IDAHO ADVENTURE MOTORCYCLE CLUB NEWSLETTER

October 2011 | Discover Adventure Together | Issue #5

In this Issue. . . .

Fourth Annual IAMC Ride out of Lake Cascade State Park

by Craig Olsen

Alan, Sam and Dan getting their picture taken at Bear, Idaho.

Lake Cascade State Park was the site or our club's fourth annual ride. We had several RV sites reserved in the Ridgeview Unit close to town and right across from the golf course, and on Labor Day weekend (September 2-5) about 30 riders, who had signed up and made reservations for this event, arrived with several more showing up and / or bringing their spouses, family and friends during the course of the weekend. Some came from as far away as north Utah and central and west Oregon. Most were in RV's and hauled their bikes there, while others who were tent camping rode their bikes there and pitched their tents on some of the reserved RV sites. The Ridgeview Unit provided us excellent shower and rest room facilities.

I was among the latter group of tent campers and arrived Thursday evening. I stayed in one of the local motels that evening since check-in time at the Ridgeview Unit was not until 2PM Friday afternoon. Sam Stone, who has a permanent place in Cascade and has done much riding in the area, scouted out several rides that club members could do over the course of the weekend. Sam is to be congratulated for putting together several great rides for us during this event. The main objective for most riders was to get as many of the 2011 Challenge Sites in the area as they could. For others it was just to have a good time and mingle with friends. Sam did not disappoint any of us.

Friday morning I met up with Sam and Allan Leahy at the Whistle Stop Café on Main Street in Cascade for breakfast, and from there we were joined by Dan Driscoll and Ron Schinnerer. With Sam as our guide, we headed over West Mountain to Council and then up Hornet Creek Road (FR 002) through Bear, Idaho, #-12 of the 2011 Challenge Sites.

Since Ron and I already had this site from a previous ride, we did not get in the picture. From Bear we transitioned to FR's 105 and 112 to Black Lake, our primary destination. In route at the top of the pass over Smith Mountain, we enjoyed the view.

Allan getting some pictures from a higher vantage point.

IDAHO ADVENTURE MOTORCYCLE CLUB NEWSLETTER
October 2011 Discover Adventure Together Issue #5


Sam is king of the hill.

At Black Lake we took more of the Challenge Site pictures including the bandana.


Dan and Ron posing for their #-6 Black Lake Challenge Site.

There were three incidences on this ride. Ron's jacket zipper malfunctioned…maybe it is time to review zipper maintenance (Issue 2, April 2011, IAMC Newsletter).

Ron's malfunctioning zipper. Photo is courtesy of Allan Leahy.

Next, on our way back from Black Lake we ran into a couple of chatty Forest Service Rangers, who were trying to figure out if we were legal or not. They must have asked us a dozen times if we had been on any single-track trails, which we had not. The third came as we headed out to some overlooks over Hells Canyon when Ron's bike died. Sam and I towed him about 1.5 miles into the little town of Cuprum where we left him while Dan and Allan rode back to Cascade so that Dan could bring his truck back to pick up Ron and his bike. During this time, Ron got to know a significant portion of the population of Cuprum.

Later, I found out from Ron that the sensor coil in his stator was bad, and that he was able to replace it with an after-market stator for about one third the cost of the OEM part. His bike is now running fine.

Ron waited here while Dan retrieved his truck to haul Ron's bike back to Boise.

By the time we got back to Cascade Friday afternoon, most of the other riders had arrived and were setting up their RV's and tents at the state park.

IDAHO ADVENTURE MOTORCYCLE CLUB NEWSLETTER
October 2011 Discover Adventure Together Issue #5

Dan and Ron did not get back to camp until about 10:30 PM that evening. The problems with Ron's bike were more than could be fixed in the field, and regretfully, his riding was over for the weekend.

Saturday morning, Sam led a large group up Warm Lake Road to Horsethief Reservoir (#-9 Challenge Site).

Bikes parked at Horsethief Reservoir. Photo is courtesy of Sam Stone.

From there it was on to the Stolle Meadows Road (FR 474) where the group split up – the majority going with Sam to Yellow Pine and the Stibnite Mine, and the rest going with Ed Hiatt to Stolle Creek Guard Station (#-10) and Whiskey Cabin (#-7) Challenge Sites.

The Stolle Creek Guard Station.

When we got to the GPS coordinates for Whiskey Cabin, we could not find the cabin.

From Whiskey Cabin we headed back up the Stanley-Landmark Road (FR 579) to Landmark and then took FR 413 into Yellow Pine. Along the way, Kevin Peter picked up this large nail in his rear tire that miraculously entered the sidewall casing without puncturing his tube. We removed it in Yellow Pine and no flat.

IDAHO ADVENTURE MOTORCYCLE CLUB NEWSLETTER
October 2011 Discover Adventure Together Issue #5

Large nail in Kevin Peter's rear tire without a flat.

We arrived in Yellow Pine shortly before Sam's group left. At the time, there were about 20-25 dual-sport bikes lined up.

Yellow Pine, Challenge Site #-5.

After lunch, various groups rode to Elk Summit, #-11 on the Challenge Sites.

Communication towers at the top of Elk Mountain (elevation 8670 feet).

There was some question about the road between Elk Summit and Warren being open due to bridge work on the South Fork of the Salmon River along FR 340, but some of the more adventuresome in our group went that way and made it without difficulty.

Back in Cascade at camp that evening, the highlight was a BBQ meal fixed by Ed and Terri Hiatt and family along with a satellite TV broadcast of the BSU-Georgia game. With visitors and guests, our ranks swelled to about 60-70 people! Ed and Terri and their crew provided excellent dinners for the club each evening, and they really are to be thanked for all the extra effort and work they went to provide this special service for us.

IDAHO ADVENTURE MOTORCYCLE CLUB NEWSLETTER
October 2011 Discover Adventure Together Issue #5

Terri and Ed, our unsung heroes, fixing one of several dinners for the club members.

Sunday, Sam led us on another ride up Warm Lake Road to FR 400 over Eagle Nest and down FR 498 where we stopped at the Gold Fork Hot Springs.

Gold Fork Hot Springs along Gold Fork Road east of Donnelly.

We then road into the historic town of Roseberry. It was settled around 1900 by Finish veterans of the Spanish American War. By 1911 Roseberry was the largest town in Valley County. It began to dwindle in prominence and population in 1914 when the railroad bypassed it 1.5 miles to the west, and the town of Donnelly was formed.

Photo is courtesy of Sam Stone.

Our next stop was Lake Louie, #-13 on our Challenge Site list, east of McCall. There was one problem – the road to Lake Louie was gated, so we took our group photo here.

Back row: Cliff Seusey, Dan Driscoll and Sam Stone. Front row: Mark Wurtenberger, Craig Olsen, John Francke, Kevin Peter and Dale Barth.

The more adventurous in our group (Thane Eddington and Gary Umland) road around the closed gate through the creek, but they didn't make it to Lake Louie either.

IDAHO ADVENTURE MOTORCYCLE CLUB NEWSLETTER
October 2011 Discover Adventure Together Issue #5

Thane crossing the creek around the locked gate to Lake Louie.

Sam next took us across the valley to No Business Lookout, west of Donnelly, where we had excellent views of McCall, Donnelly and Cascade. We learned more from the ranger there about the system of forest service outlooks and how they were used to help spot and fight fires.

Sam at No Business Lookout (elevation 7340 feet) looking east towards Donnelly and Cascade.

We than returned to camp via Winter Road around the west and south side of Cascade Reservoir where another excellent meal prepared by Ed and Terri awaited us.

Some club members left for home Sunday evening with the rest returning Monday morning. I picked up two additional Challenge Sites on my way back to Boise, #-8 White Hawk Trail beginning near Deadwood Reservoir Dam and #-16 Grimes Memorial (mystery site) at the top of Grimes Pass.

Beginning of White Hawk Trail near Deadwood Reservoir Dam.

Grimes Memorial at the tope of Grimes Pass (elevation 5100 feet).

Additional ride reports from the Fourth Annual IAMC Ride may be accessed on Adventure Rider at the following locations:

1. Allan Leahy. http://advrider.com/forums/showthread.php?t=724732
2. John Francke. http://www.advrider.com/forums/showthread.php?t=723418
3. Sam Stone. http://www.advrider.com/forums/showthread.php?t=723346
4. Ed Torrey. http://www.advrider.com/forums/showpost.php?p=16843360&postcount=11

IDAHO ADVENTURE MOTORCYCLE CLUB NEWSLETTER

October 2011 Discover Adventure Together Issue #5

Suspension Tuning Fundamentals

by Janard 'Jay' Jobes II

Owner of Suspension by Sasquatch

(www.sasquatchrider.com)

Having a basic understanding of how to set up your suspension will give you the tools to adjust your suspension for the best and most controlled ride possible. Following is a summary of basic suspension principles and common problems experienced while setting up your bike.

Getting Started: Setting the Sag

This is probably one of the most misunderstood, yet simple things to set up. You will need to get your suspension travel from your owner's manual or some other reference material. You will also need a helper, a tape measure and a pad of paper to take notes.

You need to take three measurements: R1—unloaded sag; R2—static sag; and R3—rider sag. In each of the measurements measure from the axle of your bike straight up to some point fixed on your bike as shown in the figure 1. The first measurement, unloaded sag (R1), is taken with the suspension fully extended. All weight is removed from the bike by either putting it on a center stand, work stand, or by pulling it over on the side stand with the rear wheel off the ground while your helper measures.

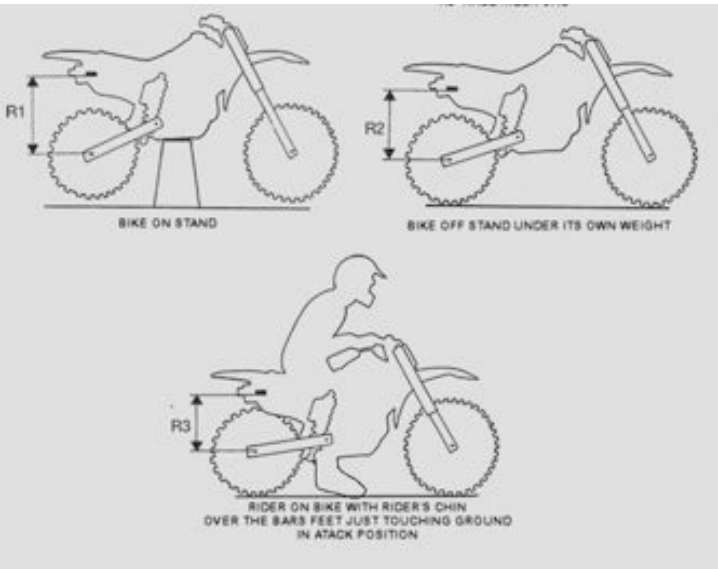

Figure 1: R1=unloaded sag; R2=static sag; R3=rider sag

The next measurement, static sag (R2), is made with the bike only carrying its own weight off the stand and balanced upright.

The final measurement, rider sag (R3), is taken with you on the bike, the tank at least half full and all the gear you normally carry. You can balance near a wall using your elbow to keep yourself upright at that balance point while your helper measures.

Now that you have these numbers, you will need the total suspension travel (R4) from your owner's manual or some other reference material. For purposes of discussion we will use 10 inches of total suspension travel (R4) as an example. Your bike should squat (R3) 30% of your total suspension travel (R4). In this example that should be 3 inches. If your bike squats more than 3 inches, you need more preload into your rear spring. If your bike squats less than 3 inches, remove some preload.

So where does static sag (E2) come in? Good question. Your bike should squat from 0.5 to 1 inches under its own weight. If you have to put in so much preload on the spring to get your R3 measurement correct that you have less than 0.5 inches of static sag (R2), your spring is too soft, and you need a stiffer spring.

If your rider sag (R3) is correct, but you have more than 1 inch of static sag (R2), your spring is also too soft. Obviously, if you can not get your rider sag (R3) correct with your stock spring no matter how much preload you put in or take out, you need to go stiffer or softer with your spring.

Getting your spring settings correct can totally transform how your bike handles, and it particularly should be done immediately after getting a new bike. It is one of the cheapest modifications you can do to your bike that will gain the most in return.

Shock: Setting the Rebound

Figure 2: Ohlins adjustable rear shock

Note: *All suspension-damping adjustments are made from the fully screwed in position, counting out. So if you set an adjustment at 12 clicks, that is turned all the way in (clockwise) and then counted 12 clicks out (counter clockwise).*

Street: It is much harder to set the suspensions on the road as the road surface does not have many bumps, but it is not impossible. There are many different approaches to making these adjustments, but I find this method to be the easiest for most to follow.

Find a curvy section of road that you can ride back and forth. Ride the road (a mile or so will do) until you are familiar with the flow of the curves. Now, back off the rebound damping screw (bottom adjuster on the shock) to full fast (on most bikes you will turn to the left). Now ride the road and see how the bike feels loose in the corners. It is almost as if the bike has a hinge in the middle of the frame.

Begin making small adjustments by turning in (clockwise) the adjuster, slowing down the rebound until the feeling of looseness just goes away. That is it. Turning the rebound damping screw in beyond this point will just make your bike not respond well to road bumps.

Dirt: Find a relatively fast trail with braking bumps, rocks or roots leading into the entrance of a corner. Reduce the rebound damping by turning the rebound adjuster (bottom adjuster on the shock) out (counter clockwise) until the rear end begins to hop or feel loose. Then turn the adjuster back in (clockwise) a little bit at a time to increase the rebound damping until the sensation goes away.

Now, find a log or ledge that tends to bounce the motorcycle after hitting it. If the rear end bounces up uncontrollably, make sure that the static sag (R2) is correct. If the static sag (R2) is correct, then turn the compression (top adjustor on your shock if equipped) in (clockwise) 3 clicks, and also turn the rebound adjuster in (clockwise) 3 clicks.

Next, find some large whoops. Your motorcycle should track straight through the whoops with the rear wheel extending to the ground before the next impact. It your motorcycle does not perform as described, it is packing and the rebound dampening should be reduced (turn the adjuster out).

Finally, find a corner with acceleration bumps (shatter bumps), rocks or roots on the exit. As you ride it, the rear of your motorcycle should follow the ground. If the rear "breaks-up," reduce the rebound by turning the adjuster out (counter clockwise) until your bike performs as it should.

Shock: Setting the Compression (If Equipped)

Figure 3: TTR90 Heavy Duty Shock Spring by BBR

Find some rough sections, a large jump or a couple of "G-outs." Though you usually try to avoid these, we need them here. Your shock should bottom on the roughest section, but it should not be a slamming sensation. Add compressions damping (turn adjuster in) to reduce bottoming. Avoid going too far as the suspension's ability to react to small variations in surface and rocks will be sacrificed in the trade. Remember, the adjusters have a primary effect on the low speed, so even a large change in setting may only affect bottoming resistance slightly. Also note, bottoming your suspension is not a bad thing. If you are not able to bottom your suspension, you are not using its entire stroke, and you are not getting the maximum plushness from its stroke.

Fork: Installing your Forks

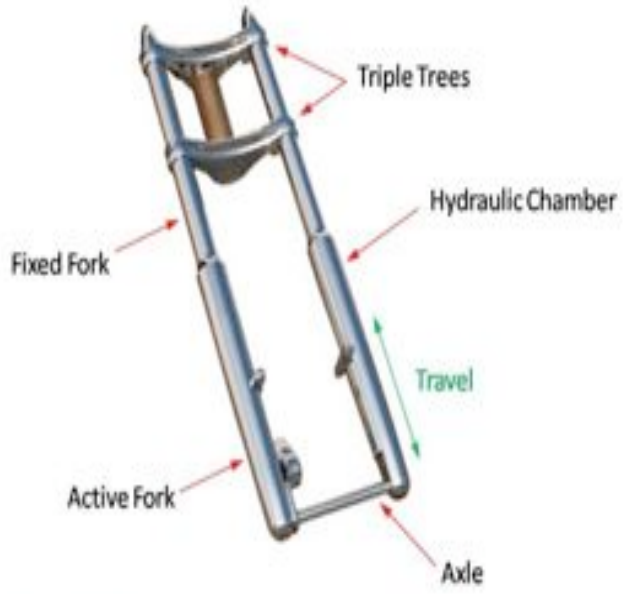

Figure 4: Triple trees and forks

Believe it or not, you can easily mess up a bike's handling by how you install the forks. You need to make sure that the fork tubes are not in a bind. While there may be many ways to do it, this is my favorite.

First, slide the forks into the clamps. Make sure the pinch bolts are plenty loose. They should slide in easily. If they bind in any way, stop. Loosen the steering stem bolt, and see if you can better line up the upper and lower fork clamps to eliminate any bind. Make sure you tighten the steering stem bolt again.

Make sure you set your fork height at this time. This is the distance the top of the fork protrudes above the top triple clamp. If you do not have a favorite setting, check your manual. It is critical that both the left and right fork height are perfectly equal.

Forks: Setting the Compression (If Equipped)

Note: *Any fork adjustments need to be the same on both fork legs. Make all adjustments identical on each fork.*

If your fork has a compressions adjustment, it is usually the adjustment on the underside of the bottom of the fork. If your fork feels harsh on small stutter type of bumps, rocks or roots, back out (counter clockwise) the compression until it feels soft. Then screw it back in (clockwise) a couple of clicks at a time until the harshness returns. Back it off by 1 or 2 clicks from this point.

Check to make sure you can still bottom the fork on the hardest of hits.

Forks: Setting the Rebound (If Equipped)

Figure 5: Ohlins front forks

Note: *Rebound adjustments on the fork are responsible for the cornering characteristics of your bike.*

Find a short sweeper that is not smooth. When your forks compress for the turn, the speed at which the forks rebound is the force that pushes your front wheel into the ground. If the forks rebound too quickly, the energy will be used up, and the bike will drift wide (under steer or push to the outside). The forks will have a tendency to wash. If they rebound too slowly, the bike will tuck to the inside of the corner and turn too quickly.

With the bike turning well, the wheel should return to the ground quickly after hitting a bump and not deflect off repeated impacts. If it does, reduce the rebound damping by turning the adjuster out (counter clockwise).

Guidelines for Different Terrain Conditions

Hard-pack to Intermediate Terrain: Set the compression softer to help with comfort and maximum wheel contact with the ground.

Sand: More low speed compression and rebound are necessary. Start by adding 1-2 clicks of rebound, and as the terrain gets rough, add compression (1-4 clicks).

Rocks and Roots: These usually really work the suspension. Try reducing compressions and rebound so the suspension will react rather than deflect. This is much the same for chatter bumps on gravel roads.

Headshake: Adjust the forks lower in the triple clamps. If that does not work, reduce the rebound in the front fork.

Excessive Rear Kink: Check for packing, which is identified by kick to the side in hard to loam conditions. If you observe packing, soften your rebound. This cannot be avoided if you brake improperly and lock the rear wheel up and / or pull in the clutch on the entrance to the corners.

General Ideas: If your suspension is too soft, it will use too much energy just maintaining direction and control. Be careful when you set it. There is a difference between soft and plush. Soft is often hard to control and harsh, while plush is smooth and controlled. The goal is to maximize control and comfort.

Maintenance: The dampening of suspension changes as the components are used. This is caused by wear and oil viscosity breakdown. It is important to have your suspension regularly serviced. Shocks should be serviced every 3-6 months with severe riding (moto-x, racing, etc.) and every 20-30,000 miles for the average street-only heavy touring bike.

Water – Making It Safe

by Ryan William Cantrell

"Dipping your head into a cold mountain stream and taking a long refreshing drink is an experience that has basically vanished from the wilderness areas of America. With the increased use of the wilderness there has also been an increase in the amount of bacteriological contamination of backcountry water supplies. The U.S. Environmental Protection Agency reports that 90 percent of the world's water is contaminated in some way." [1]

When packing for a five-day trip into the backcountry, you can't (nor should you) feasibly carry enough water to get you through all 5 days. Idaho streams, river and lakes offer an excellent-tasting water source when proper filtration is applied.

Why filter? Protozoa, viruses and bacteria… to name a few reasons – none of which you want. Nor do you want to carry 10 pounds of water with you so you can hydrate, cook and clean your cooking gear. Water filtration allows you to carry just as much as you need to hydrate during the day, and still have ample water at night to cook with and clean your cooking gear (without having to stop at gas stations to refill constantly).

The most likely common contaminate where we ride, is Giardia. [2] Even in the pristine mountain rivers and streams, Giardia can be lurking, as the cysts can survive for years in a water source. Most of our Idaho Mountains are filled with cattle and/or wildlife, whose droppings can contaminate a water source for humans.

Before discussing purification methods, we must first consider the source of our water. We must recognize the difference between biologically contaminated water verses toxic water. Boiling water and / or treating water and most filters will not remove "chemical contamination from pesticide runoffs, mine tailings, and so on." "Boiling, filtering, or chemically treating water can remove or kill microorganisms, but it will not remove chemical toxins." [1] Therefore, it's imperative to consider your water source when you're pulling water from its source, and avoid areas of runoff near mines, farms / crops and industrial areas.

In looking at ways to purify water for consumption, we'll look at the most simple – boiling it. The advantage to boiling water is that it's simple and can be done with the cooking gear you already have. Disadvantages include the fact that you're having to dig out your cooking equipment to boil your water (a real pain if you're just stopping because your CamelBak is dry), the wait time to consume the water (who wants to chuck a Nalgene of recently-boiled water?), the fuel you'll consume to boil your water (unless you've built a fire) and the fact that boiling does not pull out other contaminates that may lurk in our water such as metals (especially if you're pulling out water from a drainage near old mines).

There is little consensus on how long water should boil, but the facts are: at 165 degrees, water is safe to drink in about 30 minutes. At 185 degrees, water can be consumed in about three minutes. By the time water boils at 212 degrees, the time it took to get there is likely enough to have killed all the organisms that cause harm. So, it's safe to say that 60 seconds of a rolling boil is plenty to kill unwanted organisms. [3]

Another 'old-school' method is to treat the water with iodine. However, consuming large amounts of water treated with iodine is discouraged for health reasons. While iodine treatment is inexpensive (25 treatments run about $5), it takes 30 minutes for the treatment to take effect and there is a clear and distinct iodine aftertaste in the water.

Moving up the scale of water filters, we look next at basic micro filters such as the Katadyn Hiker. [4]

Katadyn Hiker

This type of filter will serve 90% of dual sport riders sufficiently. Basic micro filters filter out (not kill, as boiling and water treatment will do) and remove biological contaminates. The Katadyn Hiker is a paper/carbon filter that can be purchased for around $60, and when the filter is cared for properly, can last up to 200 gallons of filtration (though I've found that I get around 100 gallons before I lose faith in it's ability to absorb contaminates). I've found that I purify about 0.5 oz per stroke (up and down) and generally filter at a rate of one liter per minute with the Katadyn Hiker. *Many* other forms of pump micro filters are on the market and vary greatly in price and flow and weight. The only real disadvantage is the fact that it can take a while to pump three liters of water if you're filling your CamelBak, and require 200 strokes. However, they're exceptionally dependable and reliable. When you're finished with the element, it should be removed and dried rather than left in the casing to mold (which can create a biological contamination next time you go to use the filter).

Similar to the Hiker is the Katadyn Base Camp.

Katadyn Base Camp

I've filtered a lot of water through my Base Camp, because it's a gravity feed system that does not require pumping. Simply scoop 2.5 gallons of water out of the source, hang it on a tree branch or your handle bar and put your water container under it ~ gravity does the rest. The clear advantage is that you can put your 3L CamelBak under it, and go off to do something else while it fills it. A disadvantage is that it does not filter as quickly as the pump system. This system is quite clearly most beneficial for a group of riders (4-8) who only want to carry one filtration system, and get the maximum use and benefit from it.

Lately, I've ditched the CamelBak for Nalgene bottles, because I *hate* having weight on my shoulders (it gives me a headache and interferes with my neck brace). I keep 80 oz of water in my tank bag and drink from it in regular intervals. This led me to try the SteriPEN. [5] The SteriPEN does not filter the water, but rather kills the biological contaminates in it by exposing them to ultraviolet light. I simply dip the Nalgene into the water source, apply the SteriPEN (30 seconds for 16oz, 60 seconds for 32 oz) and then purposely run the treated water of the threads of the bottle to wash off the contaminated water before drinking. Because I carry 4 bottles in my ATV fender bags that I strap over my tower-style gas tanks, I can keep a couple with water for cooking and a couple with Gatorade (powder) for consumption.

SteriPEN

No matter which filtration you choose, having a back up is always a good idea. [6,7] Iodine tablets are a good back up as are Katadyn's Micropur MP1 Purification Tablets. I keep the MP1's in my 1st aid kit, in case my SteriPEN fails, and have had to use them on one occasion when my lamp broke (fixed under warranty) and one occasion when I had a paper filter fail in my Katadyn.

In conclusion, when you're in the outdoors, choose your source wisely, carry a filter that suits your needs and ensure you have a back-up plan in case your primary method fails for some unforeseen reason.

References:

1. Curtis, Rick. *The Backpacker's Field Manual: a Comprehensive Guide to Mastering Backcountry Skills*. New York: Three Rivers, 2005. Print.

"Part of The Backpacker's Field Manual." Web. 12 Aug. 2011. <http://www.princeton.edu/~oa/manual/water.shtml>.

2. Purser, Travis. "Water, Water Everywhere, but Not a Drop to Drink Giardia, Campylobacter Do's and Don'ts." *Idaho Mountain Express and Guide* [Sun Valley Idaho] 4 July 2000. Print.

3. Fontaine, Ron. "How Long Do You Need To Boil Water? | Survival Topics." *Survival Topics | Your Online Survival Kit!* Survival Topics.com, 17 Feb. 2007. Web. 12 Aug. 2011. <http://www.survivaltopics.com/survival/how-long-do-you-need-to-boil-water>.

4. "Katadyn Water Filtration." *Katadyn Products*. Web. 12 Aug. 2011. <www.katadyn.com>.

5. Carrin, Roger. "SteriPEN Opti Review," *Backpacking Light.* Web. 5 Oct 2010. < http://www.backpackinglight.com/cgi-bin/backpackinglight/steripen_opti_review.html>

6. "Backpacker Magazine - 8 Ways to Treat Water: Filters, Chemical Treatments, Water Bottles." *Backpacker Magazine - Your Backpacking, Hiking, Camping, Outdoor Gear, Adventure Travel, and Skills Magazine*. Mar. 2011. Web. 12 Aug. 2011. <http://www.backpacker.com/march-2011-8-ways-to-treat-water/gear/15287>.

7. "U.S. Army Field Manual FM 3-05.70 - Water Procurement." *RK19 Bielefeld Mitte*. US Army Field Manual. Web. 12 Aug. 2011. <http://rk19-bielefeld-mitte.de/survival/FM/06.htm>.