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***Editor's Note:*** *The majority of the articles in this issue of the IAMC Newsletter deal with how to plan a ride and lead a group on a multi-day ride. Previous issues address how to pack your bike for multi-day rides and other related issues, such as camping and cooking, and being physically and mentally fit to ride. Enjoy some of the collective knowledge and experience of our club members.*



# Leading a Ride Group to the 2014 Wallowa Valley Adventure Jamboree

by Dan Driscoll

I am happy to contribute this article to the IAMC Newsletter regarding our trip to the annual Wallowa Valley Adventure Jamboree held in Enterprise Oregon. I'm not sure if I volunteered or if Sam Stone (AKA IdahoSam) asked me to lead this year's ride. Initially, I was scared and nervous - scared about getting lost leading a group, and nervous about the group enjoying the ride. Looking back, I shouldn't have been worried at all. We all know this is called adventure riding and as long as we are having fun, that's all that counts. When you are on a bike with likeminded adventure seekers, everything just works out.

I posted the ride late in January, and by early March I already had a full 8 man roster. I was pleasantly surprised at the quick response, but then had requests from other individuals asking if I was really going to limit the ride to 8 riders only. My next thought was, "Now what am I going to do?" I know the saying that you can't make all the people happy all the time, but I really wanted everyone to be able to go. I asked the overflow people to post their own ride and told them I was sure we could get two groups planned out. No one would take the bait. This was to be my 5<sup>th</sup> time attending this rally, and I felt very strongly about providing an opportunity for everyone to attend. I didn't want to have more than 8 in a group as it can tend to be like herding cats trying to ride and keep everyone moving in a larger group. In an effort to try to be fair to all of the riders smaller groups tend to work better. After some thought and a couple of ideas, I had a pre-ride planning meeting to discuss the typical logistics of food, camping, rout, etc. I invited the original group plus the extra people wanting to go. I was hoping to get a volunteer from the group to lead a second group. Ron Schinnerer (AKA RonS) stepped up allowing the extra riders to join the second group.



We headed out of Emmett to Ola, across High valley and stayed west of highway 55. We then rode around the west side of Cascade reservoir, continued on to connect with Highway 55 west of McCall, and from there we rode pavement to Riggins. At Riggins we turned up Race creek and north across FS-672 ending up to Whitebird for the end of day one having ridden about 220 miles the first day. Our two groups left Emmett about an hour apart but ended at the same place. My group decided to share rooms and stay in luxury suites at Hoots Café and Motel while the other group kept to the plans and camped at Hammer Creek CG.

*Lower Hells Canyon from FS-672 above Riggins*

Day two began by going up Canfield road making our way to Cottonwood, Keuterville and gravel back roads to Clarkston and Asotin. After some quick gas station dinning in Asotin, our group split into three with some taking pavement over the Rattlesnake grade into Enterprise while a few of us took dirt up Joseph creek and Cold springs roads to Buckhorn lookout and then on to Enterprise via Zumwalt Road. The third group went on to the Palouse Falls challenge site before heading to Enterprise. Once at the campground, we were welcomed by over 100 other fellow adventure riders from all over the



Northwest and some from beyond. The Log House Campground has been home to the gathering for quite a few years and they are truly welcoming and appreciative of the dual sport community . There is everything from grass for tenting, sheepherder tents with wood floors for rent, and RV hookups as well.



The next two days were spent riding the many routes in and out of Hells Canyon. I rode with a group that managed to grab some of the challenge sites in eastern Oregon .

*IAMC Challenge Site # 25-Harl Butte LO, left to right Robert Tuning, Dan Driscoll, Troy Rose, Mark Wurtenberger, Greg Keating, David O'Neal, and Craig Olsen*

Day four for me needed to be an early departure as my 89 year old mother found herself in the hospital with some evil flu. I asked Dr. Craig Olsen (AKA coolsen) to step in and lead the group home the next day, and he graciously accepted. Two riders, Troy Rose and Robert Tuning, opted to make the trek with me. We headed out NF-39 to Hess Rd, down across the Snake River up Kleinschmidt grade to Horse Mountain LO and Smith Mountain LO, both IAMC Challenge sites before heading down the hill and across Indian valley to back to Emmett.

For me, again it was an epic journey. I very much enjoy riding with friends with whom I have ridden before, as well as making new friendships with riders new to the mayhem we call adventure riding. I always learn something new each time I've gone on this ride. This year as a leader was for me to be more brave when contemplating leading a ride. It was nice being out in front, not eating anyone else's dust and being the first to see the wildlife before it scatters. Secondly, trip planning is actually fun, especially with the help of Sam Stone and Ron Schinnerer. I know some of you just like to follow, and that's ok, but I would encourage everyone to step up and take a shot at leading a ride. I was glad I that I did it. There are wonderful resources available to help in planning and many of them are other members that have "been there and done that" and are willing to lend a hand in the planning. Thanks to all who participated!



## Ride to the Wallowa Valley Adventure Jamboree

by Ron Schinnerer

### Planning The Ride

The Wallowa Valley Jamboree is an annual event that is held in Enterprise Oregon. It is coordinated through a thread in the [Pacific North Wet forum](#) on [Adventure Rider](#). Our own IdahoSam is one of the original founders of this event. In recent years, Sam has led a group on a two day over to Enterprise. It is the route that Sam created, that formed the basis for our ride this year.



*Group photo of the Wallowa Valley Adventure Jamboree riders taken at the Log Cabin RV Park in Enterprise, Oregon.*

Dan Driscoll originally posted this ride for a group of 8. We held a planning meeting a couple of weeks ahead of the ride and it was clear then, that there were far more than 8 people interested in going along. We decided to split the group into two groups and ended up with 7 riders in each group. The two groups followed roughly the same route and left about an hour apart.

*Beginning our ride in the rain.*





I was leading the first group to leave on Wednesday morning. I met Mark (menglund), Tom (WR250TOM), Mike (BoiseMike) at the Chevron on Hwy 55. It was raining that morning, but it didn't dampen anyone's spirits. We were all excited to be heading out on a ride with good friends. We rode out to Emmett taking Willow Creek Rd so that we could get on dirt right away. In Emmett we met the rest of our group; Dave (dave186), Reg (Butterhooves), and Eric (EWood).



It was still raining when we left Emmett, but was starting to taper off. We rode Hwy 52 out to the Sweet Ola Rd. we start started our route north. Just beyond Ola, we turned on High Valley Rd. From High Valley, we continued north on Cabarton Rd where we got back on dirt. Some members of our group may have had more fun than others on Cabarton, but as they say, "No pictures, it didn't happen." We followed the west side of Cascade Lake all the way into McCall. The temperature in McCall was on the cool side, but some good warm gear made the riding comfortable and fun. We rode the Highway from McCall through New Meadows and into Riggins where we stopped for a lunch break.

*Cabarton Road south of Cascade.*

After leaving Riggins, we headed back onto dirt. We took Race Creek Rd (NF-241) off to the West and North. This route took us up onto the top of the ridge between Hwy 95 and Hell's Canyon. The views of both canyons were incredible!

We came to an intersection with NF-420 and my GPS indicated that we should follow that road. It looked like we might get some good views of Hell's Canyon going this direction, so off we went. As it turned out we got into some fairly sloppy, muddy conditions. It was a little challenging, but everyone made it through without mishap. It times like this that we are reminded about the adventure part of Adventure riding!



*Hells Canyon from the ridge above Riggins.*

We dropped down off of the ridge into the Whitebird area. Our group set up camp at Hammer Creek campground. Later on we would learn that the other group was roughing it at the Hoot's Motel. We rounded up some firewood and had a good time sharing stories of the day's riding around a fire.

On Thursday morning we meet up with the other group and had breakfast at Hoot's Café. The waitress was slightly overwhelmed by the size of our group, but everyone had a good breakfast. While we hadn't seen the other group at all on the trail Wednesday, we were a little closer together Thursday and met up several times through the day. Our route took us back up on the ridge above Hells Canyon and we were treated to more awesome views along the way.



We started to take a side trip to the Eagle Creek Boat Ramp Challenge site, but we soon learned that the area had received **heavy** rain the day before. We realized early on that there may be a little mud along the way. About 2 miles in, we started coming to the conclusion that we were dealing with a bit more than a little mud. The idea of riding 40 miles out and back in these conditions convinced most of us that it was time to turn around.

Our trip took us on into Lewiston and then across the river into Washington. We stopped for lunch in Asotin before heading of on the last leg into Enterprise. From Asotin, we headed south along the Snake River to where the Grand Ronde River comes in. From there we took Joseph Creek road south into Oregon. Joseph Creek Rd is a really fun stretch of back road with a liberal scattering of various sized rocks along the way. It's not so rocky as to make the riding difficult, just enough to make it really fun!

Once on top, we arrived at Buckhorn Lookout. Where we are again treated to some really great views of the Hell's Canyon area.

On the way down from Buckhorn Lookout, we traveled along the Zumwalt Rd. This road is always a fun ride. The snow covered Wallowa Mountains appear ahead of you while you zip along on a somewhat loose gravel surface. It's tough to keep attention to your riding with such incredible scenery distracting you.

We arrived in Enterprise about 5:30, with plenty of time to set up camp and get dinner. Thursday evening's dining was at the Terminal Gravity Brewery. A must visit location in Enterprise.

Thursday through Sunday we visited the 2014 IAMC Challenge sites in Oregon as well as those along the way to and from the Wallowa Valley Adventure Jamboree.



*#42 Eagle Creek Boat Ramp, the road in was very muddy and slick.*



*#27 Palouse Falls State Park in Washington.*



#25 Harl Butte LO; (left to right) all standing - Ed Torrey, Michael Hardy, Ron Schinnerer, and Mark Englund with Tom Serine and Eric Wood sitting.



#26 McGraw LO



# Russel Mountain LO; Craig Olsen helping Robert Tuning fix his rear flat.



*#33 Fish Lake; (left to right) - Michael Hardy, Mark Englund, Ron Schinnerer, Tom Serine, and Ed Torrey.*



*#22 Horse Mountain LO; greeted by the station ranger who just opened the lookout a few days before we arrived.*





*#23 Smith Mountain LO; Tom Serine attempted to ride his Yamaha 250 along the narrow path of exposed road along the snow drift. He made it up a few hundred yards until the snow drift was too deep.*



## Ride Planning

Sometimes it's fun to jump on the bike and go wherever the mood takes you. If you are going on a multi-day ride or a ride with a large group, some planning and preparation will go a long way to making the trip fun for everyone. The first step in planning a ride is to decide on the points of interest that you want to visit. For me, I frequently plan my rides around the club Challenge Sites. In other cases, it might be a rally or some trail that I'd like to see.

I do a lot of my ride navigation by GPS, so when I start planning, I use a mapping program that is compatible with my GPS. I start by placing the major locations that I want to visit as waypoints on the map. This will give me a basic idea of where my route is going to need to go. With the major points of interest on my map, I'll usually let the program generate an "Auto-route" of the trip. This usually doesn't produce the routing that I want to ride, but it will give me a general idea of how many miles I'm going to be traveling and lets me start thinking about how much time the trip is going to take. With a basic idea of what the trip is going to look like, I can start to put together more of the details. There are a couple of things that need to be considered in building a more detailed plan.

One of the big items to consider is fuel range. Most dual sports should be able to go at least a 100 miles. Many are capable of 150 to 200 miles and a few can go farther than that. You want to make sure that everyone in your group is able to make it from one gas stop to the next. It may be necessary to alter your route to get gas when it is needed. I usually put a waypoint on my GPS map with a gas pump symbol to remind me where the gas stops are located.

If the ride is a multi-day ride, the other thing to consider is where you are going to stop each night. How far you can go in a day depends on how much time you want to spend in the saddle and the pace that you want to set. With larger groups, you want to plan on more or longer breaks. Generally, a larger group will also run a somewhat slower pace. The types of roads that you will be riding also will impact the pace of your ride. Highway miles will click away a lot faster than winding down a dirt road. For Highway miles, I usually consider 40mph to be a good number for planning. That allows for stops along the way. For dirt roads, the average will be lower. I usually estimate an average rate of about 20mph. With everything considered, a day of riding can be as little as 150 miles or up to 300+ miles. A 300+ mile day can get to be what is commonly referred to as a "Death March." On one trip, I had planned to ride 270 miles in one day. Late in the afternoon that day, we had only covered about 150. I totally misjudged the riding conditions for that section.



You may want to also consider what you are going to do for meals. In some cases, you may find yourself near a town for breakfast or dinner. When I can, I usually try to space things out with that in mind. If it just doesn't work out, your group will need to be prepared to cook on the trail.

Once you have an idea of where you're going to get gas, and the area where you would like to stop at night, it's time to start picking out a more specific route. This is where you will want to use all of the resources you can. A lot of the GPS maps are pretty accurate, but there will be times when they are not accurate. My GPS map does not show a road connecting between Shafer Butte and Harris Creek Summit but I've ridden that road so I know that it is there. Similarly, I've had a GPS route tell me to turn on a road that is clearly on the map, but when I get to the location, it's obvious that there is no road. I generally will put a route together on the GPS software and then compare that to Google Earth, Google Maps, Benchmark paper maps and even other riders who have been there before. Google Earth is helpful because you can usually see if a road exists or not. It doesn't tell you if the road is steep or rocky or rutted, so there still can be some surprises. Getting reports from riders who have been to an area before is usually a great way to get good planning information. With specific route information in mind, I will start building the routes on the GPS map software. You will want to go over your route choices a couple of times. Doing a good job of route planning at this stage will make a big difference in how well your ride goes. Once you have the specific roads picked out and your route plan is taking shape, it's a good idea to go back and review your gas legs and daily miles just to make sure that your initial estimates are still valid.

A few days before your ride, it's usually a good idea to check your route one more time. Depending on the time of year, there could be fire closures or road construction to consider. There are a variety of websites that are helpful in doing this sort of research. The various national forest districts will have web pages and usually will provide road closure information. Ride reports on the club page and Advrider are also helpful. InciWeb (<http://inciweb.nwcg.gov/>) is where you will find information on all fires across the nation.



# Planning a Ride

by Jason Abbott

If there's a paradox within the desire for adventure, it's knowing how to find your way to the unknown.

The most reliable means of resolving the paradox is with the experience of fellow riders. Reports and plans at [motoidaho.com](http://motoidaho.com), [advrider.com](http://advrider.com) and other sites provide routes and trail conditions in words and pictures. If you're looking for adventure, it's a great place to start.

But what if you find nothing that suits your tastes or timeline? Or you want to combine or augment a few rides seen there? You might ask for advice but answers don't always arrive in time.

That is when we can take advantage of the substantial ease, speed and accuracy of modern mapping software. There are a thousand ways we might approach it — different software, different steps — but I will share what has worked well for me.

If I'm starting with only a compass direction — north in the summer, south at other times — I will open Google Earth, a freely downloadable program, and make sure to enable the Photos/Panoramio in the layers selection at the lower left. You should then see little photo icons sprinkled everywhere as you zoom into Idaho.

Hold the shift key while moving the cursor to tilt the ground. That helps to see mountains and canyons that might be of interest. Click the photo icons to see the actual photos. They're usually clustered around points of interest. Then fly around and explore, making a note of things you'd like to see.

Once I've decided on several candidate waypoints, I switch to Google Maps in the browser. I imagine Bing Maps, MapQuest or others would work equally well. I use the map software to layout the basic route with the "Get directions" functionality. It favors the fastest route so I usually zoom in a bit and grab its automatic route line with the cursor and pull it to my preferred roads, like a rubber band. If you haven't done this, it might take a little practice to get used to the interaction. It's something that takes me just a minute to get the total distance and expected time.

Now we're getting close. I have some destinations and a route. Be sure to notice if the distance exceeds your fuel range and plan accordingly. If I'm getting off onto dirt roads and trails, I also want to be sure they aren't somewhere closed. Wilderness is always closed so I'll check with the maps linked from [wilderness.net](http://wilderness.net) if I'm not sure of boundaries.

(Actually, I've loaded those maps as overlays in Google Earth. Getting that going is a bit beyond the scope of this article so I'll leave it as an exercise for the adventurous.)

The second land issue I'll verify is private property. I don't want a route that depends on crossing private land. If you do a search for "Idaho land ownership" you'll come up with maps that help in this regard. (Here too, I've been able to set these up as overlays in Google Earth.)



*Image from Google Earth with wilderness (red), private land (grey) and Idaho trail (yellow) overlays: "Hold the shift key while moving the cursor to tilt the ground. That helps to see mountains and canyons that might be of interest. Click the photo icons to see the actual photos [photo insert in right lower quadrant above]. They're usually clustered around points of interest. Then fly around and explore, making a note of things you'd like to see."*

A final invaluable map reference is the Idaho Trails site: [trails.idaho.gov](http://trails.idaho.gov). Regular map software doesn't show anything smaller than a dirt road. Here in Idaho, that leaves miles and miles of 4WD, ATV and motorcycle trails.

I find when using the trails site it's easiest to temporarily de-select the trails from the Layers menu while zooming to my area of interest. Otherwise it's a mess of confusing lines. I also usually switch to the topo basemap. (You'll be surprised to learn these too can be loaded into Google Earth.)

Once I've verified that the route distance is reasonable, the land it crosses should be open, and I'll see things that interest me, I'm ready to roll. Happy Trails!



## Tour De Rad

by Andrew Mentzer

**Editor's Note:** This article was originally published in the June 11-17, 2014 issue of the *Boise Weekly*, Vol. 22, No. 51, and is reprinted here with permission from the author.

Friday, 8:10 a.m. Me, via text: "Give me a call when you get a second. I have a rad idea."

8:55 a.m.: ring... ring... ring.

Me: "What's good, man?"

Nolan: "Nothing. What's this brilliant idea you have?"

Me: "Let's fire up the bikes and hit the back roads this weekend. I'd like to see if we can get over the ridge from Garden Valley to Round Valley. There's still a ton of snow in places, but I bet we can find a clear route."

Nolan: "Sounds like a plan. When can you get off work?"

Me: "If I put my head down, probably between noon and 2 p.m."

So it began.



*"A few Crouch locals had noted that people were still snowmobiling on nearby Scott Mountain. It was not a comforting notion given our mode of travel."*

Rigging and loading my custom-built Happy Trails Products Kawasaki KLR 650 for the first multi-day ride of the year brought a Cheshire grin to my mug. I hadn't been out for a proper ride since the previous September, meaning a winter's worth of pent-up throttle lust had gotten the better of me. With Idaho's massive playground--approximately 30,000 miles of two track, fire roads and trails--yet again at my disposal, winter's fickle barrier was no longer a point of frustration.

Nolan, my neighbor and buddy from high school, rolled up to my house at 1:15 p.m. on his BMW 800GS (also outfitted by Happy Trails). He had a comparable look on his face.

A quick fuel stop and we were making tracks over Rocky Canyon Road toward Idaho City. A few friends were celebrating a double birthday over the weekend at 10 Mile Creek on the South Fork of the Payette River. Nolan and I figured we'd join them for a night instead of heading straight for Garden Valley. After all, it was possible we wouldn't be able to get over the pass between Garden Valley and Round Valley.



An evening of revelry dissipated into a peaceful night's sleep, set against the dull roar of the South Fork's icy spring runoff. Up at 7:30 a.m.--bikes rigged. We burned tarmac into Crouch on Banks-Lowman Road pursuant of breakfast at Wild Bills. A hefty egg scramble was just what the doctor ordered, alongside a dark roast cup of joe. After breakfast, we pored over a series of U.S. Forest Service maps to find an alternate route, in the event that we got stymied by snow.

Cruising serenely up the Middle Fork of the Payette River to Rattlesnake campground, I got the sense that a little adventure might be in store. The farther we traveled, the fewer people we saw. At the confluence of Silver Creek and the Middle Fork, we crossed the bridge to Road 670: gateway to Valley County (and Round Valley). It had been about three years since my last run over this route--a July trip with nary a skiff of snow in sight.

A few Crouch locals had noted that people were still snowmobiling on nearby Scott Mountain. It was not a comforting notion given our mode of travel.

A group of rednecks on side-by-sides nearly ran us off the road about midway up to the summit. Thankfully they were the last people we would see before getting back on pavement.

At the intersection with the 693 loop road, we continued north on Road 670 over to the Bacon Creek cutoff. It was decision time. If we stayed on 670, we would surely run into snow--although the road loses significant elevation quickly, meaning we would stand a better chance of making it to low ground without incident. If we continued to ride the saddles on the ridge, we probably wouldn't make it more than a few miles without hitting substantial snowpack. It was a no-brainer: 670 all the way.



Not 300 yards down the south facing ridge we hit our first snow bank. The road was completely covered in about three feet of heavy, wet slop for a good 25 feet. I slowly lined up my front wheel with what appeared to be the flattest coverage and gunned it through without trouble. Nolan made it through cleanly as well. There was no turning back, as we could never get the bikes back uphill through that much snow--and neither of us brought a shovel. Less than a mile later we came across "the big one." A shallow 60- to 70-foot snowbank covered a pitched section of road between two mogul-like whoops. I again lined up my front wheel and went for it. This time, the snowbank won. Not 10 feet in and my bike was buried up to the panniers.

Frustrated, I hopped off the bike, which was now wedged perfectly upright--its full weight supported by the snow--and started walking downhill to scout the next few turns. From the lack of tracks in snow or mud, it was clear no other vehicles had even attempted to traverse this route. Again, not a good sign. While I was gone, Nolan was kind enough to stomp out a path from my front tire to the downhill edge of the snow. With a little bit of lifting and cursing, we got both bikes through.

If we weren't committed to this route before, we sure as hell were now.

*"Less than a mile later we came across "the big one." A shallow 60- to 70-foot snowbank covered a pitched section of road between two mogul-like whoops."*



We poked and putted along with the knowledge that we would be the first people to complete this route in 2014, as long as we didn't have any more mishaps. As I meandered down the rough, rocky whoops of lower 670--feeling pretty good about our prospects--I felt my rear suspension completely compress, followed immediately by a loud, sickening snap. I thought for certain that I had flatted my rear tire--a fix that would likely take us into the evening hours on this steep loose section.

I found a relatively flat spot to pull over and looked underneath my left pannier. I hadn't flatted. I had however run over a load strap rated at 2,000 pounds that snapped in half under the rotation of KLR's rear wheel. I was lucky this didn't damage the wheel, or worse yet, buck me off the front of the bike into the adjacent ravine. I rearranged the load on my bike and we pressed on.



Not far down the road, we got our first glimpse of Round Valley through the Ponderosa pines. We made our way down to Highway 55 from Sixty Lane, and pushed into Cascade for some R&R. Two nights of sitting on the beach and doing some lower elevation rides, and we cruised back into Boise with a few good stories, some excellent pictures and a solid appreciation for our good fortunes.

*Our first view of Round Valley was obtained along this road.*

Total ride: 322 miles--about half on dirt.



# Tips on Planning a Multi-day Ride

by Craig O. Olsen

Long before the ride every begins comes the planning - sometimes months of it - pouring over maps, reading and reviewing ride reports, talking with other riders who have traveled the same or similar routes, and researching the history behind some of the sites and other points of interest that will be encountered along the way. Then come the ride meetings with the other riders opting in on this ride, usually social get-togethers mainly as an excuse to drink beers. (Now for the record, the only beer I ever drink is Root Beer or the occasional lemonade, but the amount of beer consumed at these meetings - in my estimation - is considerable!)

My preference for maps include the Benchmark Road and Recreation Atlases specific to each state. These are excellent detailed sources for both paved and unpaved roads. Also the AAA state and regional maps are good for overviews on highways less traveled. Once the preliminary details are roughly sketched out, I begin fitting these plans into routes with daily ride segments that will insure adequate lodging, food and fuel along the way. For this purpose, I like using Garmin mapping software (BaseCamp) coupled with electronic topo maps available from GPSFileDepot. [1] I then load the constructed routes into Google Earth to view them in 2-D and 3-D modes that give me a better idea of what the routes will be like.

All this sounds like a lot of work and effort to plan a multi-day ride, but I find the planning phase of a ride to be just about as enjoyable as the riding phase, and the better the planning, the more enjoyable the riding phase is. With two decades of planning multi-day rides, I have found (mostly by trial and error) several tips that help in planning and executing a successful and enjoyable multi-day ride. Peter Egan, a writer well known for his monthly columns, *Side Glances* in [Road & Track](#) magazine and *Leanings* in [Cycle World](#) magazine, summed up these tips in one of his columns from December 2009 that I have summarized here. [2]

- 1. Find a Date and Protect It** - "A year from now, you won't remember why you stayed home, but you never forget a motorcycle trip."
- 2. Skip All Yellow Zones** - A yellow zone is any American city so large, sprawling and populated that it's depicted on the map in a large yellow blot, usually found at the convergence of several Interstates, with a ring road around it.
- 3. Choose the Smallest Possible Roads** - It's okay to use a road atlas or official state map to lay out your general direction or travel, but the best roads are often missing from these maps... Get a supply of DeLorme Gazetteers and seek out the small stuff. Regional bicycle maps are even better. If bicyclists like the road, you probably will, too.
- 4. Use the "Never a Dull Moment" Principle** - If you must ride through, say, Illinois, try to follow a river or ride through small towns with neat old main streets. Upshift, downshift and amuse yourself with roadside scenery, how ever humble... A good trip is one where evening sneaks up on you and the passage of time seems downright lamentable.
- 5. Stop for the Night at Towns in Bold Type** - The best places to stop for the night (unless you know of a good campground or mountain lodge) are medium-sized towns depicted on the map in bold type. These usually have fuel, a couple of real restaurants, a small choice in motels and at least one bar featuring the local tap beer you so richly deserve.
- 6. Stay Flexible** - Avoid a rigid schedule and ignore all these rules if something interesting and unexpected comes along.
- 7. Don't Plan Too Large a Loop** - If you do, you won't be able to follow any of the guidelines above. I find 300 miles per day just about right, 400 slightly tedious and 500-plus fit for nothing but dull roads and bragging rights. And no one else really cares how far you can ride. (If the miles are off-road, I might add, limit your daily mileage to 150-250 miles depending on the nature of the roads, size of the riding group and expertise of the riders.)
- 8. Don't Blow Off the Last Day** - Every day on the road should be a good one. Don't get homing instinct on the last day and do 600 miles of Interstate so you can check your e-mail messages... Relax and ... stop at a bar 20 miles from home, eat peanuts and SlimJims, talk over the trip and unwind for an hour or two.





Additional tips come from the [Cycle World](#) forum in response to Peter Egan's article: [3]

- *Don't forget to stay west of the Mississippi River and have a check list that you use.*
- *Plan to take some photos and maybe videos so you can remember people, places and conditions for next time.*
- *Adjust and plan alternatives to avoid storms and wet weather.*
- *Plan to go faster than normal and stop more often.*
- *Call the highway department and ask about construction projects, big delays and mud.*
- *Never pass up a National Park. They are worth a stop - all of them.*
- *Pack up, ride 10 miles, unpack and make sure you have enough bungees, repack to stay light.*
- *Plan to stop by 4pm, get some food, beverages and rest.*
- *Let the GPS or Google Maps do a draft route for you with settings to your liking.*
- *Consider some Medevac insurance, just in case.*
- *When you get home, make a list of the things you took that you didn't need and the things that you needed that you didn't have.*
- *If you have someone special and want to keep it that way, call home every night.*
- *Take 1.2 times more money than you think you will need.*
- *Have fun, no matter what, and keep going if you have a tailwind.*

Additional tips to consider are to be sure that you pack light and right, plan shorter day segments every 3-4 days, and are physically and emotionally fit for the demands of multi-day riding.

Personally, I have seen many novice riders struggle handling their overloaded bikes. The lighter your bike is, the easier and funner it is to ride, the less tired you will be riding it, and the less likely you will be to have an accident while riding it. Travel as light and compact as you possibly can. Do not take anything with you that you do not absolutely need. Pack heavier items (tools, etc) low on the bike and lighter items higher on the bike in order to keep the center of gravity as low as possible. [4,5] There is a real art and science to packing light and right that covers the tools in your tool pack, your camping and cooking gear, and even the type of clothes and toiletries that you use. [6]

Endurance and appropriately managing riding fatigue plays a major role in multi-day rides - both in terms of enjoyment and safety of riding. [7] That's why planning to stop by 4 PM daily to get food and rest is important. Similarly helpful is to plan a shorter ride segment every 3-4 days. This helps to dissipate the cumulative fatigue of serial days of riding and allows you time to enjoy other activities off the bike. Some of those activities may be laundering your riding clothes, thus allowing you to pack even lighter.

Another element of endurance allowing you to manage riding fatigue has to do with your physical and emotional fitness. Motorcycle riding, like any other sport, requires a certain level of physical fitness and endurance. And in any sport, the better physical shape you are in, the better and safer you will be to participate in that sport, and the more you will enjoy it. [8]

It is important when riding with a group to ride your own ride. If you feel you are being pushed beyond your riding comfort level - the pace is too fast or the terrain too difficult, discuss it with the group. Do not try to ride beyond your riding capabilities. That will not be enjoyable for you, and you are far more likely to have an accident. That will not only hurt you and / or your bike, it will ruin the ride for everyone else in the group who now have to take care of you.

These are some of the tips to consider in planning successful multi-day rides. Now, go out there, plan some rides and have a good time.

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