



In this Issue. . . .

- ❖ Reflections on Our Club (Dan Driscoll)
- ❖ Summary of the 2015 IAMC Challenge (Craig O. Olsen)
- ❖ My 2015 IAMC Challenge Adventure (Wayne Smith, Platinum Level Winner)
- ❖ The 2015 Challenge (Gary Umland, Gold Level Winner)
- ❖ Highlights from the 2015 IAMC Challenge (Craig O. Olsen, Platinum Level Winner)
- ❖ Dust, Bugs, and Thousands of miles – A Recollection of my 2015 IAMC Challenge (Matt Spurlock, Platinum Level Winner)

Reflections on Our Club

by Dan Driscoll
IAMC President



When I joined the IAMC about 7 or 8 years ago, I was a brand new rider. I knew nothing about riding, nothing about packing for a ride, bike maintenance, planning a ride, or what gear to wear. I do remember that there were club members like Tim Bernard, Ed Hyatt, Sam Stone, Ryan William Cantrel, just to name a few, who were unbelievable resources for guys like me. I'm pretty sure Tim and Ed were tired of me bugging them at Happy Trails so often. As time went on and I started being more involved, it didn't take long for me to feel more comfortable on the bike and totally loving being around at every event the club hosted. Through the years, I don't think the club has changed as much as I have. Currently, we may be doing less of the "Clinic" type of events, and I do feel that we need to get back to more of those as I know I still have more to learn, as well as new members could benefit from all the horsepower this club has to offer. As always, the club depends on members to drive activity and enthusiasm, and I encourage everyone to help make IAMC the premier dual-sport riding club in Idaho.

Summary of the 2015 IAMC Challenge



by Craig O. Olsen

For 2015 year 32 club members participated in the 2015 IAMC Challenge. Of these 19 participants posted photos at one or more sites. There were some who visited sites but did not post any photos. For 2015, the 6th year of the IAMC Challenge, 44 sites were selected corresponding to the 44 counties in Idaho. Within each site (county) there were three options:

- (a) Visit the county courthouse in the given county seat. In some counties the historic county courthouse was selected rather than the currently functioning one.
- (b) Visit the selected off-road site within the given county. There was considerable diversity in these sites from mountain fire lookouts, caves, and bodies of water to picturesque views and historic buildings. The ride levels varied from easy to hard (level 1 through level 4).
- (c) Pick your own site within the given county. You needed to identify the site by its proper name and photo along with the Benchmark Map coordinates as to its location and/or your GPS tracks (or GPS coordinates) getting there.

What constituted a site visit was a photo of the participant and/or the participant's bike displaying this year's purple Challenge bandana at one of the options above for each county. Credit for a site visit was only given to those participants who uploaded their photos to the appropriate 2015 Challenge site at motoidaho.org on or before December 31, 2015.

Of the 19 club members who participated during 2014, three who achieved the bronze tire level (10-19 sites visited) are Larry Belisle, Tom Serine, and Mike Hardy. The five who reached the silver tire level (20-29 sites visited) include Dan Driscoll, Chuck Scheer, Ed Torrey, Ron Schinnerer, and Doug Patchin. The two club members who attained the gold tire level (30-39 sites visited) are Gary Upland and Jim Jorgensen. There are three club members who achieved platinum tire level (40-45 sites visited) - Wayne Smith, Matt Spurlock, and Craig Olsen.

We recognize all who participated in visiting last year's Challenge sites. Three of the articles in this issue of the newsletter highlight the 2014 Challenge journey for our two platinum tire level winners and one of our gold tire level winners. Jim Jorgensen declined to write a summary of his gold level challenge win.

My 2015 IAMC Challenge Adventure

by Wayne Smith (Platinum Level Winner)



2015 was another great year to participate in the IAMC Challenge. When I heard that the Challenge sites this year would be to document a site in all 44 counties in Idaho and each rider could choose an A or B site, or document your own site in the county (option C), I couldn't wait to get started. I have been to all the counties in Idaho at some point in the past, but visiting all 44 counties in one summer, and doing it on a motorcycle sounded like a challenge. This year I logged 5,902 miles to visit all the Challenge sites. I rode a GS1200, GS800, and DR650 to log the sites.

Time is always the limiting factor when planning my routes to visit all the Challenge sites. I wanted to avoid the highways as much as possible and still be able to visit all the B sites in each county. After some thought I decided to log the A sites in the counties farthest from home and then fill in the B sites as time would allow.

I started the 2015 Challenge year by logging Ada County and Canyon County courthouses on April 12. I knew right away that I was going to miss the challenge of riding through the mud and snow to get to some of the sites as in past years. The next ride was on April 19 to Wees Bar in Owyhee County. This was my first club ride and my first ride on the DR650 that I bought a few weeks earlier. I met the group in Nampa and we had a good ride to Swan Falls. We pushed our bikes across Swan Falls Dam and rode to the Indian petroglyphs along the Snake River. Everything went reasonably well until it came time to climb out of the Snake River canyon on a somewhat loose and rocky road. A big thank you to everyone on the ride that



Petroglyphs at Wees Bar in Owyhee County midway midway between Swan Falls Dam and Celebration Park.



helped me pick up my bike several times. I earned some new scratches to document the fun. We later visited Initial Point and explored Kuna Cave and had a great day.

Remains of early settler's home on Wees Bar.

IDAHO ADVENTURE MOTORCYCLE CLUB NEWSLETTER

Jan 2016

"Discover Adventure Together"

Issue #1

On May 5, I rode to the Elmore County courthouse, Lucky Peak, Boise County courthouse, and Warm Springs Point. The B site for Ada County was Lucky Peak Bird Observatory. I have ridden to this site before but I wanted to visit the area again. The road to Lucky Peak is still as steep as I remember from my last trip, but the sand washes seemed to surprise me more often this time. I had never been all the way to the Intermountain Bird Observatory at the end of the road because the gate has been locked below the camp. The gate was open on this trip so I was able to ride all the way to the camp. The view of the entire Treasure Valley from the top of the mountain is pretty amazing.



Intermountain Bird Observatory, Lucky Peak.



Minidoka National Historic Site (above and below).

On May 24, I logged two sites each in Jerome County and Twin Falls County. After visiting the Jerome County courthouse, I rode to the Minidoka National Historic Site that was the B site for Jerome County. I had never been to this historic site and it was well worth the trip. It is a very interesting and moving monument to the Japanese people that were forced to relocate to this internment camp during World War II. The National Park Service now oversees this monument. After visiting this monument, I continued on to Twin Falls Falls and Twin Falls County courthouse between the hail and thunderstorms and was able to log those sites before heading home.



With below average snowpack from the previous winter, most of the snow was gone at higher elevations by late May so I decided to ride to Pilot Peak lookout and log a C site for Boise County. My plan was to continue across Hwy 21 and loop back to Idaho City on the east side of Hwy 21. I started the day by riding east across Pearl Road to Hwy 55 and down old Hwy 55 to Horseshoe Bend. I crossed Hwy 55 and headed up the road through Centerville and toward Pilot Peak. This was turning into a great ride with the wild flowers in full bloom and some great meadows to pass through. I started to notice that some of the fallen trees

IDAHO ADVENTURE MOTORCYCLE CLUB NEWSLETTER

Jan 2016

"Discover Adventure Together"

Issue #1



Road to Pilot Peak blocked by snow.

but I had to back track a long way to get to the highway so I headed down the mountain the same way I came in. The sights were just as good on the way out.

Springtime near Pilot Peak.



from winter had not been cleared yet but was able to get around or over everything. I continued up the road until I came to a shady spot about a mile from the lookout where there was a snow drift just too big to get around. This was a good spot for a break

I still had all of the counties in the northern part of the state to log so again I needed to make time to take the trip north. The weather forecast for the Fourth of July weekend was for high temperatures over 100



Courthouse in Wallace Idaho.

degrees for most of the state. With the hot and dry conditions I knew that fire season would be in full force before long so I decided to leave on July 3 on a trip to the northern counties. I rode to Bonners Ferry and worked my way back to Coeur d'Alene the first day. At daylight the next morning, the low temperature was 82 degrees. My first stop was the courthouse in Wallace to log Shoshone County. From there I rode to St Maries along the White Pine Scenic Byway to log Benewah County. I worked my way south to Grangeville by late afternoon to check off Idaho County. I headed south to spend the night somewhere cooler but by the time I got to Whitebird, my thermometer was reading 109 so I decided home was about as cool as anywhere in the state. In two days of riding I

had ridden almost 1100 miles and logged all 10 counties that I needed on this trip. I had now connected all the counties in Idaho from north to south but I still needed everything east of Twin Falls.

IDAHO ADVENTURE MOTORCYCLE CLUB NEWSLETTER

Jan 2016

"Discover Adventure Together"

Issue #1

I set out again on July 18 with plans to log the ten counties in southeastern Idaho. This trip went according to plan with no real drama except the usual epic thunderstorms to ride through. On August 22, with only six counties left to visit, I set out for Bingham County and worked north from there. Fremont County courthouse in St Anthony is one of the many courthouses in Idaho on the National Register of Historic Places. From there I rode north along the Mesa Falls Scenic Byway to visit Mesa Falls. This is a fun stretch of asphalt and the falls are worth seeing. The byway reconnects with the Highway 20 near Island Park. I spent the night at Box Canyon campground in Island Park where I've enjoyed many nights camping in past years.



Fremont County Courthouse.



Box Canyon Campground.

The next morning with temperatures hovering around 36 degrees I was in no hurry to get out of camp. With only Teton County remaining to complete the Challenge, I took my time riding to the last Challenge site. From Ashton I took the Teton Scenic Byway and stopped at the Teton Dam site and then on to Driggs to log site 41a at the old Teton County courthouse. I wanted to spend a week exploring this area but I needed to be at work the next day so I headed home.

Old Teton County Courthouse.

All 44 of the counties in Idaho were now checked off my list but I still had time for a few more B sites. One of my favorite sites of the year was Indian Lookout in Adams County. The ride in to the lookout along the Little Weiser Road was good gravel road and the smaller Forest Service roads were in good shape until about a mile below the



IDAHO ADVENTURE MOTORCYCLE CLUB NEWSLETTER

Jan 2016

"Discover Adventure Together"

Issue #1

lookout. There was enough rock hopping to hold my attention but the view at the top was worth the effort.



Indian Lookout in Adams County.

2015 was a year of riding too many road miles and too little time for exploring but that is becoming the norm for me. I still enjoyed every mile of the journey.



The 2015 Challenge

by Gary Umland (Gold level winner)

I started the Challenge this year with Idaho Sam's Transcontinental Railroad ride. We had a great group of riders and the weather was perfect. We traveled several backroads and old highways before camping next to the railroad tracks in the middle of nowhere at Lucin, Utah. The sound of the train whistles and rumbling tracks made for soothing music to sleep by.



Sun Tunnel Sculpture a few miles south of Lucin, Utah.



Paraglider along the Transcontinental Railroad Trail.

The next day was fantastic riding along the old transcontinental rail bed. I could

open up the throttle during the straight-aways but I had to pay extra attention for the sudden dips around the old bridges. During one stretch, a paraglider circled and buzzed us. On their last pass they threw out a streamer weighted with a large washer. I was feeling lucky since I was the first to retrieve it. I just didn't consider if it was good luck or bad. A while later I found out.

I made an unscheduled stop to hydrate and grab a snack, I couldn't figure out why I was struggling to control my bike, and it was acting sluggish. Thanks to the observant eyes of the sweep team, they spotted my problem. I had a flat rear tire. This was my first flat with a tubeless tire so it was a new experience for me. With the help of the other riders I was back on the road. I haven't taken the streamer with me on anymore rides. At the end of the weekend, I had 7 of my challenge sites completed.

During the summer, I made several rides with

a new dual sport rider to collect some of the locations closer to Boise. Those trips took me to the southwestern Idaho counties. After several weeks of planning and re-planning, I came up with a route that would allow me to reach Gold level (30-39 sites). It was an aggressive plan with minimal time deviations. Some riders may remember RWC's "Death Marches," and this was going to be one.



Plugging the hole in my tubeless rear tire.

IDAHO ADVENTURE MOTORCYCLE CLUB NEWSLETTER

Jan 2016

"Discover Adventure Together"

Issue #1

I left Boise at 6 a.m. on a Saturday morning with the objective to reach 9 locations and be in Idaho Falls with time to shop the Army Surplus store that evening. My first site destination would be Rupert.



Matt Spurlock with his 2001 Aprilia Futura in Malad City.

I stopped for lunch in Malad City, and while watching the cars go by, I see this motorcycle make a quick u-turn and pull up to me. I had no idea who the masked rider was until he took off his helmet. It was Matt Spurlock (Sprockett26). We chatted for a little while and coincidentally found that we were heading to the same locations that afternoon. Matt took the lead, and we collected Franklin and Bear Lake Counties. In Paris our paths went different ways, and we said our goodbyes.

From Paris I visited 2 more counties and surprisingly made it to the Army Surplus store

in Idaho Falls around 5 p.m., giving me plenty of time to shop. I will have to admit that I did get lazy this trip and stayed in a hotel that night.

Early Sunday morning, I loaded up and headed north to Rigby. The highlight of the morning was visiting a local location known as Monkey Rock which is a swimming hole. If the morning had been warmer and my schedule more flexible, I would have taken a dip.



Monkey Rock about 4 miles southeast of St. Anthony, ID.

By that afternoon I was heading west with a detour around the Dunes. I was riding the Red Rd and A-2 which carried me through some great sage grouse country towards Dubois. From the smell of sage to the sweet smell of hay being cut in the massive hayfields along Highway 22, I worked my way west towards home. When I pulled into my driveway Sunday evening, it was minutes before 6 p.m. In 36 hours I had ridden 1,000 miles and visited 17 counties.



Gary Umland at Bingham County Courthouse (Blackfoot, ID).

Completing Gold level of the Challenge takes time, planning and effort but I've enjoyed making the trips each year. One of my favorite memories for this year was riding with new riders and being able to share with them what this Club has given me. The adventures, stories, and friendships are unmatched. There's something special about riding in the backcountry and meeting another rider, especially when they have an IAMC or Challenge Sticker on their bike. Another memory will be the expressions on people's faces when I stop and take a selfie while wearing a wrestling mask, especially law enforcement.



Highlights from the 2015 IAMC Challenge

by Craig O. Olsen, M.D. (Platinum level winner)

For the 2015 IAMC Challenge I tried to visit as many of both "a" and "b" options for each county plus some "c" options as well. I was able to visit all 44 "a" options (county courthouses), 33 of all the "b" options (off-road sites), and 5 optional "c" sites for a total of 82 sites. As for many of you, my 2015 IAMC Challenge began with the 2015 IAMC Challenge Kickoff BBQ held at Pro Moto Billet in Nampa on April 4. Dan Driscoll led a group of about 12-15 riders from Big Twin to Lynn Hodge's Pro Moto Billet production site in Nampa. After touring Lynn's production facilities, we had a BBQ lunch and Mike Hardy passed out the purple 2015 challenge bandanas (made by Chuck Scheer). Following this a group of us road over to Pickle Butte Riding Area to pick up our first official 2015 Challenge Site. I was sporting my new ride - a 2015 Triumph Tiger 800 that I had purchased from Birds of Prey in March - shown in the foreground of the photo to the right with the purple challenge bandana covering the windscreen.



Pickle Butte Riding Area in Canyon County southwest of Nampa.



Wickahoney Stage Station in Owyhee County.

The next memorable ride was to Wickahoney Stage Station in south Owyhee County on April 10. Our group of eight riders were "buzzed" by two A-10 Warthogs while at the site. On the way back to Boise, some of our group stopped at Higby Cave located on the Idaho Army National Guard Training Area. It is now gated off near the entrance. [1]



Craig Olsen and Norris Riggs inside Higby Cave (Ada County).

IDAHO ADVENTURE MOTORCYCLE CLUB NEWSLETTER

Jan 2016

"Discover Adventure Together"

Issue #1

Twelve riders participated in Sam Stone's Promontory Point and Transcontinental Rail Road Ride on May 1-3.

During this ride, we visited several challenge sites en-route to and from our destination. One of the more unusual option "c" sites visited was this old Airmail Beacon marker located in southern Cassia County just east of old Highway 81 about one mile north of the Utah-Idaho border.

Approximately 1,500 of these beacons were constructed by the Post Office and Department of Commerce between 1923 and 1933 to guide airmail pilots from city to city along specified air traffic corridors. Most are now gone, but remnants of several still remain in Idaho and other western states. [2]

*Airmail Beacon near Highway 81
in southern Cassia County.*



In late May and early June four of us undertook Sam Stone's Utah-Wyoming Pony Express Ride. A detailed write up of this epic ride is found in the September 2015 issue of the IAMC Newsletter. [3] On the return trip through southeastern Idaho we visited several challenge sites including Pat Hollow Crash Site in Franklin County. It is the largest aviation accident in Idaho history. A large snow bank blocked the last 40 yards to the monument.

*Craig Olsen, Doug Patching & Steve
Joyce at Pat Hollow Crash Site in
southeast Franklin County.*



My Triumph Tiger performed well during these two rides, but the clutch suddenly and completely failed with only 2,900 miles on the odometer midway through Wyoming. With much adjusting I was able to nurse the clutch along through the remainder of the ride. By the time we got to Mountain Home the clutch was nearly all gone and would begin slipping at 2,400 RPMs. We limped into the Stage Stop 16 miles southeast of Boise where Steve Joyce's wife, Mickie, met us with his pick-up, and we hauled the bike to Birds of Prey..... where it sat for the next six weeks before their service department even looked at it. They then refused to cover the clutch under warranty and wanted \$850.00 to replace it. I declined their offer, returned the bike home, and placed a heavy duty Barnett clutch in it for \$250.00, all within 90 minutes after ordering the replacement parts on-line. I can accept the dealer not covering the clutch under warranty; I do not understand their six week delay in even looking at the bike!

In the interim I visited some of the challenge sites closer to Boise on my Suzuki DRZ400. For those challenge sites farther away I visited them on my only other ride, an HD Road King (not the ideal dual-sport ride), including a few off-road sites.

IDAHO ADVENTURE MOTORCYCLE CLUB NEWSLETTER

Jan 2016

"Discover Adventure Together"

Issue #1



Carrietown Mining Camp in northern Camas County.

The ride progressed well and my Tiger was running fine until the early afternoon of day three when the ECU board in the instrument panel got wet going through a deep water crossing near Island Park. Some 80 miles later after visiting the Samuel A. Glass Gravesite in Clark County, the bike stopped running altogether, and I had to haul the bike back to Boise where the Birds of Prey dealership picked it up and brought it to their service department. Fortunately, they did warranty the ECU board, which cost \$950.00 to replace. Much to my chagrin, it took six weeks for them to get a replacement ECU board!

For the first six months I owned my new 2015 Triumph Tiger it has spent three of those months at the



dealership waiting to be looked at or waiting for parts. While I

thoroughly enjoy riding this bike, I am reluctant to recommend a Triumph Tiger to other dual-sport riders. I certainly am disappointed in the service at Birds of Prey. Unfortunately, they are the only Triumph dealer in Idaho.

I had intended to do a several day ride to the challenge sites in the northern Idaho counties, and I particularly looked forward to visiting the off-road sites. With my long-distance dual-sport bike in the shop waiting for a new ECU board, my only option was to resort to the HD Road King and omit most of the off-road sites. In late September and early October I planned a six day ride to 13 of the northern

Lenna holding the bandana in front of the Benewah County Courthouse in St. Maries.

By mid August I had the Tiger up and running again, so I planned a 340 mile one-day loop to visit six challenge sites in three counties - Elmore, Blaine and Camas. Ten riders participated on this ride. In addition to the three county courthouses, we visited Trinity Lakes, Carrietown mining camp and Red Cloud Mine. We had fun getting into Trinity Lakes and Carrietown, but found the steep, rocky ATV trail into Red Cloud Mine to be more than we could handle on our larger dual-sport bikes. We got within a half mile of Red Cloud Mine before we turned back.

In late August I posted a four-day, approximate 1,100 mile challenge ride to visit 28 challenge sites in 16 counties in eastern Idaho. Two other riders, Arden Hill and Shane Nowell, participated in this ride. A few of the highlight sites from this ride include Black Ridge Crater, Teton Dam Site, Samuel A. Glass Gravesite and Sawtell Peak Radar Installation.



Sawtell Peak Radar Installation in Fremont County.

IDAHO ADVENTURE MOTORCYCLE CLUB NEWSLETTER

Jan 2016

"Discover Adventure Together"

Issue #1

Idaho counties to visit 17 sites. Going on the HD Road King did allow me the opportunity to invite my significant other riding partner and wife, Lenna, who will ride with me two-up on the HD but not on either of my dual-sport bikes. We had a great ride covering about 1,650 miles in six days, and we did about 200 miles of dirt and gravel roads visiting some of the easier off-road sites. She was a little tense on those roads, but we got through without any mishaps.

While I enjoyed the 2015 IAMC Challenge, I was disappointed that I could not visit more of the northern county off-road sites because I did not have a proper dual-sport bike available to reach them. I look forward to the 2016 IAMC Challenge and riding with other members of our club.

References:

1. "Ride to Wickahoney," by Craig O. Olsen, M.D., IAMC Ride Reports, April 12, 2015. <http://motoidaho.org/node/2794>
2. "Sam's Ride to Promontory Point (Golden Spike Transcontinental Rail Road Monument)," by Craig O. Olsen, M.D., IAMC Ride Reports, May 5, 2015. <http://motoidaho.org/node/2853>
3. "Utah & Wyoming Pony Express Ride," by Craig O. Olsen, M.D., IAMC Newsletter, Issue #3, September, 2015. http://motoidaho.org/sites/default/files/IAMC%20Newsletter%20%289-2015%20Issue%203a%29_0.pdf

Dust, Bugs, and Thousands of miles – A Recollection of my 2015 IAMC Challenge



by Matthew Spurlock (Platinum Level winner)

A huge thank you and round of applause to those who organized the 2015 challenge locations. Also a loving thank you to Heidi, my absolutely wonderful girlfriend, for her patience and tolerance of my adventurous and time consuming motorcycle lifestyle.

This last year was challenging for a number of reasons, be it available vacation, motorcycle maintenance and operation, or my lack of organizational skills and time management. There were sacrifices made and chances taken, but during the adventures, I was thankful for the opportunity to explore and engage in what our great outdoor world has to offer. My advice, if you see an opportunity or behold an inspiring landscape, take a moment to snap a picture and write a few notes in a journal. You never know if you will be back that same way anytime soon. Remember that time and place with recorded details. I wish I had written more about my travels.



New Denver (a small village in southeastern British Columbia, Canada) has approximately 504 residents.

The rest of the time was spent in the saddle of a very capable 2009 Suzuki DR650. To the best of my knowledge and records we have traveled about 3,500 plus miles together in 2015.

My trusty Suzuki DRZ650.

My main choice of equipment this year is a 2001 Aprilia Futura sport touring bike that is designed to cover pavement very quickly. It is comfortable, efficient, and is able to carry enough gear for multi night travels. I failed to document exact miles this year but can roughly confirm we traveled a minimum of 4,400 plus miles.

This includes a southwest Idaho day loop of five counties, a northern one way trip (up into Canada, then West to Port Angeles, WA) collecting nine counties, a south central day loop visiting five counties, and a large eastern loop over two and a half days covering over 16 locations.



IDAHO ADVENTURE MOTORCYCLE CLUB NEWSLETTER

Jan 2016

"Discover Adventure Together"

Issue #1

There is an incredible amount of scheduling to complete in order to adventure on any kind of motorcycle, and my only wishes from last year would be that I could have visited more off road locations on the DR. Luckily some of my 2016 resolutions include more time traveling dirt roads and camping off the bike.



I enjoyed riding and sharing adventures with the club. In May Sam Stone led an amazing and informative ride down into Utah, covering a ton of ground and sharing his library of knowledge with us about days of the past. I had never visited the City of

Rocks in southern Idaho or any part of northern Utah. The Sun Tunnels and flat, wide open spaces were highlights for me on this trip. I believe it was the longest dual sport ride I had ridden, which taught me a few things about equipment choices and organization.



Sun Tunnels (above) and wide open desert (right) near Lucin, UT.



I led a group up to Yellow Pine, ID for the Harmonica Festival in August. I enjoyed our outing to Cinnabar Mine and Monumental Summit and will have to revisit the area to explore a few other roads and locations that I missed this last year. The dust levels were high on this ride and we had to space ourselves to avoid dirty helmets and irritated eyes. The people watching in town is always interesting but I felt

Cinnabar Mine about ten miles east of Yellow Pine.

IDAHO ADVENTURE MOTORCYCLE CLUB NEWSLETTER

Jan 2016

"Discover Adventure Together"

Issue #1

the nights were too noisy for me, and I will consider consider other camp locations if we plan to attend this festival next year.

Monumental Summit a few miles east of Cinnabar Mine.



Bear Lake County Courthouse in Paris, ID.

The rest of my travels were solo, with the exception of spying Gary Umland (mainly his bike) at a roadside BBQ eatery in Malad City, Idaho. We toured together for a few hours that afternoon but had to follow our strict routes in order to accomplish our goals. We parted ways after offering well wishes and safe travels.

My favorite and most challenging weekend ride was up highway 21 to Challis and the Pahsimeroi Valley. Traffic was slow to Idaho City, and Lowman was hazy with smoke.



North of Stanley with colorful, rugged mountain in background.

IDAHO ADVENTURE MOTORCYCLE CLUB NEWSLETTER

Jan 2016

"Discover Adventure Together"

Issue #1

Pausing near Clayton, I viewed a few Blue Jays flittering through the pine branches. I spent Friday night at the Challis Hot Springs RV campground. The folks there are very nice and welcoming, and they even stayed up late to check me in. The evening temps were frosty but the hot, natural spring waters soothed my stresses and sore muscles. I slept ok, but should have brought my air mattress. An early morning alarm of nearby coyote howls woke me. I packed up camp in the dark, donned the armor and hit town to enjoy a delicious breakfast at the Y-Inn located on Main Street in Challis. Fueled up, I checked the engine oil and headed south on Highway 93.



Just before the tiny "town" of Dickey, I turned east and headed through Doublesprings Pass (8,318 ft) over into the Pahsimeroi Valley. There were plenty of clouds but I still managed to glimpse a few angles of Borah Peak, Idaho's highest mountain (12,667 ft).

Borah Peak covered in clouds and snow (left).

Roughly navigating through some cool country, I ended up at Barney Hot Springs. I heard rumors there are tropical fish that live in this pond and I needed to find out for myself. I shared my snack lunch of Ritz Crackers, chocolate candy bar, and peppered beef jerky with the fish. They seemed to enjoy the menu.



Fish in Barney Hot Springs (right).



Rocky ATV trail up the west side of Big Windy Peak (left).

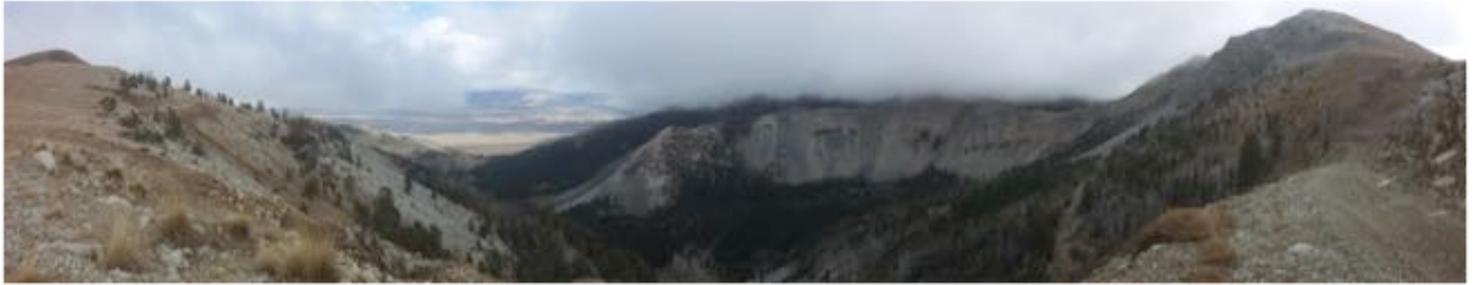
From here I located Sawmill Canyon Road and proceeded eastward to summit Big Windy Peak (10,390 ft). The ride up from the west side is very rocky and loose in some sections. I had one small

IDAHO ADVENTURE MOTORCYCLE CLUB NEWSLETTER

Jan 2016

"Discover Adventure Together"

Issue #1



get-off but no injury or damage was done. There was a storm system blowing across this mountain range, so visibility was hindered from time to time. I had to unload the entire bike to summit the peak as the road was definitely a level 4 difficulty. I reached the top slightly shaken as the ride required massive balance discipline, the right amounts of throttle, and some very colorful language. I didn't stay long since the sun was moving across the sky and I wanted to visit a few more locations before calling it a day.

Big Windy Peak.

The ride over the saddle and down to Highway 28 was super bumpy with many large round river rocks to avoid. I ate lunch in Leadore but came to realize the \$5 "chilli" was recently reheated from a can. I fueled the bike and decided to head towards Lemhi Pass with a recommendation earlier in the week from Tim Bernard at Happy Trails in Boise. It started snowing while traversing over Bannock Pass into Montana and again as I was crossing Lemhi Pass back into Idaho. This was a very historically interesting area.



Redrock Stagecoach about 3 miles east of Lemhi Pass.

I ended up rolling into Salmon, ID later than expected and due to the temperatures and how worn out I was, I opted for a room at the Bear Country Inn. Very quiet, clean and simple \$61 room that included pool and hot tub use, free wifi, and coffee with danish in the morning. Bertram's Salmon River Brewery is just a few

blocks of a walk into town and happens to be one of my favorite local brewpubs. I enjoyed a few craft beers with dinner, bantered with the wait staff, and then turned in for the night. Sunday was another chilly morning and it was difficult motivating myself to get down the road back home. I buzzed a handful of miles south on Highway 93 before stopping at a trailhead to a natural hot spring. The two mile hike in is fairly strenuous but worthwhile for the views and relaxing peaceful soak.



Goldbug Hot Springs near Elk Bend, ID.

IDAHO ADVENTURE MOTORCYCLE CLUB NEWSLETTER

Jan 2016

"Discover Adventure Together"

Issue #1

Unfortunately this particular place is becoming well known and the camping crowd was larger than expected. I did manage a private 30 minute soak in one of the middle pools and was thankful for that amount of solitude.

Back down the trail and on the bike I stopped again in Challis for a burger, sweet potato fries and a Cherry Pepsi to fuel myself for the remainder of the trek home. I learned of a few new areas to explore this coming year and will definitely be back soon.