

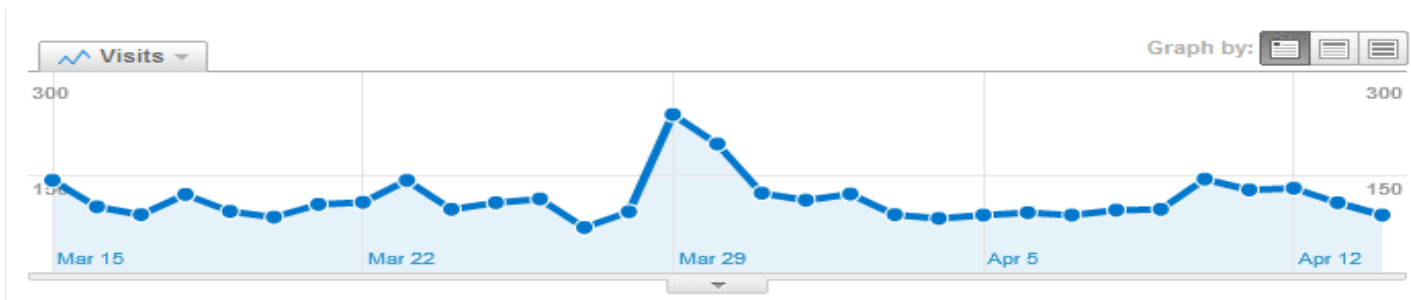


Motoidaho.com is alive and kicking

By Heather Beaman

Hey adventurers! The new website at www.motoidaho.com has been live for 6 weeks now, and the statistics are pretty amazing. We have logged 31,483 page views from 1,267 unique individuals. I can tell that the vast majority of our visitors get to our site by directly typing the URL into their web browser. The 2nd most common way to get to our site is from Google searches. (Eighty-eight people found us by Googling "trailrider383". Weird!)

We also get a lot of referral clicks from advrider.com and bmwsporttouring.com. One easy way you can let people know about our club is to include a link to our club site in your sig line at advrider or other busy message boards. Using a similar trick, it looks like DirtyWurty was single-handedly responsible for driving up our traffic a whopping 329% on March 29th. Nice job, Wurty!



It's been a pleasure to see things take off, like the Photo Gallery, which is at 60 images and growing. The Challenge Forums are going to get more and more interesting as the season progresses, too. It's fun to see everyone's different approaches to taking their picture at Mayfield, for instance. Inquiring minds want to know...how DID HBTONI press the shutter button and get onto the roof of the dance hall before the timer went off? Have we discovered Spider Man's secret identity?



One suggestion for the photos you post in the forums: If they are really large, such as wider than 650 pixels, they may stretch out and cause people to have to side-scroll to see the whole thing. You can resize your picture fairly easily. Once your picture is showing in the "Comment" box, just click on the image so that it turns blue. Then, click the yellow toolbar button with the mountain ("Insert/Edit Image"). A yellow box will pop up that is titled "Image Properties". All you have to do is type a number (650, for instance) in the "width" box and click the "Okay" button. You don't have to specify the height. The website will figure it out and scale the picture down to a reasonable size.

The club's web site is VERY community driven, so the more stuff you put out there, the better the whole web site is. Thanks to everyone who has posted rides, routes, ride reports, images, comments, anything! Keep up the good work and ride safe.



Motorcycle Camping – Tents

By

Ryan William Cantrell

Motorcycle camping can be one of the most enjoyably addicting activities in which to engage (in a good way). Having the ability to camp off your bike provides you with an ability to go farther from the cities (where the hotels are, of course), and get deeper into the backcountry during multi-day rides than trying to do just day-rides. If you so choose, you can literally go days without seeing another soul as you ride through Idaho's backcountry.

When packing your bike for a multi-day ride, make an effort to pack light. Why? Because the lighter the load on your bike, the less energy you will expend navigating it... the longer you can ride... and the safer you will ride. When you pack heavy, you overload your suspension so that it does not function as it was intended. This decreases the handling capability of your bike and increases the amount of effort and energy you have to expend to navigate it.

Since there are many items to consider when packing for your trip – too many to discuss in one newsletter, we'll start with the most basic item this time – tents. In planning any camping trip, the first thing that you should consider is your protection from the elements. Here the choices are nearly endless, but we'll cover a few options here. One is a small tent. When choosing a tent, consider its pack size (volume), weight, ability to withstand weather and assembled size (volume inside the tent where you sleep). My tent of choice is the Eureka Solitaire because of its weatherproof design (bathtub floor), excellent rain fly, cost (under \$70 most places), light (just over 2.5 lbs) and small pack size (4" x 17"). The downside is its smaller assembled size (about 21 cubic feet), lower ceiling height (only 2ft tall), and it's not free-standing (it must be staked out). In the summer the rain fly can be rolled back so you are sleeping under the stars with a bug net in place to keep off the creepy-crawlies. Eureka has excellent customer service with a lifetime warranty, and has been a pleasure to deal with when I need to get replacement parts for my tent.





Other riders like a tent that is a little larger like the Sierra Designs Clip Flashlight, which is tall enough in which to sit up, pull your gear into if it's raining (but really... how often does it rain? We're in a desert climate here in Boise...) and has considerably more floor space in which to move around. Its downsides include expensive (more than twice the cost of the Eureka Solitaire), weighs more and larger pack size.



Finding a tent that is right for you is as complex as finding a motorcycle that's right for you. Consider your options, know what you want from your tent, and then try one out.

Other options are available which pack down even smaller than a one-man tent such as a tarp (packs down to the size of two softballs), a bivy bag (packs down to the size of one softball), a hammock (packs down to the size of a softball, and negates the need for a mattress), and then there is using only a footprint and sleeping under then stars. Each has its own advantages and disadvantages. In the hot summer months I'm almost exclusively in a bivy bag or hammock. Heath loves his tarp and Tom often just sleeps on his footprint.

A tarp does little more than keep the dew and rain off you. It helps to have a tree handy, but it can also provide shelter by hanging it off your bike's handlebars. They small, light, quick to set up and easy to carry in your pack.





A bivy bag is the quickest of the group to set up, since it simply consists of rolling it out on the ground or a footprint (a footprint is highly recommended, since the dirt will cause the bag to eventually leak). If you choose a bivy bag, try to get one that zips over your head incase you're caught in a storm, and one that has mosquito netting to keep the bugs out of your bag at night.



If you travel north of Boise, you're almost certainly going to be riding in trees. I've never taken a hammock and not been able to find trees to which I can tie it. I sleep very well in hammocks, but I know they're not for everyone. I like them because I don't have to take my mattress with me (which saves space and weight), it keeps be off the ground (away from critters), and it sets up in about two minutes. Make sure you take some extra string with you incase you end up having to string it out further than expected. Some hammocks pack small (softball size) and offer no weather protections, while others (like a Hennessy) are larger (basketball sized) and offer rain protection.



That concludes this edition's review of tents. Next time we'll discuss sleeping bags and sleeping pads. The important thing is to get out and ride! Regardless of your gear... get out and camp. The best way to get to know your gear and what works well for you is to camp often... as you do, you'll develop a greater sense for what system works best for your situation.



F A T I G U E

AND MANAGING MOTORCYCLE RIDING RISK

By

Craig Olsen

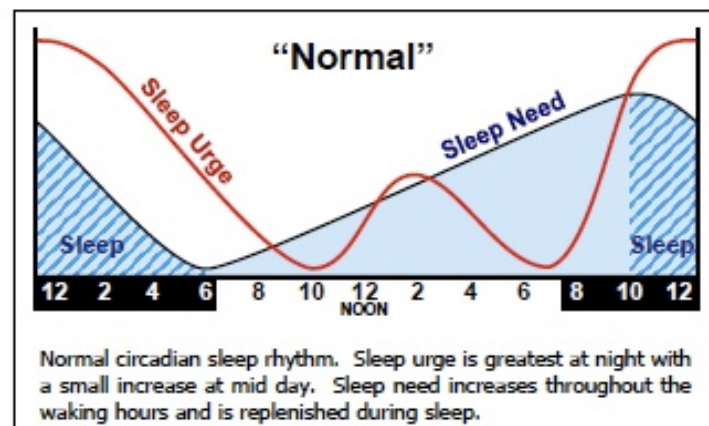
The science of riding a motorcycle is intrinsically linked to the art of safely identifying and managing risks. The more skilled we become in the proper techniques of riding by learning and practicing good riding habits, the more we can safely enjoy this sport. As we ride, we continually scan ahead (as well from side to side and behind us) to assess our riding conditions, identify potential risks (curve up ahead, oncoming traffic, entering side road, rock or rut in our path, deer or pedestrian at the side of the road, vehicle closely following us, etc.), and then appropriately respond by minimizing the risk or eliminating it when possible.

Regardless of how skilled we become as a rider, the universal element always working against us – incrementally impairing our ability to appropriately identify and manage risk – is fatigue. Fatigue is an umbrella term covering internal states and performance decrements associated with a need for sleep, tasks/environments that are mentally or physically demanding, and tasks/environments that are insufficiently stimulating. [1] For purposes of this discussion, fatigue has two components:

1. **Sleepiness/drowsiness** - a propensity to fall asleep, have micro sleeps or make related task errors. It is caused by an acute or accumulative lack of adequate sleep, circadian effects, sleep disorders and various drugs or medications (alcohol, tobacco, caffeine, marijuana, antihistamines, etc.). Generally, there is a subjective state of sleepiness or drowsiness, but the rider may not be aware of how close he or she is to falling asleep and task errors may occur before the subjective state becomes apparent.

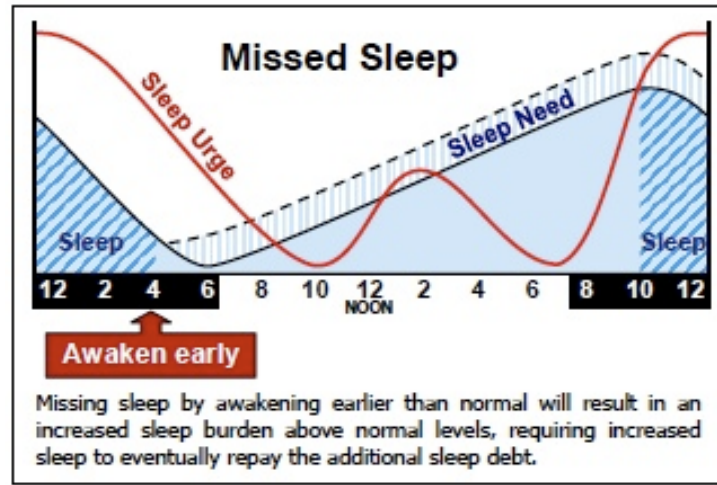
2. **Excessive task demand (ETD)** – a propensity for reduced performance caused by continued mental or physical effort at a demanding or prolonged task, or in an uncomfortable or hostile environment. It may be accompanied by a subjective state of exhaustion, weariness or physical discomfort, but performance decrements may occur before such states become apparent.

We have internal physiologic clocks that regulate our body's automatic functions including our sleep-wakefulness cycle. Each is programmed with his or her own requirements and cycle times, and our internal clock tries to keep us on a "normal" 24 hour sleep rhythm synchronized to light-dark (day-night) cycles. [2]



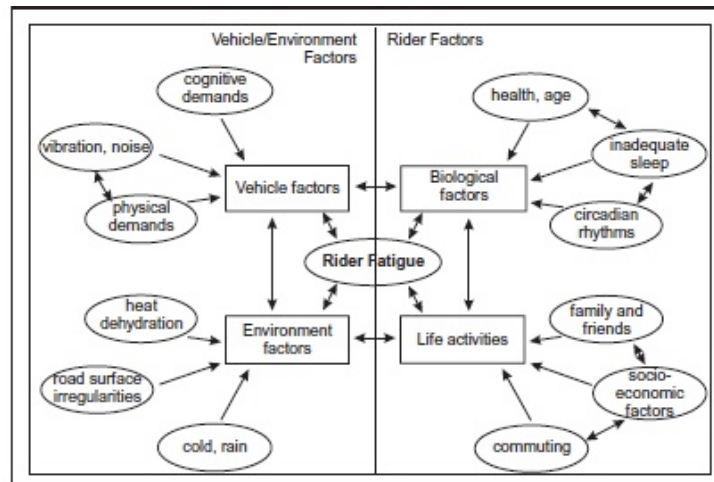


Just traveling through different time zones shifts the internal clock forward or backward, temporarily disrupting the normal circadian rhythm. Accommodation generally takes one day for every time zone traversed.



The sleep urge (circadian rhythm) has a normal bimodal distribution with the strongest need to sleep occurring between midnight and 6am and a second but small need occurring 2-4pm, referred to as a rider's "post-lunch dip." Corresponding to this, studies have shown a higher incidence of single vehicle motorcycle crashes occurring in the afternoon during the time period of 2-4pm. It is generally considered that fatigue is more common in single-vehicle crashes than multivehicle crashes. [3,4,6]

The factors contributing to rider fatigue are both environmental as well as intrinsic and are conceptually summarized in the following diagram. [3,6]



As the level of fatigue increases, the ability to identify risks and appropriately respond to them is delayed, characterized by slower decision making and longer reaction times. The greater the fatigue, the greater is the tendency to underestimate the amount of fatigue and the magnitude of the rider to sleep. This adds to the danger of unrecognized fatigue effects. At night, these effects are exacerbated as our darkened surroundings provide fewer clues to reality and we have less data with which to make proper decisions.



1. **Slower reaction times** - failing to slow adequately when coming into a sharp corner or braking too hard to avoid a hazard.
2. **Reduced awareness/vigilance** - riding slower than normal, being surprised by a passing car, tailgating or not seeing deer or other road hazards.
3. **Impaired decision-making** - not stopping to rest when tired, taking an inappropriate route, or inability to choose from a dinner menu.
4. **Impaired memory** - passing a gas stop when low on fuel, forgetting your wallet after fueling or forgetting to make an important telephone call.
5. **Loss of situational awareness** - failing to recognize a stop sign or signal, failure to "go" when the light changes, not putting the kickstand down when getting off the bike, failing to put feet down when stopping or stopping in high gear.
6. **Performance decrement** - inability to calculate purchase amounts, inability to formulate routing plans, failing to communicate with riding buddies or fixating on a task.

Every rider will recognize having had one or more of these symptoms at one time or another during a ride. It is virtually impossible to completely avoid fatigue while riding, especially on multi-day rides. The best way to handle fatigue - like any riding risk - is to appropriately identify it and minimize it. Since, as already discussed, many of the ill effects of mounting fatigue occur before the rider is aware of being fatigued, it is wise to have a riding plan that continually accounts for and minimizes fatigue. Here are several things a rider can do before, during and following a ride to minimize mounting fatigue. [1,2,3,5,6,7]

Adequate sleep/rest - It is imperative to get a good night's sleep before a long ride and especially each night of a multiday ride. Make frequent stops at least every 90 minutes and no longer than every two hours during long rides to rest. Ideally, these rest periods should be at least 20 minutes long. A nap of 5 to 45 minutes, particularly during the "post-lunch dip," can be very refreshing and even life saving. Waking from a nap longer than 45 minutes but less than 2 hours can cause "sleep inertia," a state of groggy disorientation that lasts 15-20 minutes. On multiday trips, plan for extra rest every third or fourth day (either no riding or a markedly reduced amount of riding) to let your body and mind recover.

Realistic ride planning - Have everything done and your bike packed the evening before a long ride. You will sleep better that night. Plan enough flexibility into your trip, especially multiday ride trips, to account for weather and road changes that may delay you. Allow extra time for the above-mentioned rest stops. Avoid riding when it is dark (late night or early morning). Do not ride beyond your ability. Take into account that the more challenging the ride, the more fatiguing it will be.

Ride comfort - Configure your bike to produce the least fatigue by eliminating those things that increase the work of riding or contribute to developing fatigue. A laminar flow windscreen that directs air up and over the rider will minimize a motorcycle's aerodynamic drag and will sufficiently reduce wind pressure and deflect rain to considerably increase fatigue tolerance. A windscreen should not distort your vision. You should actually look over the windscreen, not through it. Your helmet screen or sunglasses should also not distort your vision. Earplugs significantly decrease the din of motor and exhaust noise, as well as road and wind noise, thus decreasing this stress that leads to fatigue. They also protect against hearing loss associated with exposure to constant environmental noise. A full-face helmet cuts down more on ambient wind noise and wind buffeting than a half or three-quarter face helmet. A comfortable seat and proper riding position will significantly cut down on muscular and body stress that contribute to fatigue. By having appropriate riding attire and layers a rider can adjust for and minimize the effects of extreme heat and cold that significantly contribute to the build up of fatigue.



Physical fitness and riding ability – Dual sport riding is a physically demanding sport, especially when riding demanding terrain. The better physical shape you are in, the better your body and mind will handle the fatigue caused by a demanding ride. The more comfortable you are riding challenging terrain, the less fatigue you will have riding it. Practice does make perfect. Learn good riding habits and techniques, and then practice them regularly. Practicing bad riding habits and techniques will not help you ride better nor will it lessen your fatigue. Since walking and performing mild exercise increases alertness, promotes blood flow and reduces stress in fatigued muscles, it is beneficial to do this during your riding breaks on long trips.

Nutrition and hydration – Maintaining adequate hydration is essential in staving off the effects of fatigue. Dehydration significantly decreases mental and physical function and dramatically accelerates and magnifies the effects of fatigue. Water and electrolyte solutions (Gatorade) are best when taken regularly during a ride through a hydrating system (Camelback or equivalent). While riding, smaller more frequent snacks may lessen fatigue better than a heavy meal especially just before the "post-lunch dip."

Caffeine – This is a controversial one. While some studies have shown a beneficial effect from caffeine (coffee and high energy drinks) in delaying the effects of sleepiness from fatigue, the best countermeasure for sleepiness is proper sleep. The effects of caffeine may delay the effects of sleepiness only temporarily, and when the caffeine effect wears off, the rebound sleepiness may be much more profound. If you use caffeine as your primary means of dealing with the fatigue of riding, you are living on the edge and need to rethink your fatigue management strategies.

Alcohol – In any form or amount alcohol is a depressant and therefore deteriorates both mental and physical function (judgment and reaction times). On multiday rides waking up in the morning with alcohol fatigue is not a good riding practice for the rider or the group.

Medications – Keep in mind that the side effect of some medications is drowsiness (such as antihistamines) and should be avoided when riding.

For more information refer to the following sources from which information for this article was obtained.

References:

1. Horberry, T., Hutchins, R., and Tong, R. (2008) "Road Saftely Research Report No. 78 Motorcycle Rider Fatigue: A Review"
<http://www.roadsafety.mccafusm.org/a/50.html>
2. Authur, D. (2005) "Fatigue and Motorcycle Touring"
<http://ride4ever.org/news/fatigue.php>
3. Haworth, N., and Rowden, P. (2206) "Fatigue in Motorcycle Crashes. Is there an Issue?"
http://www.eprints.qut.edu.au/6247/1/6247_1.pdf
4. Ma, T., Williamson, A., and Friswell, R. (2003) "A Pilot Study of Fatigue on Motorcycle Day Trips"
<http://www.eprints.qut.edu.au/00006250/01/6250.pdf>
5. Gillen, L. (1998) "Motorcycle Rider Fatigue Survey Results."
http://www.gillengineering.com/fatigue_paper.htm
6. Haworth, N., and Rowden, P. (2006) "Investigation of Fatigue Related Motorcycle Crashes – Literature Review (RSD-0261)
<http://eprints.qut.edu.au/6250/>
7. Kitchen, B. "Fighting Fatigue on Long Motorcycle Rides."
<http://www.suhog.com/sudnn/safetytip/tabid/73/default.aspx>