

TREASURE VALLEY TRAIL MACHINE ASSOCIATION

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JUNE 2009

TRAIL DUST

President's Message

It's getting towards the time of year now where you have to start changing your gear to accommodate colder weather. Fortunately that also makes for some nice cool riding days before snow actually falls on the ground. Please make sure and check your packs to verify you have cold weather items like matches and a space blanket in case you decide to stay the night on any given ride.

There hasn't been a lot of activity in the last month or so but we'll have some activities coming up including a possible halloween ride and the christmas party. We also have a new website in the works that will roll out here pretty soon as well.

Right now we also have some riders getting ready to represent the USA at the ISDE races in Portugal. They start on Saturday the 10th

TRAC Update, October 2009

Respectfully submitted by Steve Frisbie

The mountain-riding season sure is short. I can't believe how fast summer came and went. For the first time in years, I am not ready for it to end! Here's an update on a few very important issues:

Emmett Ranger District

The Emmett Ranger District Motorized Wheeled Vehicle Travel Management Plan decision notice is out. I am very pleased to re-

and include Brent Martell, Dave Booth, and David Kamo who are all riders that most of you have met at one time or another.



There are a few things going on with land battles that you need to know about. Please come to the October meeting at Treasure Valley Motor Sports in Caldwell to get the latest information on what's happening in the motorcycle community.

Hope to see you all at the meeting.

Dave Gomez

port the Forest Service chose Alternative "C" - Enhanced Motorized Access!! with some modifications.

Highlights included:

- a) lower Wetfoot Trail will remain open to motorcycles.
- b) the south end of the Onion Valley Trail (the steep section just north of Scott Mountain Road) is temporarily closed until the trail can be re-routed in places and stream crossings mitigated.
- c) The fate of Bull Creek Trail will be evaluated in a separate environmental analysis.

I encourage you to send

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TRAC Report Continued

Emmett District Ranger John Erickson a letter, an email, or call him to express your interest in keeping this trail open. As many of you know, the trail will require rehabilitation in places before it will be reopened to the motorcycle community. Bull Creek is a critical connector trail for several area loops and provides access to several other trails necessary to access Stolle Meadows from Garden Valley.

Multiple-use single trackers fought hard for these trails. If you sent thoughtful comments to the Emmett Ranger District, Thank you!!! YOU REALLY MADE A DIFFERENCE ON THIS ONE.

Idaho City Ranger District

The Idaho City Ranger District Motorized Wheeled Vehicle Travel Management Plan decision notice is also out. The Forest Service chose Alternative 3 (the Alternative more favorable to OHVers).

According to the Forest Service, of the approximately 165 miles of established but not authorized trails, 139 miles of trails were added to the system. These trails include both ATV and single-track.

According to the Forest Service, they only received 22 comments from concerned citizens. These are some disappointing numbers considering all the Treasure Valley recreationist who recreate in the Idaho City basin. For much more detailed information, please visit www.fs.usda.gov/boise.

Utah 9.4 Million Acre Land Grab

Your US Lawmakers conducted a hearing to consider banning motorized and mechanized recreation on more than 9 million acres in Utah. That's nearly 1/6 the total land in Utah!

The Subcommittee on National Parks, Forests and Public Lands, chaired by Rep. Raul Gri-

jalva (D-Ariz.), held the hearing to consider H.R. 1925, the America's Red Rock Wilderness Act of 2009. The proposal would close off 9.4 million acres of Utah's public land to motorcycles, ATVs and bicycles, and would even restrict horseback riding!! Popular off-highway vehicle riding areas included in the legislation are *Moab, the San Rafael Swell and Chimney Rock*, among others.

The legislation was first introduced 20 years ago by then-Rep. Wayne Owens (D-Utah). Owens sought a Wilderness designation for 5 million acres. Under a Wilderness designation, no vehicles, including motorcycles, ATVs or even bicycles, are allowed on affected public lands. This proposal is pure insanity!!! Please contact your Idaho Legislator (Minnick or Simpson) and tell them you viciously oppose H.R. 1925. Do it now!!!

Clearwater National Forest

The Clearwater National Forest closed the comment period on October 2. We stand to lose nearly 75% of all trails in the Clearwater if the Forest Service ignores input from OHVers. Stay tuned. There could be a very tragic outcome for folks who love to ride in the Clearwater.

That's about it for now. If you truly enjoy responsible motorized recreation on public lands, I encourage you to get active. Involvement, thoughtful and specific comments from individual users carry much more weight than you may realize. Please don't be apathetic! Nobody will comment/speak for you. Nobody will fight for your right to access public lands. Remember, the world is run by those who show up.

After Market Parts—Lessons and Observations

By Tom Bithell

The after-market parts industry is big in the off-road motorcycle world – really big.

When I bought my first dirt bike in 2004 I didn't realize this. But it didn't take long to start noticing the many ways my friends were modifying their bikes with after-market pipes, tanks, jetting, handlebars, brush guards, big-bore kits, and other parts.

I soon found things I needed to “mod” on my bike. I learned that a new bike needs ergonomic adjustments. Riding up on the pegs is hard on the back for a guy over 6-foot tall that has to hunch over to reach the handlebars. It wasn't long before I was buying after-market bars and clamps to raise the handlebar height so I could ride comfortably up on the pegs.

That was just the beginning of my modification hobby. Since then I have bought five additional off-road bikes for myself and family and I've installed some after-market parts on each one. Consequently, I've learned a few things about after-market parts. I've decided to write them down as well as feedback on the parts I've bought in hopes it may help save a fellow rider some frustration, time and money.

Installation Instructions

The first lesson I learned is that most after-market part manufacturers don't spend money on competent tech writers. The installation instructions are generally vague, short, poorly written, badly formatted and punctuated, and have few, if any, pictures or illustrations. Installation can cause a lot of frustration as you read and re-read instructions trying to figure out what the hell they mean. I swear some of them skip steps and assume you'll just naturally

know the steps in-between. Once you figure out the riddle to installing a part, you realize it wouldn't take a lot of effort to write better instructions, so why they don't I can't understand.

Bars and Clamps

As I learned with my first dirt bike, raising the handlebars above stock height is a great ergonomic improvement. There are a few ways to do this. One is to buy higher bend handlebars. Another is to buy riser clamps. Installing a steering stabilizer with an under-bar mount can also raise them.

Because I like to raise my bars really high, I generally do a combination of high bend bars and riser clamps. Here is my feedback on the bars and clamps I've tried:

- Renthal bars – I like Renthal *Fatbars* and they make a broad selection of bends and heights. I usually get the RC High bar that has a 119mm height. I've had nothing but good experiences with Renthal and I've put them on three of my bikes – a Honda CRF250X, a KTM 200XCW, and a Suzuki DRZ400S.
- ProTaper bars – I've also tried ProTaper bars. They have a fat bar style as well with different heights and bends to choose from. I had no complaints with ProTaper and found them to be as functional and strong as the Renthal bars. I just had a hard time finding their tallest bar model and had to settle for a slightly shorter bar when I installed them on my KTM 450EXC.
- ProTaper riser clamps – I've bought a couple of sets of ProTaper riser clamps to combine with high bars and maximize overall handlebar height. They are easy to install, have good instructions, and they fit nicely into the stock clamps of my Honda and Suzuki. They both raise the bars and convert the stock

7/8th clamp to fat bar size. However, my KTMs had proprietary bar clamps and the ProTaper clamps would not fit on the KTM's stock clamps.

Steering Stabilizers

Scotts Steering Stabilizer - I've bought one steering stabilizer and that was a Scotts. It was fairly easy to install and it took me about two hours. The installation instructions were excellent for an after-market part: color photos with detailed instructions. The key lesson I can share about installing a stabilizer is make damn sure you have the front wheel firmly secured so it will not roll at all once you take the top triple-clamp off. The instructions stated this clearly and warned that the forks can "walk away" from you if you don't. I thought I had my front wheel secured well enough, but I found I did not and the forks slipped on me and the bearings came out of the steering column. This made it much more difficult to get the triple-clamp back on. Had I not blown that step installation would have gone much smoother.

Gas Tanks

- IMS – I bought an IMF tank for my 2004 Honda CRF250X. It was a four gallon tank that replaced the stock shrouds with side wings of the tank. Therefore it had three petcocks to draw the fuel from the shrouds and tank into the carburetor. The installation instructions were pretty poor; not much more than one run-on paragraph with a drawing showing how to connect the fuel line to all three petcocks. The drawing was obviously hand drawn, and it looked like a Junior High shop student drew it. When I got the tank on, I found it leaked from both shroud petcocks. They would not seal completely. I sent the tank back to IMS with a letter detailing my disappointment in their

quality control. IMS sent me a replacement tank with no reply to my letter. When I got the second tank put together I found it didn't leak from the shroud petcocks. Instead it leaked from the main petcock in the bottom center of the tank. This was because the petcock would not fit flush with the tank. Disgruntled and not wanting to send another tank back, I improvised a cork gasket to seal the leak. Nonetheless, I was not very pleased with my IMS experience.

- Clarke – I bought a 3.1 gallon Clarke tank for my 2005 KTM 450EXC. I was very pleased with the Clarke. The instructions were easy to understand, the tank installed easily, and it did not leak. When I get around to buying an after-market tank for my DRZ400 it will be a Clarke.

Mufflers and Pipes

- FMF – I bought an FMF Powercore slip-on muffler for my Honda CRF250X. Of all the power mods I did on my Honda – cutting the air box, rejetting and modifying the stock pipe – putting on the FMF pipe gave it the biggest boost. It was a noticeable difference in horsepower and torque. The FMF was pretty easy to install and had decent instructions. It didn't fit real precisely, but well enough to get on. Though a bit spendy it was a worthwhile upgrade.
- ProCircuit – I bought a ProCircuit T4 exhaust system for my daughter's 2006 Kawasaki KLX125L. It gave a nice boost in low end torque to a mild horsepower bike. It also transformed it from being a quiet stock bike to sounding like a racing 4-stroke. We called it her "mini 450" because when you heard it coming through the trees, it sounded like a much bigger bike com-

ing. The ProCircuit pipe was easy to install and I'd give it a big thumbs up. It was the only pipe I could find that was made for the KLX125\DRZ125 that was readily available.

Jetting Kits

JD Jetting – I got a JD Jetting kit for my Honda CRF250X. I was impressed with the kit. It had all the jets you needed plus a couple of spares for different elevations. It was my first time changing jets in a carburetor so it was nice that the instructions were easy to follow. However, you need to read up on jetting kits before you buy them. Some require additional modifications to your bike in order to function as designed. That was the case with my Honda. The air box opening had to be cut out wider and the stock pipe had to have some cutting done too.

Hand Guards

Acerbis – I am a big fan of Acerbis hand guards. I've put a set on every bike I've owned. The installation instructions aren't that great and I had some minor problems getting the first set installed on my CRF250X. Thanks to the internet, though, I figured it out. Once you put on one set of Acerbis it's easy to do from then on and I

haven't had any problems installing them since. Acerbis makes a few models of hand guards. I always buy the metal frame ones that connect to the end and middle of the handlebars. They are very durable and hold up against the brush and tree limbs you come up against trail riding.

Miscellaneous

- Works Connection skid plate – I put a Works skid plate on my CRF250X. Functionally it worked fine, but the installation was not as easy as it should have been. The brackets that hold the plate on were not easy to get on between the frame and the engine and then line-up with the bolt holes on the plate. The instructions were vague and not of a lot of help.
- Pro-Moto Billet rack – I got a PMB rack for my DRZ400S. I've been very pleased with it. It was easy to install, well designed to fit like it should, and the instructions and illustrations were clear. They thought the design of the rack out well. I like the holes around the rack frame that allow you to easily install items like luggage boxes on the rack.

Authors needed

No experience necessary

Got a creative itch? Got some good dirt biking stories? Write about and send it in to publish it in the Trail Dust newsletter. It doesn't have to be a recent ride or event.



Ride Report - Chicks Ride Hosted by Vanessa Race

The annual Chicks Ride took place in September near Idaho City at the Granite Creek parking lot. 23 women and girls showed up, and divided into three groups. There were three men that accompanied their young daughters on the ride, and we put them to work!

Doug Kaltenecker graciously led the beginners and less experienced riders around a short loop, which they rode several times to get practice and build confidence. The expert group rode German Creek, and ran into several trees that had fallen across the trail. The trail had been cleared Memorial Day weekend, by Mark Weaver and Steve Frisbie, but some strong wind storms this summer blew down more trees. The group of hardy ladies pushed on through, riding about 55 miles. The intermediate group rode about 30 miles. Unfortunately, Dalene Bates bike had problems, and had to be towed uphill to a road. The fun part of that was trying to get both the tow bike and the towed bike up a seemingly steep hill with a sandy trail. Julie and I each pushed a bike, and all four of us agreed that it was a workout! It's sort of comical looking back on it....

Everyone made it back in time to enjoy a late afternoon taco salad. There were a lot of dirty faces, and big smiles! Be sure to come again next year to have fun, meet other women, and celebrate dirt biking.

Ride Leaders needed!

Do you have a favorite trail or riding area? Or a new idea for a club ride? Consider hosting a ride, and see how much fun it can be. It's easy, and you can make it as elaborate or as simple as you wish. For more information contact Tom Bithell @ 866-9073, tom@bithell.org

Burgdorf Ride Report Hosted by Steve Frisbie

Burgdorf was the location for this ride and camping weekend. Steve Frisbie and Todd Wernex went a couple of days early and enjoyed mountain biking and riding/clearing the Secesh River trail before the weekend. By now, maybe you've heard that last year on this ride, a group of nine riders got stuck out on the trail and spent the night. At the camp-out this year, the jokes were flying about "packing a sleeping bag and a flashlight". The ride this year down Victor Creek trail went amazingly fast. It took only an hour to ride what took us approximately 12 hours last year, due to the enormous amount of down-fall.

Brett Madron (dirt bike magazine model) made a rare appearance this year Brett is the General Manager for Pro Moto Billet in Nampa, and Dirt Rider Magazine recently published a full page photo of him jumping his tricked out RM 250 over a log. He also happens to be a past president of TVTMA, so we were glad to have him come and ride with us.

There was a good turnout of campers and day trippers, new members, old members and kids. The fall colors were starting to come out, and the grass was super tall this year.

The ride Saturday was nearly 100 miles. 5 guys and 3 gals went on the ride. On Friday, I had stashed extra fuel at about mile 80 for the next day.

Plan to come next year, there are cabins just down the road at the Burgdorf Hot Springs, so you don't have to bring camping gear, and there are 2 hot springs pool to swim/soak in, just steps away from your cabin. The Forest Service rerouted the north end of the Bear Pete Ridge trail, which removed the steep gnarly uphill, making it a great trail to ride.

CLASSIFIED ADS

Last updated Oct 6th, 2009. Please follow up when you sell the item(s) so we can remove your listing.

Motorcycle

2006 Kawasaki KLX 110 for sale. Bike has been very well maintained since I bought it new. Has handguards, good michelin tires and some new plastic. Bike is very clean looking and has never let Rebecca down.. I just changed the oil and cleaned the air filter, so the bike is ready to go. \$875.00 obo Call Dan at 250-3698 (10/6/09)

Knee Braces

Asterisk XL knee braces for sale, like new \$300. dalenebates@mac.com or call 938-9413 (9/22/09)

2000 Honda XR 100.

2000 Honda XR 100. It is like brand new. It only has about 20 hours on it. I bought it 5 years ago and could never get my kids to ride. \$1500. Call Mark at 697-8886 or email [mol-son@activeinvestmentsgroup.com](mailto:molson@activeinvestmentsgroup.com) to see a picture. (8/29/09)

2004 CRF 150

2004 CRF 150 This is the air cooled model and has been well maintained and has retained all stock. Tires are 50% and in good shape, plastic has surface scratches. Asking \$1300.00 obo.

Call Todd Hartley at 870-2901 or frdtek-todd@gmail.com (8/29/09)

2005 YZ250 2 stroke

one owner. - Good tires + 1 extra rear Dunlop D756 - Cycra Pro Bend hand guards - V-Force III reed valves - Works Connection radiator and frame guards. - Zip-Ty Racing 2.9 Gal translucent desert tank (real slim, like stock!) - Scotts Top Triple Clamp(ready for steering dampner) - TrailTech computer/odometer - Pro Moto Billet kickstand and rear disk guard - FMF Turbine Core II spark arrestor + stock silencer - FMF Fatty pipe w/ E-line carbon fiber guard + stock pipe and another carbon fiber guard. - Extra rear brake pedal - Thor Chest Protector - Fly helmet size Small - Fly Ramp 6 ft - 3 air filters. \$2700 call 208 345 0884 for more information or e-mail vdigz@netzero.com for pictures. (7/14/09)

2001 Suzuki DRZ250

FmF Power Core 4 pipe, New Dunlop tire, Renthall Bars, New Acerbis Brush guards, Pro-Billet rear rack, The bike is in great shape and a fantastic woods machine and best of all it is electric start ideal for beginner rider and a blast for rider who just want an "easy to ride" trail machine. \$2850.00 obo, Contact Greg Wonacott, gwonacott@cableone.net, cell. 859-2740 (5/24/09)

happy-trail.com

Randy's
PERFORMANCE MOTORS
Garden City, ID.



**Mark your calenders!
TVTMA General Meetings are
scheduled for the 3rd Monday of
the month**

**October Meeting
Monday, October 19th**

Treasure Valley Motor Sports
(Old Michael's Power Sports)
at 1611 Cleveland Blv in Caldwell.

Announcements

The TVTMA board voted to eliminate membership cards. The membership person will provide a membership list to the local dealers so members can still receive a discount.

The membership renewal process will be changing. TVTMA is working on a new website which will offer more functionality. More information to follow.

Stay tuned for a Poker Run style event to be held next May, 2010.

Volunteers needed for the annual TVTMA Christmas party committee. Please contact any board member if you are interested.

Board meetings are held on the 2nd Monday of each month, at the Idaho Pizza Company on Fairview, just east of Cole Road. If you would like to get involved, please attend a meeting, or talk to one of the board members.

Visit us on the web at TVTMA.com. For ride schedule updates, message board, classified ads, photos and more....

It was brought to my attention that the only person who reads the newsletter is the person who receives in in the email inbox. The newsletter is now in a printer friendly format to make it easy to print the newsletter and let the kids and spouse get a chance to read through and see what TVTMA is about.

TREASURE VALLEY TRAIL MACHINE ASSOCIATION

TRAIL DUST OCTOBER 2009



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Past President Board Members

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Bekki Madron
Jack Grover
Jerry Hochstein
Tom Bithell
Williard Abbott
Ernie Lombard