



Members Toast the Rest of Canada 2019



The annual *Toast to the Rest of Canada* was well attended at Island View Beach January 1 to kick off the New Year. After celebrating the birth of the year, people enjoyed chili and cake at Bob and Janette's for their annual chili feed.

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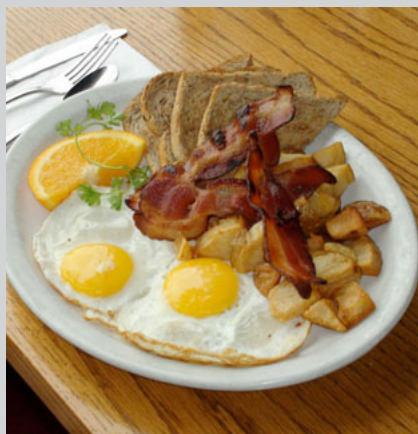
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Next Breakfast/Brunch

Sunday, February 3



WHERE:

Spitfire Bar & Grill
9681 Willingdon Road
Sidney, BC

WHEN:

9:30 am

Remember to RSVP if you're coming to give the restaurant an idea of how many people to expect for breakfast.



Idaho's Great Secret: The Lolo Motorway



Who needs big saddlebags on a dual sport? The 8-litre Rotopax jerry can doubles my little Honda's range to around 450km. That black kayak bag holds everything I need for a month on the road – including a large (and heavy) Hewlett-Packard laptop.

By Geoff Stevenson

“Motorway” in this context might be an oxymoron: It took Ernie Lalonde and I seven hours to cover 120km!

To be fair, this included a few stops to admire the scenery; besides, while we could have gone faster, that would have defeated the purpose of the ride – and made it more dangerous.

Many of you will have ridden Idaho's Highway 12, especially the section from Lolo Pass, near the Montana border, to around

Orofino. Near the top of the pass, there's a well-known sign intended to warn cage drivers (but delighting motorcyclists). Its cautionary tale: “Winding road next 77 miles.”

The Lolo Motorway more or less parallels Highway 12 (a few thousand feet up the mountain side) from Powell, ID., to Kamiah. These days it's part of the Idaho Backcountry Discovery Route.

It has a rich history. It once bore the footprints of early Indians. The Nez Perce people

called the route K'useyneisskit, the buffalo trail. For them, it was a land bridge between the Columbia River Basin and the Northern Plains.

Lewis and Clark struggled along the same ridges as they trudged west in 1805 and returned the following year.

In 1877, the non-treaty Nez Perce followed the same route as they fled from Gen. O.O. Howard and his US Army troops. In 1991, the route they travelled, including what we now call the Lolo Motorway, became part of the Nez Perce National Historic Trail.

The single-lane dirt road was built in the 1930s by FDR's Civilian Conservation Corps.

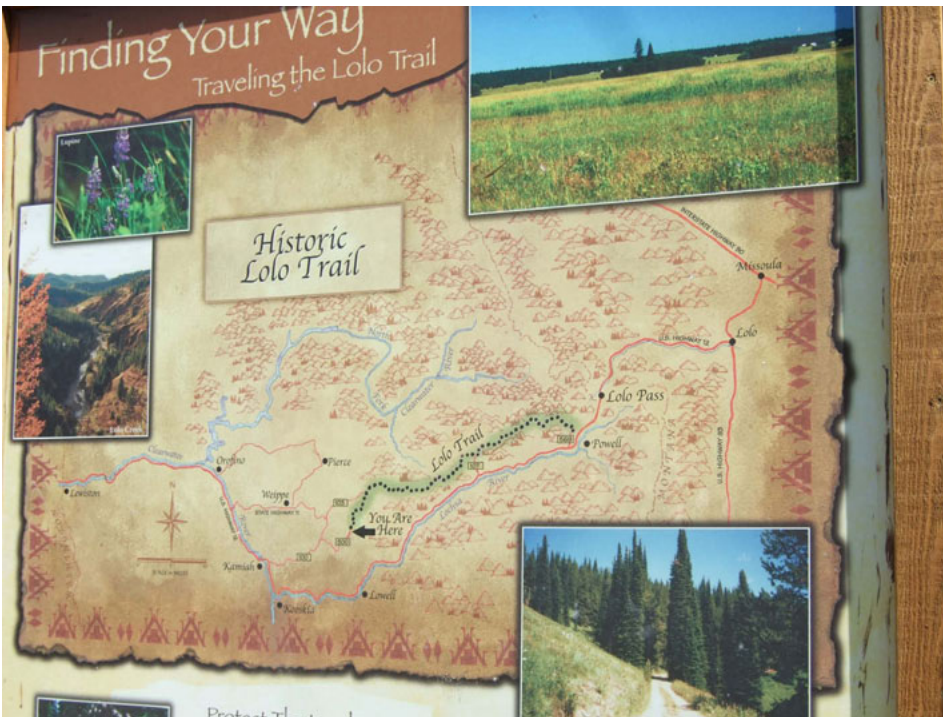
The state visitors' guide warns: “The motorway has no gas stations, stores, developed water sources or other services.

“The road is suitable for high-clearance vehicles only... Tow truck service can take days to arrange and can cost \$250-\$500.”

We take such warnings seriously. But we ride such country only as a pair and we had all the tools we thought we might need – including spare



Accommodations in Powell proved cozy



There's good information about the Lolo Motorway near Canyon Junction, at the western end of the trail.

tubes and all the equipment (and knowledge) needed to install them.

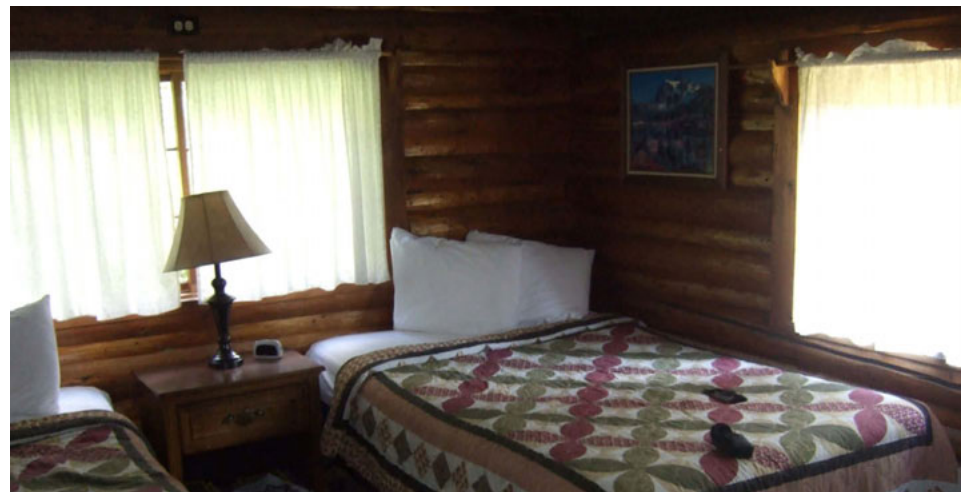
As it turned out, we had a perfect day for our ride (we wouldn't have gone otherwise), nothing broke, there were no flats – and traffic was light (in seven hours, we saw just four motorbikes – all big and heavy dual sports - four quads and a state worker in a pickup with a chainsaw to keep the trail clear.

In my book, this is small-bike country. Ernie's 250 Kawasaki and my 250 Honda each weigh around 300 pounds wet and we

knew we could pick them up in rugged terrain if necessary. (Riders with 600-plus-pound dual sports know they can

pick up their bikes when they practise in a parking lot. But what happens when their mount is facing downhill in a ditch? A big dual-sport – we won't mention any brands here – with the saddlebags full and a rider aboard – can weigh a thousand pounds. For most of us, that's just too heavy for any serious off-road trails.)

Of course, the drawback of the 250 is that long distances on the pavement can be hard work – and pretty noisy. We get the bikes close to the dirt in the back of a pickup. A couple of years back, we took two bikes to Montreal – en route to Labrador – in the box of my Ford Ranger. We covered just over 5,000km going east; with two drivers we were there in



Lochsa Lodge, in Powell, ID., provided a cozy log cabin for our night there. Good food, too.



GPS proves they don't know where they are



Heading up the eastern end of the trail, just above Powell. Pay attention: The unfenced drop-off to the left goes down several hundred feet.

just five days.

We first tackled the Lolo Motorway from the west, leaving Highway 12 in Kamiah, then riding perhaps 30km of twisting pavement to Canyon Junction, where the gravel (Idaho Route 500) began. We had maps and a GPS, but we weren't confident we were

actually on the right road.

After a few minutes we came to a small sign that clearly admonished: No motorized vehicles.

So we stopped, just as any law-abiding Canadian would, checked our maps and the GPS and concluded that, since we didn't know for sure exactly

where we were, it made more sense to turn around, ride to Lochsa Lodge in Powell, where we had a reservation for the night, and then ride the trail from east to west, guessing that the eastern end was more clearly marked (it was).

Lochsa Lodge is a great place, but it's popular: If you're going, you almost certainly need a reservation. They have a gas pump and our supper and breakfast were excellent meals.

Next morning we headed up the mountain on well-labelled roads and got on then Lolo Motorway as it headed west for Kamiah.

The surface varied enormously. Most of it was good gravel. But there was lots of rubble, a few rocky sections and even a little sand.

Even when the surface is relatively smooth, it's no place to make time: There are lots of sharp corners and untrimmed vegetation makes visibility poor in places. We rode for long periods in third or fourth gear, rarely faster than 40 km/h.

You go up, to almost 7,000 feet around Indian Post Office. (There's no post office, of



Check road conditions as snow happens



Another water-and-granola-bar stop along the Lolo Motorway.

course, but this was apparently where passing Indians would leave messages for fellow travellers).

It's a good idea to check road conditions before you leave at a nearby Forest Ranger station. We were there in mid-July and there was snow beside the trail in several places. A week before, we were told, snow had blocked the trail.

My diary records: "Derriere sore after seven hours on plywood masquerading as motorbike seat." But nobody crashed and we got back to our motel near Orofino with two broad smiles.

Idaho is a great state for off-road riding. On this trip we also visited (among other places) Kellogg, Avery, Riggins, McCall, Murray, Wallace, Yellow Pine, Burgdorf Hot Springs and Warren.

Motels are good value, too. We found several places for around \$US50/night. The best buy was the Konkolville Motel, a few km from Orofino. It was a quiet, comfortable spot with a grassed central area and pool.

The owners also offered 16oz. steaks for \$16 each – and then provided barbecues so you could grill 'em to your own specifications (we grimaced

as we watched an American woman cook her steak for so long that it resembled a hockey puck – and perhaps had the same taste).

They provided the baked potato, too; the food, plus a cold beer from a nearby supermarket, provided the perfect celebration for our conquest of the fabled Lolo Motorway.



Indian Post Office, almost 7,000 feet above sea level, offers spectacular mountain views.



Club 2019 Event Schedule

Date	Event	Location
Sunday, February 3, 2019	Monthly Gathering	Spitfire Bar & Grill
Saturday, February 17, 2019	Pot Luck	TBD
Saturday, March 2, 2019	Monthly Gathering	The Crooked Goose
Sunday, March 17, 2019	Rider Training - Coffee & Conversation	Location TBD
Sunday, April 7, 2019	Monthly Gathering	Surly Mermaid
Thursday, April 18, 2019	Season Start	Island BMW
Saturday, April 20, 2019	Cow Bay Run	Cow Café in Cow Bay
Saturday, May 4, 2019	Monthly Gathering	Jake's at the Lake, Cowichan Lake
Sunday, May 19, 2019	Monthly Ride	Rampant Lion, Maple Bay
Sunday, May 27, 2019	Vancouver Island Ride to Live	The Local, 1205 Wharf Street
Sunday, June 2, 2019	Monthly Gathering	Shady Rest Pub, Qualicum Beach
June 15-16, 2019	Up Island Event	TBD - Need a Volunteer
Saturday, July 6, 2019	Monthly Gathering	Saltspring Island
Sunday, July 21, 2019	Ride to Brunch	Shirley's
Saturday, August 3, 2019	Monthly Gathering	Unsworth Vineyard, Mill Bay
TBD August, 2019	Hotsprings Rally	Nakusp, BC
Saturday, August 25, 2019	Club BBQ	Chez Randy
Sunday, September 1, 2019	Monthly Gathering	Timberland Pub, Ladysmith
Saturday, September 21, 2019	Monthly Ride	Port Renrew / Cowichan Loop
Sunday, October 6, 2019	Monthly Gathering	The Crooked Goose
TBD October, 2019	Annual Meeting	TBD
Saturday, November 2, 2019	Monthly Gathering	Spitfire Bar & Grill
Sunday, December 1, 2019	Monthly Gathering	1550's Pub

A Membership Dues Reminder to All...

If you haven't already paid your 2019 BMW RVI membership dues please complete a membership renewal form and forward it with your payment to Peter Juergensen. Alternatively you can hand it to Peter at the next breakfast meeting.

Please click [HERE](#) to download a copy of the Membership form from our website.