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Update on Our IAMC Officers

by Craig O. Olsen

Since the reorganization of our club officers in January 2015, we have had a few changes in the leadership of IAMC as you will see in the following summaries. This is your chance to get to know your officers better. The May 2015 issue of the IAMC Newsletter fills in the biography on those officers who have not changed.

Dan Driscoll remains as president of our club, serving in his third year. Dan is still riding his KTM 690 and enjoying it because of its light weight, plenty of horsepower, and amazing suspension.

His favorite dual-sport ride is the one he is on at the moment, but at the top of his list would be the Lolo Motorway — hands down. Dan is look forward very much to doing more of the 2017 Challenge this year, as well as the Idaho Backcountry Discovery Route (IDBDR).

Dan wants the IAMC to be the "go-to" club for dual sport riding in Idaho and neighboring states. His advice for us is: "Don't be afraid to ride with new folks or worry that someone will ride too fast or too slow. All of us are after the same thing, to be on two wheels, off-pavement as much as possible, and just enjoying our beautiful outdoors."



Dan with his KTM on the Magruder Corridor.



Craig Olsen continues to serve in his ninth year as vice president and editor of the IAMC Newsletter. I am still riding my 2015 Triumph Tiger 800XCx and 2003 Suzuki DRZ 400E, though the latter is "in the hospital" with a broken water pump casing after my most recent ride to Green River and Moab, Utah. That's better than last year when I was in the hospital with a broken leg while doing a remote section of the Transamerica Trail in Nevada.

Since the rides I listed as my favorites in 2015, I would have to list the Colorado BDR as next on my list of favorites. I enjoyed it so much that I rode it two consecutive years, 2015 and 2016.

Craig on the White Rim Trail in Canyonlands N.P.

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"Discover Adventure Together"

Issue #2

I continue to enjoy researching and writing articles for the IAMC Newsletter, and our intention is to make it a searchable repository of dual-sport riding information for club members. Those members who contribute articles to the newsletter are most appreciated.

I continue to encourage all club members to participate more – sign up for and post your own rides on the events calendar, publish your ride reports (whether it is your ride or someone else's ride in which you participate), upload your photos to the image gallery and tracks of your favorite rides to the route library, all on our club website. Of course, do not hesitate to submit an article for publication in our newsletter – you don't have to wait to be asked.



Doug Patchin is serving in his third year as our club secretary/treasurer. He also continues to ride his 2013 Triumph Tiger 800XC because of its super smooth motor. He has replaced his 2006 Suzuki DRZ 400E with a 2016 Husqvarna FE501 for its light weight and power.

Among his favorite rides are the two Pony Express rides (Nevada and Utah-Wyoming) sponsored by Sam Stone, the Continental Divide Ride from the Canadian to the Mexican border, and the Washington and Colorado BDRs. He is looking forward to riding the Idaho BDR and the Best of Montana in July. He hopes to post his ride that will follow the Chief Joseph and the Nez Perce route from Oregon to the Bear Paw Battlefield.

In Doug's words, "I would like to see the club continue to grow and to keep the club on solid financial grounds. My vision for IAMC is that it will become the 'go-to' club in Idaho for dual sport riding information and knowledge. I would like to see both old and new members get involved as much as possible in club events and rides. Post your rides to meet new members."

Doug with his Tiger 800XC while riding the Washington BDR.

Michael with his trusty KLR at the park in Cascade, Idaho.

Michael Hardy is in his third year of serving as our Challenge officer. In this capacity he has been responsible for coordinating the selection of Challenge sites each year and promoting the Challenge. He continues to ride his trusty KLR 650 on which he has turned just about every nut and bolt belonging to it. In his own words: "I have learned much about motorcycling and the great state of Idaho because of my KLR. Technically, I also own half of a Yamaha TW200. My half needs oil changes, tires and repairs. Stacy's [*his wife and also a member of our club*] half is a fun little goat in the sand and rocks that's reliable and easy to pick up."

Michael has been on so many good rides that he



does not know how to label one as his favorite. He says, "A few come to mind though, such as the Steen's ride I went on with Special Ed and RonS a few years ago, and the miserable ride to the Wallowa Jamboree through the pouring rain with Idaho Sam leading the way, an overnigher at Indian Hotsprings with Silverspurs, and trying to keep up with RWC around Hemmingway where I bent my skid plate on a big rock, and the same dang puddle dumped both JimE and me in the mud. Why are these my favorite rides? Because of the people I shared them with, the places we saw, and the way we adapted, persevered and came out smiling when things didn't go according to plan."

This year Michael looks forward to reaching at least the Gold Tire level in the Challenge. He has participated in the Challenge each year since its inception in 2010, but has not gotten more than 23 sites in a year. As Challenge office for our club, he is preparing a spreadsheet to keep a running tab on who has checked in at each of this year's sites and regularly updating our progress on the Challenge to our club website.

Michael's vision for IAMC is summed in these words: "I would like to see the club become more visible in the local community, and to be accessible and inviting to anyone who is interested in doing what we do. The club is as great as you make it, you get out of it what you put into it. Participation is key; so sign up for rides and events, and don't be afraid to post up an invitation for others to ride along with you. Also the board appreciates your feedback, ideas, and suggestions; so let us know what you want!"

Ron Schinnerer served one year as our club IT officer managing our website replacing Dax Mickleson in January 2016. His help and expertise has been valuable maintaining and managing our website on an antiquated and outdated operating system. In January of this year Ron replaced Sam Stone to become our "ride" officer, a somewhat ambiguous title for facilitating and promoting rides.

Ron was raised in a small town in Northeast Indiana, and he moved to Boise in the summer of 1984. He graduated from Purdue University with a BS degree in Electrical Engineering Technology. He worked for a couple different companies in the Treasure Valley prior to his current employment with Enernoc Inc., which is an industry leader in demand response and energy intelligence software. He and his wife have been married nearly 24 years with two step children and three energetic grandchildren.



Ron with his KTM at Twin Peaks Lookout.

His first introduction to riding was a minibike given him by his parents when he was pretty young. His first motorcycle was a 1976 Kawasaki KE100 that he bought new for \$600. Upon graduating from college, he sold the KE100 and did not ride for many years. Later, he got involved with a group of ham radio operators providing communication support for the Southwestern Idaho Desert Riding Association (SIDRA) that sponsor desert motorcycle races and the Boise Ridge Riders Idaho City 100. His interest in riding again was sparked by being

around bikes and this riding community. In 2009 he purchased a Suzuki DR650 and went on his first ride with IAMC in 2010.

Currently (and having only room for one bike), Ron rides a 2013 KTM 650 Enduro R. He likes it for its middle weight size that is small enough to do well off-road, but still powerful enough to run highway speeds when needed. It also has great fuel mileage, which helps out on longer sections between gas stops.

With so many memorable rides, it's hard for Ron to choose a favorite one. He recalls a couple of years ago of camping with a group of riders in a saddle on the Magruder Corridor. He explains, "Shortly after sunset, I heard a wolf howling in the distance. Then came a reply from another wolf a little closer. The chorus of howls continued with more and more voices coming closer and closer to our camp. It became very clear that we were not the only ones on that ridge that night. The realization sparked an incredible sense of awe for me. It's a moment that really stands out in my memory."

Ron is currently planning to ride the Idaho BDR for the second time. He says, "It will be different this time because we will be riding from north to south, which is the opposite direction from last time so the scenery will look totally different. I really enjoy this route because of the incredible diversity of terrain and scenery that you find along the way."

In his new position as ride officer, Ron looks forward to the opportunity of sharing with the club some of the experiences he has received over the years. His plan is to ensure that there are rides scheduled for each month of the season. In his own words Ron captures the spirit and purpose of our club: "IAMC has been a tremendous learning opportunity for me over the years. When I joined the club, I had a very limited knowledge of the area and had never ridden outside of the local area. I also had no experience camping from the bike. I learned a lot about how to be prepared on the trail, the incredible sights to see and have made some great friends along the way. I would like to see others in the area have the same opportunities and benefits that I have enjoyed. I think that there are a lot of people interested in the future of the club, and it will be strong for a long time to come."

Ron feels that IAMC has a lot to offer its members: "There are chances to learn, ride to incredible places and enjoy the company of other riders. It exists because of the hard work of the members before us. We all will get the most out of this by participating, by leading rides and by joining in on rides that others post. We only get one shot at a riding season each year, let's make the most out of this one!"

Trent Holderness replaced Ron Schinnerer in January of this year as IT officer managing the IAMC website. This comes at a critical time when major overhauling and reconstruction of the IAMC website is required for us to move forward into the future. Trent's expertise and willingness to share it with the club will greatly benefit us.

Trent grew up moving around a lot because his father worked for an international construction company. He has lived in New England, overseas, and eventually made it back to Idaho to graduate from Borah High School. He met his wife at Idaho State University where he began his studies, and they have lived in Idaho ever since. He completed his degree at Boise State University and worked as a framer through college, loving every minute of it. He found that building houses was fun and kept him physically in tip-top shape, but soon learned that framing was not the best vocation for raising a family. After college, Trent worked for a manufacturing company then eventually made his way to Winco where he currently works as a software application developer.

Trent is happily married with two children, a fourteen year-old son and six a year-old daughter. Next year his son will be attending high school at Centennial, and his daughter will be in second grade. Trent's dreams are summed up in these words: "I wish I could keep her in second grade forever. My son is growing up so fast, I am struggling to keep up with him, and he may soon be taller than me. My dream is to one day get my wife out to ride together."



Trent with his KLR 650 on the Boise Ridge Road near Mores Mountain.

afford, the venerable Kawasaki KLR 650. I bought a used 2007 Gen 1 from an older fellow who worked at Micron. He commuted one mile with it and it was always parked in the shade or in the garage. When I got a hold of it, it looked as though it had just emerged from the showroom. The bike was stock giving me a good platform to upgrade."

Trent has only been riding a dual-sport for a year. He enjoyed the 2017 IAMC Challenge that forced him to get out and explore places he might not have otherwise. His favorite club ride was the spring jaunt to Prairie, which also happened to be his first time on dirt. He says, "It took me awhile to get comfortable on gravel, and I appreciate the club for their patience."

Ever since he became exposed to dual-sport riding, Trent has wanted to ride the Owyhee Backcountry Byway. With several Challenge sites this year in that part of southwest Idaho, Trent looks forward to exploring the Owyhee desert on two wheels. Next year He hopes to undertake a multi-day club ride like the Idaho BDR.

Currently, with Trent's position as IT officer, he has the directive to migrate the club website to a new service. He comments, "I hope to have it up and running soon. There is a long wish list for the website, and I hope to fulfill it the best I can. Technology is great, but nothing beats getting out and riding."

Continuing, he says, "I would like to see the club continue to be a resource for dual-sport riding in Idaho. As a beginner, my exposure to dual-sport riding would not have been as safe and positive without the club and its

Trent's first experience with a motorcycle was as a six years old when a neighbor took him for a quick ride up some dirt hills on his bike, and it scared him to death. Growing up he rode four-wheelers, but was still too afraid to ride motorcycles. Fortunately, a short commute to work on hot summer days in his truck that only got 12 MPG prompted him to look for other options that included either a motorcycle or a scooter. He overcame his fears and chose the motorcycle. Not knowing anything about riding, he chose to enroll in the beginner STAR course. After earning his endorsement, he bought a used 1996 Yamaha Virago 250, which was ideal for commuting and to learn how to ride.

In his words: "I enjoyed my little cruiser, but there were so many places I wanted to explore that were either up a hill or off the pavement. I love the outdoors, hunting, backpacking, and fishing and needed a way to merge my new passion for motorcycles with the outdoors. I sold my entry level Virago and upgraded to the best entry level dual-sport I could

members. We have assembled a good bunch of guys. I'd like to keep it that way. I look forward to watching the club grow and modernize. Thanks for supporting the local dual-sport community. Ride safe and have fun."

Arden Hill replaced Ken Hunter in January of this year as the liaison officer for our club sponsors. He grew up in Utah and American Samoa where his father was a teacher. He initially moved to Idaho to attend college, and there met and married his wife who is from Idaho Falls. Arden has an associate arts degree from Brigham Young University, a bachelor of science degree from Brenau in Georgia, a master of science in risk management from Georgia State, and an MBA from Seattle Pacific. He has spent thirty years in aviation insurance as an underwriter, risk manager and broker. He is also a pilot with about 4,000 hours flying.



Arden on his Husqvarna along the White Rim Trail in Canyonlands N.P.

In 1984 he moved his family to Boise where they lived for four years before moving with work to Atlanta, Seattle and Calgary in Alberta, Canada. In 2015 they moved back to Idaho settling in Emmett where his wife, Renae, is an accomplished artist. They have six children and eleven grandchildren.

Arden's first motorcycle was a Honda 50 when he was ten years old. In high school he purchased a Honda 350CL and later an YL250. He put himself through college working on motorcycles, snowmobiles and boats. He and Renae rode street bikes together in college. When they began having children, the bikes were put away until the children were grown and started leaving the home.

While in high school Arden began riding dirt in the Indian Canyon and Book Cliffs area around Duchesne, Utah. He did not get back into dirt riding until he and his family moved to Emmett. At that time, he purchased a Honda XR650L. He found IAMC online, joined and watched the event board for rides. In his own words: "One of my first rides was with 'Honda Bob' on single track in the Owyhee Mountains — a bit of schooling, but I survived and loved it. Thank you for posting rides and letting me tag along."

Currently, Arden owns a 2005 KTM 500EXC, a 2017 Husqvarna 701 (replacing his BMW F800GSA) and a 2016 BMW R1200GSA. He finds that the KTM handles the rough stuff, the Husqvarna is much lighter for adventure riding than the BMW F800GSA, and the BMW R1200GSA is for light double track, gravel roads and touring — it handles the road and can do some pretty heavy off-road as well.

The Colorado BDR is Arden's favorite dual-sport ride to date because of its five peaks over 11,000 feet and amazing landscape. His second choice is riding the North Fork of the Clearwater. The western coastline also ranks up there — so many rides, so little time. Regarding future dual-sport rides, Arden has this to say: "I just got back from a week in Green River and Moab, UT. If you haven't done the White Rim Trail in Canyonlands N.P., it should be on your bucket list. I am planning a May trip to the North Rim of the Grand Canyon, Antelope Canyon, Little

Colorado lookout on Arizona BDR and Devil's Backbone and Hole in the Rock near Escalante, Utah. I plan to ride the rest of the Idaho BDR, Bear's Tooth and Chief Joseph Byway this year also."

As liaison officer for our club sponsors, Arden encourages club members to support our sponsors. Regarding his vision for IAMC, Arden feels: "Enjoy riding. As a professional risk manager, I would encourage you to keep your level of riding to about 70% of your capability, as a buffer. Keep your bikes in good working order."

Chuck Scheer began in January of this year serving as our officer on IAMC logo design and Challenge paraphernalia, but actually he has been doing this for our club the past several years. Chuck grew up in South Boise, the son of an Idaho native who was an avid backwoods outdoorsman. In Chuck's words: "I was lucky to have the best guide and teacher a son could ask for. When we were not in the Idaho back country hunting, fishing and camping, we boated the lakes and reservoirs of southwestern Idaho."

Chuck graduated from Boise High in 1963. After receiving an associate degree from Boise Junior College, he attended the University of Idaho earning a bachelor of arts there. He then taught in the Boise schools until 1974 when he had the opportunity to join the staff of Boise State University as the university photographer, and he taught art and photography as a member of the adjunct faculty. Chuck retired in 2002 with emeritus status.

Both of Chuck's parents were Idaho natives with strong roots in Boise and Council, Idaho. He and his wife, Pam, married in Boise, raised their children here where Pam worked at Boise Cascade Corporation. Their daughter teaches kindergarten and their son is an artist. Their oldest grandson recently celebrated his first wedding anniversary, and their younger grandson is attending Portland Community College.

A Honda Super Cub belonging to a neighbor was the first motorcycle Chuck rode in about 1959, but the bike he really learned to ride was a Honda Benly Dream — you will have to look that one up! After college, Chuck purchased a Honda 305 Scrambler for summer fun and a commute to work. According to Chuck: "It sounded great and looked good, but it was a PIG! On one ride into the foothills I had gotten the pig stuck and stranded again, and as I struggled to get it moving, I heard the most amazing sound when a blue two-stroke called a Greeves flew by us at incredible speed. I had one the next week. I loved those bikes and enjoyed many hours of fabulous dirt riding on one. We are so lucky to have the Boise Foothills at our doorstep. In the 60s riding was pretty much wide open, and we went almost anywhere we wanted."

Currently, Chuck rides a Suzuki DR 650SE on back country trails and off-road because it is fairly light, handles well, has enough power, and is well built in addition to being efficient and easy to maintain. His other dual-sport is a



Chuck at Big Trinity Lake with his Suzuki DR 650.

BMW R1200GS that he takes on long trips involving moderate dirt and gravel. It handles well for a big bike, can carry a ton of camping gear, and can be equipped with many farkles.

Chuck finds it hard to pick a favorite dual-sport ride. Thanks mostly to IAMC, he has been on many rides to remote scenic locations, experienced views of truly incredible vistas, and spent uncountable hours of saddle time with friends and family. He recommends that club members make an effort to ride to and visit some of these places he counts as special: China Wall, Indian Post Office on the Lolo Motorway, Aquarius Campground on the North Fork Clearwater River, Tunnels and Trestles north of Avery, Elk Summit north of Yellowpine, Corn Creek Boat Ramp on the Main Salmon River, Kleinschmidt Grade into Hells Canyon, Red Rock Pass between Henry's Lake and Monida in Montana, the Owyhee Uplands Back Country Byway, and Hat Point Lookout in Oregon. He feels that would be a good start.

Regarding the 2017 IAMC Challenge sites, several got Chuck's attention — Copper Falls in the Idaho panhandle, Red River Hot Springs near the beginning of the Magruder Corridor, Black Lake in the Seven Devils. He feels they will make great destinations on awesome rides. The spectacular ride to Black Lake tops his list, and he will do his best to get that one done this year.

Speaking of our club, Chuck says: "I hope we can maintain a website presence in the future. I find the ride reports and images added to the image gallery particularly interesting. I like to learn what fellow dual-sporters are up to, follow their quest for challenge sites and hear about their recent adventures. Maintaining a useful and fun website is critical, in my opinion, to a healthy club. Our Club is not unique but it is one of, if not the best of its kind around."

To the members of our club Chuck has this comment: "I would say 'Thank You' for helping to make this club a success! The IAMC has allowed me to explore, see amazing places (most I didn't know existed before the Challenges), and experience true adventures that make memories for a lifetime. I only needed an excuse like our club to make it come true."

2017 Spring Picnic & Challenge Kickoff

by Michael Hardy

Our annual Spring Picnic and Challenge Kickoff was held on April 1st at Guerber Park In Eagle. We reserved the Sunrise Pavillion since the weather is so unpredictable this time of year. March went out like a lion, with high winds and snow right up to the end, but we were lucky enough to end up with a nice sunny day for the picnic, albeit still just a bit chilly in the shade. We had a great turnout, I didn't get an actual headcount but I see 33 heads in our new Facebook group cover photo.



There was plenty of good food for everyone to eat with burgers and brats and fixins supplied by the club and potluck supplied by the members.



President Dan hard at work.



Don't be shy, Doug, dig in!

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It's your story Matt.



Good times, great people.



Eat up fellas, there's lots more.



Enjoying the sunshine.



Lots of bikes!

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Checking out the bikes.



President Dan Driscoll addressing the group while Mike Hardy gets ready to hand out the bandanas.

Bandana master Chuck!



Thank you to everyone who showed up! There were some new faces, some I hadn't seen in a while, and some I got to know a little bit better. Extra thanks to those who brought food, and a special thanks to Ed and Judy Torre for all their help with shopping and setup, Chuck Sheer for the bandanas and master chef/president Dan for his excellent cooking skills and for organizing this event.

Adventure Motorcycle Websites

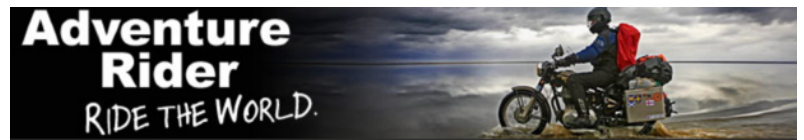
by Craig Olsen

During an IAMC officer's meeting held a few months ago, a recommendation was made to feature a newsletter article on popular adventure motorcycle websites. Pursuant to that, I sent out an e-mail questionnaire to several club members asking them which specific websites they use or recommend for each specific bike they own and why, as well as websites they use or recommend for purchasing reusables (motor oil, chain lube, antifreeze, air filters, tires, chains/sprockets, etc.), riding gear and accessories. The majority of those queried responded, and their responses were both informative and enlightening to me. Hopefully, you will find them the same.



Almost without fail, every club member responding mentioned that they routinely use either the website of one or more of our sponsors and then pick up the item in which they are interested at the physical address of the sponsor. Happy Trails Products was number one on this list followed by Carl's Cycles and Big Twin.

The next most common theme was to use the various forums to learn the specifics about your particular bike. For example, Ed Torrey recommends using the Parallel Universe Forum on Adventure Rider [<http://advrider.com/index.php?forums/parallel-universe.77/>]



for information on the BMW F800GS. As of April 20, when I last checked, there were 7,803 discussions or threads with 184,901 posts alone for the BMW F series GS bikes (F650GS, F700GS, F800GS and F800GSA). For the larger GS Boxers there is a separate forum [<http://advrider.com/index.php?forums/gs-boxers.3/>] that had 69,904 discussions/threads with 1,126,085 posts on April 20. There are similar forums on Adventure Rider for each type of bike you ride (though not as extensive as these two), and almost every conceivable question you may have regarding your bike has been asked and answered in these forums.

In addition to bike specific questions there is a wealth of other information available on Adventure Rider about various dual-sport topics such as rides by specific regions, GPS routes and tracks, gear, accessories, vendors and lots more. There is a useful section of resources that includes a variety of topics including off-road riding technique training videos [<http://advrider.com/index.php?resources/>] well worth reviewing. Be careful though, you can end up spending so much time on Adventure Rider that you don't have time to ride.

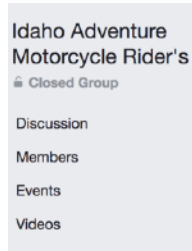
Some other forums recommended by club members include:

thumpertalk.com — This web site has a large following with a lot of good information. Their forums cover a wide variety of topics besides just single cylinder bikes, plus they have a wealth of knowledge in product reviews and specialized motorcycle articles. It is well worth a visit if you are not already familiar with this website.



<https://www.facebook.com/groups/suzukidr650/> — This forum on Facebook has over 8,000 members. Jim Jorgensen finds that it is an excellent resource for maintenance, gear and riding

recommendations specific to his Suzuki DR650. Facebook has similar groups or forums for nearly every type of bike you ride. Some are more robust and useful with helpful information than others depending on the moderator and the size of the following. Rick Skinner likes the FB page for Suzuki DRZ400.



While on Facebook, don't forget to check in on our Idaho Adventure Motorcycle Riders [<https://www.facebook.com/groups/1374641786166229/>]. This group was started by Sam Stone in December 2014, and it currently consists of 163

members. It is a closed group limited primarily to members of our club. If you belong to IAMC and are not a member of this Facebook group, send a request to join, and one of the group administrators will let you join.

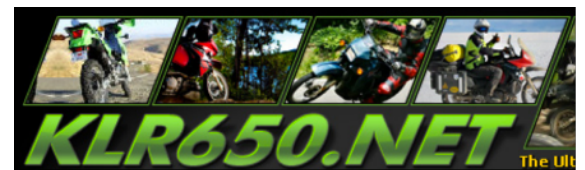
<http://www.cafehusky.com/> — This web site is devoted to Husky riders. Ed Torrey finds that it has a good active following, a lot of good information and a Vendor section that he has also used to get parts.



<http://drriders.com/> — For those of you riding a Suzuki DR650 you will want to visit this forum. Like several of the other forums already listed, it is organized into various sections: An introductory one that will help you better know your machine; a section on technical tips, tricks & maintenance where you can ask

those technical questions and find the answers that you need; a section on "cool" modifications and changes others have made to their bikes that you might want to add to yours; a section for ride reports to read others and upload yours; a section devoted to those members that take their machines camping and talk about all the camping related gear; a section devoted to riding gear and accessories; another for vendors who have DR650 specific parts, accessories or other items useful to DR650 riders; a section for buying, selling, trading and listing wanted parts; and many more. Mark England uses this forum.

<http://klr650.net/forums/> — This site is specific to the Kawasaki KLR650 and its riders. Michael Hardy has been a member of this forum since 2007. He has learned a lot from them before he decided to purchase his KLR, and he has continued to learn much more from them in the years since. There is a huge amount of good information available particularly from some members who are real KLR gurus.



<http://www.stromtrooper.com/> — Suzuki V-Strom riders will find a large following of fellow riders at this site. There are multiple forums on every subject related to V-Stroms and then some. Lowell Mannering likes this site.

Specific Sites for Specific Bikes:

1. **BMW** — Chuck Scheer recommends Wunderlich America [<http://www.wunderlichamerica.com/>] for excellent quality aftermarket BMW accessories and farkels, and Bob's BMW [<http://>]



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www.bobsbmw.com/] for virtually everything BMW that is new and used. Chuck also uses Suburban Machinery, Inc. [<http://www.suburban-machinery.com/bmwinde.htm>] for foot peg lowering.

BMW Motorcycles Accessories
Suburban Machinery Inc.



Arden Hill likes to use Beemer Boneyard [<http://www.beemberboneyard.com/>] to get good deals on new and used BMW parts and reusables.

Lowell Mannering likes using BMW Motorcycle Owner’s of America [<https://www.bmwmoa.org/>] because of its good BMW information, forums, and marketplace to sell or buy used BMW bikes and gear. He also recommends Sierra BMW [<http://www.sierrabmwonline.com/>] for BMW apparel and gear.



Ron Hoppins and several others also recommend Touratech [<https://touratech-usa.com/>]. They specialize in accessories for adventure bikes (BMW, KTM, Triumph, Honda, Yamaha, Suzuki, Kawasaki, Ducati and Husqvarna) in addition to riding gear, GPS, maintenance, camping gear and travel accessories. They are expensive, but their products are high quality, and they fit your bike well.

2. **KTM** — Dan Driscoll and Ron Schinnerer both like KTM Twins [<https://ktmtwins.com/>] because of their wide selection of competitively priced KTM parts and aftermarket accessories. Black Dog Cycle Works [<http://blackdogcw.com/>] out of Spokane, Washington, makes very good specialty accessory parts for not only KTM adventure bikes, but BMW, Honda and Triumph. Another useful site is 950/990 Issues [http://www.ktm950.info/how/ktm_950_issues.html] that grew out of the Adventure Rider Forum for these bikes and addresses the common issues riders have experienced with detailed instructions how to work them out.



3. **Triumph** — Both Doug Patchin and I like Muddy Sump’s YouTube Channel [<https://www.youtube.com/user/MuddySump>]. It has 20-25 useful and informative videos on all types of Triumph Tiger 800 maintenance and repair. He also has 9 excellent videos on Suzuki DRZ 400 maintenance and repair. A good recommendation for anyone doing work of their own bike is to review the appropriate YouTube videos on this before tackling the job. It will save you a lot of time and grief.



Bike Bandit [<http://www.bikebandit.com/>] has become my “go to place” for Triumph OEM parts. I find that I can get them quicker, cheaper and they are delivered right to my doorstep than I can get through the not so local dealer in Caldwell. They are also a great source for OEM parts for all the other bikes you ride, as well as a wide variety of aftermarket accessories and apparel.

Twisted Throttle [<http://www.twistedthrottle.com/>] is the only vendor in the USA that carries Bark Busters hand guards that best fit the Tiger 800. They also carry a wide variety of aftermarket accessories for multiple bikes, as well as gear and riding apparel.



4. **Suzuki** — ProCycle [<https://procycle.us/>] seems to be the recommended place to go for DR and DRZ parts and accessories, but the reviews were divided with Jim Jorgensen and Ron Schinnerer giving them a “thumbs up,” while Tom





Serine's experience with them was not so positive. Another DR / DRZ site recommended by Ed Hiatt is DRC Products [<http://www.drcproducts.com/>] because of its great selection of aftermarket Suzuki parts.

5. Kawasaki — Michael Hardy recommends Eagle Manufacturing [<http://www.eagle mike.com/>] because the owner, Mike, is a KLR guru with engine modifications to improve the performance and longevity of your bike. Michael also favors Partzilla [<http://www.partzilla.com/>] for ordering KLR OEM parts.



He states they have excellent diagrams, and they are almost always cheaper than any other source. Shipping is fast (if the parts are in stock), and orders over \$149 ship for free.

Overall Favorite Sites:

There are a few sites that routinely came up on nearly ever responder's list of motorcycle websites. Following is a listing of those sites and why they are so favorably recommended. Each has specials, some daily, and they offer incentives (discounts) for repeat orders. I have found customer service at each of these sites to be excellent.

1. Motorcycle Superstore [<http://www.motorcycle-superstore.com/>]: This site has one of the widest selections of aftermarket parts and accessories, as well as gear and apparel for every range of bike and some ATVs and UTVs. Shipping is free on orders over \$89. They have a very good selection of motorcycle tires, and they usually arrive at your doorstep in 2-5 days from placing your order.



2. Rocky Mountain ATV/MC [<https://www.rockymountainatvmc.com/>]: This site is similar to Motorcycle Superstore but restricted more to dirt bikes, dual-sport bikes and ATVs/UTVs. They have an excellent array of dirt and dual-sport tires. Based out of Salt Lake City, they deliver generally quicker than the other on-line stores. Shipping is free on all orders over \$75.

3. Revzilla [<https://www.revzilla.com/>]: This may be the largest on-line motorcycle store available. They cover the whole spectrum of street, dual-sport and dirt bikes, as well as snowmobile gear and accessories. One premier feature of Revzilla is their product evaluation videos. Shipping is efficient, but takes a little longer since they are located in the east, and it is free for all orders of \$40 or more. Again they have a good selection of tires from which to choose.



4. Bike Bandit [<http://www.bikebandit.com/>]: This site is similar to the three above covering the full spectrum of bikes, and it may be the second largest on-line motorcycle store. Shipping is similar to Revzilla and is free for orders over \$99. Their forte for me is the OEM parts. They take a little longer to ship, but their pricing beats the dealerships.

Other Noteworthy Sites:

1. American Motorcycle Tire [<http://www.americanmototire.com/catalog/>]: Recommended by Michael Hardy, this site specializes in all types of motorcycle tires and has an extensive range of dirt and dual-sport tires at very reasonable prices. Shipping on all tires is free. They also carry tire and wheel accessories. The main advantage in ordering your tires on-line is that you can often get them somewhat cheaper, but only if you mount them yourself. Most shops charge anywhere from \$15 to \$50 per tire depending on whether or not you purchase the tire from them and the type of bike on which it is being mounted.



2. Atomic Moto [<https://www.atomic-moto.com/>]: This company is based out of Bend, Oregon, where they do the R & D and testing of their products. Both Dan Driscoll and Michael Hardy recommend this website for riding gear and apparel.

3. Motorcycle Gear [<http://www.motorcyclegear.com/>]: This is another site tailored to riding gear and apparel recommended by Doug Patchin. It has good pricing on gear that is being discounted. Shipping is free for orders over \$89.



4. Cycle Gear [<https://www.cyclegear.com/>]: This site has a very wide selection of products for all types of motorcycling, and their brick and mortar store is located on Fairview in Meridian. Chuck Scheer has found that they have good gear at a reasonable price with which I concur. Orders over \$99 ship for free.

5. Solomoto [<https://www.solomotoparts.com/>]: Dan Driscoll likes this site, which is another one with a wide variety of motorcycle parts, riding gear and accessories for both dual-sport and dirt bikes. Shipping is free for order over \$88.



6. MotoSport [<http://www.motosport.com/>]: Doug Patchin uses and recommends this site as a good source for all dirt bike parts, both OEM and aftermarket. They also have a good selection of riding gear and accessories. Shipping is free for orders over \$79.

7. Sound Rider [<http://www.soundrider.com/>]: This site, recommended by Ed Hiatt, focuses on dual-sport riding in the Pacific Northwest. It has links to all the riding events and rallies in the region. It features an on-line library of helpful articles on riding and other pertinent topics. Despite their on-line store being small and limited, I have found that they offer several very useful motorcycling accessories. Tom Mehren, the founder, has put on a clinic for our club in the past, and when I got into dual-sport riding about 10 years ago, I found his book, Packing Light Packing Right!, to be very helpful.




Where to get the best deals:

Obviously, it is beyond the scope of this article to review all the dual-sport and dirt bike website, but the ones listed above are a good start. You probably have some favorite sites of your own that I and those responding to my e-mail questionnaire have not listed. If so, please e-mail me your favorite sites and why you like and use them, and I will publish a follow-up article in the next issue of the IAMC Newsletter. My e-mail address: [coolsen49@gmail.com]

One of the primary benefits and reason for using on-line sites for your motorcycle needs is the opportunity to easily and efficiently do product review and price comparison. You can use a combination of the websites listed above to compare several different products in an effort to narrow your choices down to one or two. Then you can compare the prices for your choice(s) at several different websites to find the best deal. Keep in mind that some of our local dealerships will match the price you find for any item in their store. Carl's Cycles on State Street in Boise does this.

Having said all that, some of the very best on-line motorcycle deals do not come from a dedicated motorcycle website. Here are two worth checking out.

 Surprisingly, you can sometimes find the best deal for a particular motorcycle related item on eBay [<http://www.ebay.com/>]. A personal example illustrates this point. After breaking a Tiger 800 clutch and brake lever on two separate occasions despite having Bark Buster hand guards on at the time, I was tired of replacing them with OEM parts — they cost \$100 per lever and required me to wait several weeks each time for them to arrive. I looked for some compatible aftermarket folding levers that give way and tip upward when they are hit on the end. I found a few options for about \$110-130 per lever at several of the above mentioned motorcycle websites. On eBay I found essentially the same lever for \$25 per set — a savings of about \$200. I was even able to get them in a blue color exactly matching the color of my bike, and I only had to wait five days for them to arrive with no charge for shipping! I had to make a minor modification to the clutch lever, adding a tab that would engage the clutch position switch, but I would also have had to do that for the more expensive levers.

Ed Torrey found a bonanza at Amazon of great deals on open-box and pre-owned products [<https://www.amazon.com/b?node=10158976011>]. Items listed at this site are used-like new or used-very good. Some of the items have damaged packaging or are customer returns. These items have been inspected, and Ed has not received any bad items. He was able to purchase a \$30 sprocket for \$9, and a \$93 DID X-ring chain for \$33. These are just a couple of deals he has gotten at this site.



One more great idea:

Jason Abbott, who is full of great ideas, has a novel way of keeping track of all his motorcycle related internet purchases from year to year should he need to reorder the same item or make reference to it. He has a group of spreadsheets going back several years, and he makes a new one each season of the parts he needs and the vendors from whom he obtains them. Many vendors, like HighwayDirtBikes and Sicass, are the only source for the specific part that you may need. He keeps the spreadsheets on Google Drive Spreadsheets of the parts or items purchased and the website or vendor from which the purchases were made. You can view his spreadsheets at this link: [<https://docs.google.com/spreadsheets/d/1Aerjbf9CN30UQys2aPMhaWk2wcBDFPXovXovtk8Tquk/edit#gid=1182744133>]

April Fool's Ride

by Michael Hardy

The 3rd annual April Fools Ride was held, well, on April 1st. It was nice and sunny, the breeze was a bit chilly but at least it wasn't snowing or blowing as it had the day before. The ride was scheduled to start after the Spring Kickoff Picnic, and attendance was very good. This was one of the largest groups I have ever ridden in. At least in the beginning ...



The April Fool's Ride plays by a different set of rules. Its designed to give everyone a chance to lead the group, each new leader picking the direction, and the rest of the pack follows. It's also an all inclusive fun run, as much of a social event as it is a ride, and a chance to shake out the dust and rust that has accumulated over the winter. After a quick briefing on the unusual rules of the ride by ride organizer "FoolHardy," nineteen brave souls set out for wherever with a vague belief that they would enjoy a nice afternoon ride and possibly pick up a challenge point before returning home.



Ready to play follow the leader?

IDAHO ADVENTURE MOTORCYCLE CLUB NEWSLETTER

May 2017

"Discover Adventure Together"

Issue #2



I'm ready!

Which way are we supposed to go?



Follow the bear.



Kickstands up!

IDAHO ADVENTURE MOTORCYCLE CLUB NEWSLETTER

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We headed north on Hwy 55 and met up with a couple of guys getting gas at the Chevron on Beacon Light. After that, we turned north on Eagle Road and headed out Willow Creek. After a few miles, I pulled over and waved the group past, giving the next guy his turn at leading the pack with his choice of direction. We wound around Pearl Road, onto Chapparrel and over to Hwy 16, north for a bit, then turned west on JAG and back onto Pearl again.



Taking a break on Pearl Road.

It was warming up nicely and many of us shed our thermal layers.



Somebody just couldn't resist.

We traveled on until we came to Hwy 55. At this junction, someone decided to have a little fun and take the tricky way down to the Old Hwy into Horseshoe Bend. Several riders went down the embankment while others went back to Pearl and followed the highway down to the turnoff.



Steeper and muddier than it looks!

After regrouping at the turnoff, a quick count revealed that we had only eighteen riders. We sent someone back down Pearl Road to see if they could find the missing rider. He went as far back as the last stop and found nothing. We surmised that the missing rider had turned south on Hwy 16 and booked it on home. We continued on down the old Hwy 55, then hung a right on Harris Creek Road and headed east toward Idaho City. A few riders headed south on Hwy 55 back toward Boise instead of continuing with us on Harris Creek Road toward Idaho City. As we gained elevation, snow started to appear here and there along the road.

The group took a break at Harris Creek summit and added a thermal layer at the intersection of the Boise Ridge Road and the turnoff to Hawley Mountain lookout.



A nice spot to take a snow pic for the challenge.



We continued on to Idaho City, stopping at Trudy's Kitchen for a bite to eat. At this point a few more headed home, leaving just eight of us to enjoy dinner. I don't think my wife would have forgiven me if I didn't bring her a piece of Trudy's delicious huckleberry cheesecake, so I ordered one to go and carefully placed it in my backpack. After our tummies

were full, we geared back up and headed down Hwy 21 for Boise. I pulled over at Robie Creek to see if anyone was interested in a little more dirt. Most everyone was pooped, leaving just Robert Scherzer and me to see if Tollgate Road was snowed in. It was not, and we enjoyed some liberal application of throttle up and over Adalpe Summit, and then we followed Rocky Canyon back into Boise. I got home just after dark, my cheesecake still intact — a perfect end to another fun April Fool's ride. Thanks to everyone who came along for the ride!

If you would like to see a video with commentary of this ride, please visit Robert Scherzer's YouTube Channel, Piston Slap, at this site: <https://www.youtube.com/watch?v=KhESabOtumE>

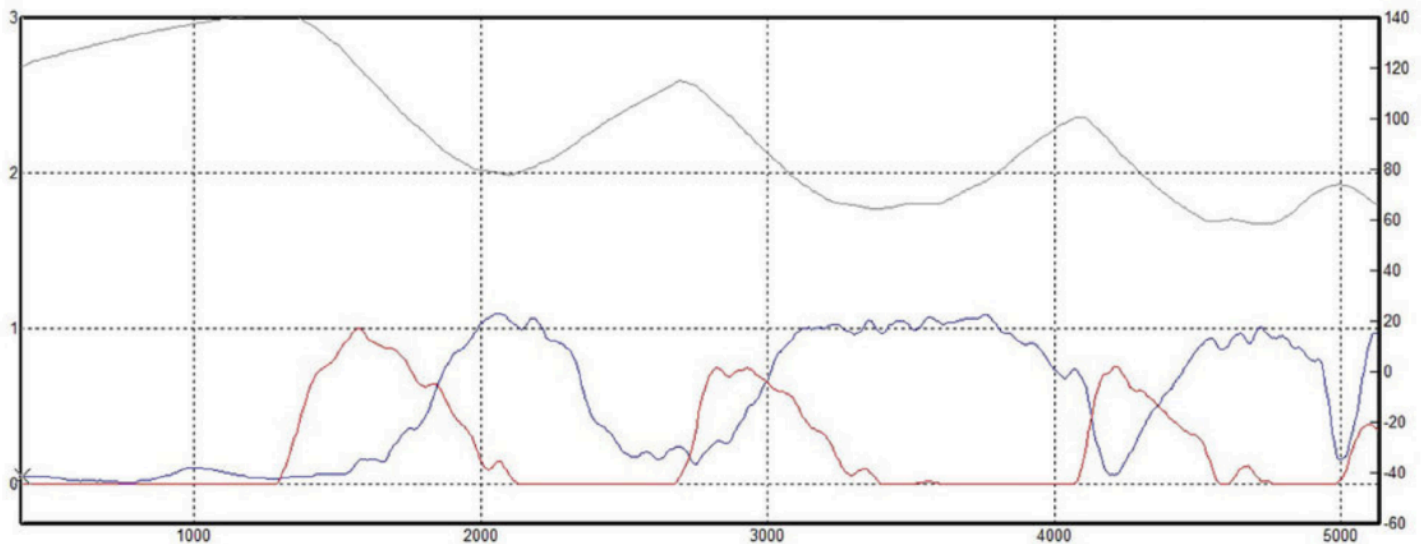
Trail Braking...What's in it for Me?

by Craig O. Olsen

Motorcycle training programs like STAR and MSF teach riders to do all their braking in a straight line before leaning the bike to enter a turn, then continuing to the apex of the turn under constant or reducing speed before gradually rolling on the throttle as they exit the turn. [1-2]

STAR and MSF may briefly discuss trail braking in their basic riding skills course, but it is not part of the basic skills they teach. It's not until their advanced rider courses that they try to put this method to pavement, and even then it's limited. Trail braking is a progressive skill that every rider should eventually try and master, but be cautious. In trail braking the brakes are applied approaching the entrance to the turn, and braking is continued as the bike is leaned into the turn and gradually released (trailed off) to the apex of the turn and sometimes beyond. The throttle is reduced but not closed entering the turn to the apex before rolling back on the throttle exiting the turn. A fine tuned combination of both braking and throttle input are used simultaneously during turns in trail braking. [3]

Trail braking is a technique used by virtually every MotoGP and World Superbike racer, as well as every motorcycle policeman. It is a legitimate skill worth adding to any experienced rider's skill set. There are more benefits to using trail braking on the street than there are on the track. [4]



The above figure shows speed (grey), braking forces (red) and lateral forces (blue) for an expert-level rider in the first three turns of the track. In turn 1, braking forces peaks at about the 1500-foot mark and then gradually decreases as the rider enters the turn. At the same time, lateral forces gradually increases as cornering forces take over. Note the steady change in each trace as it ramps up or tapers off, indicating smooth application and release of the brakes, and a smooth entry into the corner. [5]

Let's look at the dynamics of a bike during a turn to understand why trail braking is so beneficial. During braking, weight is transferred from the rear to the front wheel, the front forks are compressed, and the rake (fork angle) and trail are reduced. The weight transfer to the front tire increases the size of its contact patch as well as its traction. The fork compression decreases rake and trail resulting in a decreased turning radius of the bike thus making it easier to turn (requiring less effort). Letting off the brakes decompresses (extends) the forks thus increasing the rake and trail, which increases the bike's turning radius making it harder to turn (requiring more effort). [6]

Applying throttle has the opposite effect to braking on bike dynamics - weight is transferred from the front to the rear wheel, the front forks are decompressed, and the rake and trail are also increased.

So what is happening to our bike's dynamics during a turn when we are not using trail braking? First of all weight is transferred to the front wheel and the forks are compressed during straight line braking as we approach the corner. At the point of leaning the bike, the brakes are released and the forks extend, increasing both rake and trail and thus making the bike more difficult to turn (requiring more effort). At the apex of the turn, we begin rolling on the throttle, which transfers more weight to the rear wheel and further extends the forks, again making the bike more difficult to turn. [7]

With trail braking, the bike's dynamics are stabilized throughout the turn by simultaneously modulating braking and throttle inputs. This keeps the forks compressed, thus decreasing rake and trail throughout the turn and making the bike easier to turn (requiring less effort). Also front wheel traction is improved and kept more stable throughout a turn when trail braking is used. [4]

Safely using the throttle and brakes at the same time is an advanced riding technique that requires riding experience and a lot of dexterity. For this reason trail braking should not be taught to or used by beginning riders.

The determination to use front, rear, or both brakes when trail braking has to do with speed. The slower you are going, the more the rear brake should be used. The rear brakes are easier to modulate at low speed, making it more difficult to quickly compress the forks, which could cause the bike to fall over in a turn. For this reason motorcycle policemen do most of their precision maneuvers using their rear brakes. At paces above posted speed limits, the front brakes are much more effective. That is why most roadracers on the track do not even use their rear brakes. When at regular speeds, either one or some combination of both brakes may be appropriate. Some other factors that may influence the combination choice of front or rear brakes when trail braking include weight distribution, wheelbase, linked versus integrated versus standard brakes, physical limitations, and rider preferences (body position, type of bike, etc.). [4]

There are four important benefits of trail braking for experienced riders: [8]

- 1. It minimizes both the amount and speed of suspension movement.** This results in a more stable bike throughout the turn, which allows you to apply the throttle much sooner. The more stable the bike is, the more comfortable, confident and relaxed you will be when cornering. This translates to more precise control inputs and greater safety.
- 2. It modifies the bike's front-to-rear attitude for faster and easier steering.** By keeping the front suspension loaded (compressed) during cornering, the rake and trail are reduced, which allows the bike to turn more quickly and with less physical effort. Racers using this technique find they can get in and out of the corners faster. For long-distance riders this technique takes as much as 40 percent less input effort on their arms to initiate and maintain turns. Think how much less fatigued you would be at the end of a 4-10 or more hour ride if every turn took 40 percent less effort to execute.

3. **It reduces reaction time for applying either throttle or brakes.** Because you are partially on both the throttle and brakes simultaneously, you can add or take away pressure from either control virtually instantaneously. This is particularly advantageous for any unexpected obstacles encountered midway through a turn.
4. **It maximizes directional control.** In addition to steering bar inputs to change direction, you can also change your line using brakes and throttle. If you quickly add throttle or brakes in a turn while leaned over without trail braking, the bike will stand up and go wider in the turn. With the sudden application of throttle in a turn weight is transferred from the front to the rear wheel and the forks extend thus standing the bike up. With the sudden application of brakes in a turn weight is transferred from the rear to the front wheel and the center of gravity shifts down and to the outside of the corner as the suspension compresses in the same direction. This outward weight transfer causes the bike to stand up and go wide in the turn.

The difference with trail braking is that the forks are already compressed as you enter the turn, and because the suspension can't compress much further as you reduce speed by applying more brakes - and without increasing lean angle - the bike's line has to decrease. With practice you can intentionally tighten your line mid corner with the simple application of a couple fingers additional pressure on the brake level.

There are four types of corners we encounter every riding day where trail braking is most valuable - high-speed corners, decreasing radius corners, blind corners and downhill corners. When in doubt, trail brake into a corner, because it will be too late once you reach the apex to take advantage of trail braking's line-tightening ability.

Riding where there's little traction (off-road) is totally different from riding where there is a ton of grip (the street). Don't try to trail brake when riding off-road, it'll simply wash out the front wheel. A dirt bike's front brake can be used hard in a straight line, so slow down before the corner, push it down, then power out. Or, use the terrain to your advantage, employing berms or similar to catch your speed and redirect you. [9]

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