape to produce a continuous zipper chain. Within the first year of operation, Sundback's machinery was producing a few hundred feet of fastener per day.



*Gideon Sundback (1880-1954), inventor of the zipper*

The B.F. Goodrich Company coined the popular "zipper" name in 1925 when they opted to use Sundback's fastener on a new type of rubber boot (galoshes) and referred to it as the zipper. The name stuck. It was another 20 years before the fashion industry began seriously promoting the zipper on their garments.

A more recent innovation in zipper design is a model that opens on both ends. Today, the zipper is by far the most widespread fastener, and is found almost everywhere, installed on clothing, luggage, leather goods and various other objects. There are two basic types of zippers. The classic **chain** zipper consists of individual pieces of metal or plastic molded into shape and set on the zipper tape at regular intervals. The **coil** zippers are made of continuous spiral coils of nylon or polyester.

In 1834 the Yoshida Kogyo Kabushikikaisha Company (abbreviated YKK) began making zippers and gradually became the largest supplier, making 90% of the world's zippers. Its largest manufacturing center (the largest in the world) is in Macon, Georgia, with 900 employees.

Zippers are so common and reliable (most of the time) that we rarely ever think about them. And that is where we get into trouble when it comes to dual-sport riding. If we don't

properly inspect and maintain the zippers on our riding and camping equipment, they will fail on us, and that failure can ruin or at least make miserable a perfectly good ride.

When you think about it, the zippers in our riding and camping gear are used and abused to such a level, it is often a wonder that they last as long as they do. The dust, dirt, mud and grime we encounter on the trail get into and affect the proper function of any zipper. Repeated excessive tension on a zipper during its closure (e.g. an overfilled bag or too tightly stretched tent) and forceful closure of a sticking or jammed zipper can take a toll on zipper components leading to their premature failure.

Most importantly, treat your zippers with care. When closing a zipper, pull the zipper sides together to reduce tension on the zipper mechanism, and slow your zipping pace when closing a zipper, especially around tight corners. Brush off any loose dirt with a dry brush. A toothbrush works well for this. Wash the zipper, as needed, with water and a minimal amount of mild soap (Ivory Flakes, Woolite, Sport Wash, etc.). Do not use detergents or soak in soapy water as this may cause delamination of the zipper components. Rinse thoroughly to eliminate any residual soap and air dry.

Periodically, spray with a non-greasy, non-staining silicone spray (3M Silicone Spray) designed for fabrics, and use it sparingly. Another way to apply the silicone is to lightly spray it onto a toothbrush and then gently brush the zipper teeth or coils. Wipe off any excess lubricant from the zipper so that it does not attract dirt. A light coat of paraffin wax rubbed onto the zipper also lubricates it without attracting dirt. Graphite or Tri-flow lubricant used sparingly also works.



*Tri-Flow liquid Teflon lubricant*

Even rubbing a plain old #2 lead pencil (It is graphite instead of lead.) up and down the closed zipper a few times will work.





*McNett Zip Care cleaner & lubricant*

Another good zipper care product is McNett's Zip Care for periodically cleaning and lubricating zippers on your riding and camping equipment.

Do not use tape (especially electrical or duct tape) on zippers. The tape adhesive will adhere to the zipper teeth, gumming them up and attracting dirt.

Occasionally, a coil zipper will not close when zipped close. In most cases this results from a worn slider. Carefully work the zipper slider back to the full open position on the zipper, and then gently squeeze the back of the slider together using needle nosed pliers. Be careful not to over squeeze as this will jam the slider or even crush the zipper coils. This will usually work one or two times, but indicates that the slider is worn and will need to be replaced. While most outdoor equipment zippers are a #5 or #8 (meaning 5mm or 8mm distant across the closed zipper teeth), be sure to replace the slider with the appropriate size and type of slider.

In rare instances a zipper may need to be replaced due to irreversible damage to one or more of its teeth or section of coil. In this case select the appropriate replacement zipper from a fabric store or from Seattle Fabrics (<http://www.seattlefabrics.com>), which has a very wide range of zipper products. If you do not feel you are a sufficient seamstress to undertake this kind of project, try a commercial tailor specializing in riding and outdoors equipment. One I recommend is Gypsy Road Leather and Repair in Garden City, Idaho (Phone: 208-323-0881; [GypsyRoadLeader@msn.com](mailto:GypsyRoadLeader@msn.com)). While Cheryl's specialty is repairing leather riding gear for the chopper crowd, she also repairs zippers on mesh and fabric jackets as well as tank bags. She does excellent work at a very reasonable price.

Remember, take care of your zippers, and they will take care of you.

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