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The Tour of Idaho (T1)

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The 2020, 15th edition, of the Tour will feature jersey numbers for finishers (currently at #69). The 2020 Tour also continues the popular "challenge point" system. For 2020 the Tour will involve 10 trail days and will cover 1750+ miles and over 250,000' of elevation. The Tour starts July 15th (earliest start) through September 26 (latest finish).

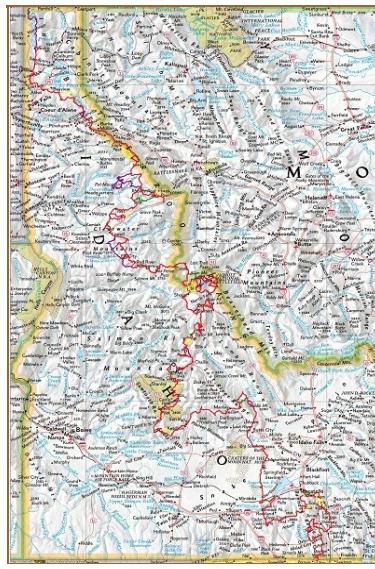
Everyone is free to use the route information provided here in any manner they please. The trails that comprise the Tour are on public land (with a few noted exceptions). There are no guides and no one makes any money off this other than those who sold you what you need to ride a dirt bike in the wild and merchants along the way. All that we do at MoJazz is plan, publish maps and a route description and then go out and saw/maintain a lot of trail. You are welcome to the fruits of our efforts and most of you will be seraphically happy to just go out there, ride and just have fun on your own terms. But to participate in the event known as the Tour of Idaho one must accept a few additional challenges.

The route the Tour follows has been ridden many times. Modern bikes, current navigation and communication equipment have made the Tour less daunting than it was even 15 years ago when we first started putting it together. Most Tour trails are of no more than intermediate difficulty - and though they are a blast to ride, the mere act of stringing them all together is not exactly an accomplishment of boundless magnitude. Fun? Absolutely. Special? Not in a spectacular sense. So we created the standards that define The Tour of Idaho to allow you to experience the Tour in a manner similar to that experienced by those who went before you. If you follow our standards you are, for all intents and purposes, experiencing all of the adventure that the pioneers of the route experienced many years ago.

The Tour of Idaho is more involved and difficult than just riding the trails from one end to another. In 14 seasons there have been only 69 riders to finish the Tour (though hundreds have ridden the route). Failure is far more common than success. The Tour is an undertaking that requires a relatively uncommon set of skills - riding a motorcycle being only one among many.

Tour of Idaho participants are expected to attempt the route in small groups (no more than three) without any support - no friends, family members, significant others or erstwhile Tour riding partners anywhere close to the route, no help with navigation, maintenance or anything else except what you find along the way. Tour riders have 10 trail days to finish but are allowed to take a day off in Pocatello. No other off days are allowed. No support is a core principle of the Tour. You are not permitted to ship anything to a location along the route, prearrange fuel or supply drops, or have someone bring you something that you need. You must either carry everything you intend to use with you or purchase it along the way. No help and no supply drops.

Tour participants are expected to ride all of the trails along the current route *using only our 2020 route files and maps*, to provide beacon links for live tracking and to [submit](#) a gps track file within three days of finishing the ride (for more on routes and tracks see below). Each day contains a minimum of two challenge points. All challenge points must be verified with a selfie posted to our [Facebook group](#) with the hashtag #tourofidaho (use this same hashtag on your personal social media as well). This should be done as soon as possible (many CPs are in places where you may upload your photo immediately) but definitely no later than the evening after they were taken unless a data connection is not possible (which can happen in a few places).



Most days have an optional challenge section (not the same as challenge points, which are not optional). Groups must complete a number of challenge sections equal to the number of riders in the group (up to three - the largest group size allowed). Some of the challenge sections are long, some are technically challenging, some are difficult to navigate and some are all of the above. Once you choose to begin a challenge section you must either complete it or turn around and back track to the original route then continue as if you'd not attempted the challenge section. No bailing out in the middle of a challenge section unless along a route designated for that purpose.

The trails that compose the Tour are technically open from July through most of September. The Tour itself runs July 15 through Sept. 20. Most years those planning an early Tour (end of July or earlier) will spend a lot of time sawing trails or log hopping. Soloists are advised to start out no earlier than early August.

Under no circumstances should any Tour rider use a trail that is marked closed. If a trail is closed (for fire, erosion or any other reason) it is not required to complete the Tour. The only expectation is that you rejoin the Tour route as soon as possible and do not use a detour to gain an advantage that would not be possible on the normal route. We grant exceptions to the "ride 'em all" rule for fires. In some seasons large sections of the Tour are unfortunately closed due to fire. In that event it's just not possible to finish. Riding a closed trail, for any reason, is a very likely DNF. Not being able to find a trail, or not being able to properly interpret a trail sign, is not the same as a closed trail.

Any significant deviation from the published Tour route or the practices outlined above is considered a DNF (soloists have a bit more leeway than teams, but not much). Tour participants must join the [Facebook group](#), the Facebook Riders group, consent to beacon tracking (the [Garmin/DeLorme InReach SE](#) is highly recommended) and must [submit](#) their complete track log for inspection within three days of finishing the route.

As you can see the Tour of Idaho is a whole lot of work for little more than a bunch of folks monitoring your progress on their laptops and smart phones cheering you on. The effort to reward ratio is almost completely upside down. You will suffer greatly for almost no glory and very little tangible reward. Many will fail to finish. Many have ridden what they considered to be "95%" of the route but did not qualify as finishers. The details count. The Tour is as much a journey through one's own soul as anything else and is less a motorcycle ride than a bodacious outdoor adventure that happens to take place on a motorcycle. If you are just looking to check off another motorcycle ride you'd be way better off riding the route on your own terms or doing a BDR - where the odds of success are much higher and Interwebs bragging rights far easier to obtain (no slight intended, both options rock).

But, if after pondering all of this, doing something much bigger than you just for the hell of it still seems like a good idea, read on.



Moonrise and Sunset at Chinese Peak

You'll need to check out the [Tour of Idaho Facebook group](#) for up to date information about the Tour. The group is open (except during Tour season) so anyone may explore the content without being a member. You should request to become a member only if you are serious about attempting the Tour (you must read the group description before asking to be admitted and there is some additional light screening). You'll also need to join the [MotorcycleJazz.com forum](#) before you set off. We'll establish a 2020 riders group there. You must indicate your interest in the 2020 Tour by joining the [Tour of Idaho Facebook group](#) and [forum](#) no later than June 1st, 2020 in order to be considered for the 2020 Tour. You will also find our [FAQ](#) and [home page](#) to be useful resources.

Now down to brass tacks. There are three things that you'll need in order to maximize your educational experience here. 1) The patience and perseverance to read for comprehension (years of bitter experience have taught us that many Tour aspirants have minimal aptitude for this). 2) The capacity to fully grasp navigation and all of its nuance. 3a) The skill to read a map and route book. 3) The wherewithal to understand that you have never done anything a whole lot like this before.

The 2020 route maps are available on this page (below) along with a [2020 Route Book](#) (a condensed version of the route description below). The route files for 2020 contain widely-spaced waypoints (no bread crumbs anymore) so map study in advance of arriving at the start of the Tour is advised. The route changes every year and you will need to use [this year's data](#) in order to obtain the requisite number of challenge points to succeed. Every year at least one party shows up with a track they got from somewhere other than this site (a previous year's track is typical). If you do that we'll almost certainly figure it out and the odds are high you'll earn nothing more than a DNF.

The ability to use a map, along with your route book and gps to navigate between points, is a large part of completing the Tour. This is deliberate and Tour vets almost uniformly describe navigation as not only one of the biggest challenges of completing the Tour (easily rivaling the riding skill required), but an estimable part of the fun. Our approach allows you to engage the route months before you are physically riding it and provides a rewarding (we are told) navigational challenge above and beyond following a line on an iPhone. Call it to school if you like. Weeks of map study and navigational preparation are advised and our methods are designed to encourage you to do just that. The payoff is that you will have little trouble finding your way while actually riding the Tour if you prepare in advance as we suggest. Take it to the bank.

The best way to prepare for Tour navigation in advance is to reconcile our route waypoints with our maps, the route book and any notes that you make from observing our waypoints on Google Earth. You may then create your own route file from our waypoints to follow if you'd like, but that's actually more work than needed and may actually degrade your ability to navigate when you get here. We recommend that you simply add waypoints to ours as you see fit while studying the route (without overdoing it), upload everything to your GPS, and then use your GPS to navigate from waypoint to waypoint with maps as a backup. The reason for this is that every trail map we've used for the Tour is wrong in some places. It's inevitable. Trails change all of the time and keeping up is a problem for any map maker. Our waypoints are where then need to be and are accurate. If our waypoint looks like it's a quarter of a mile off of the trail on the map you are looking at I can all but guarantee that our waypoint is right and the map is wrong.

Though this may seem excessive for those weaned on the ADVRider practice of following tracks created by others it will pay off on the Tour. Again, if you take the time to do this I can almost guarantee that you will have little difficulty navigating the actual route when you get here.

For all GPS units here are the 2020 gpx files (note: different browsers handle the .gpx extension differently. If the normal left click and save doesn't work try right click and save. If that doesn't work get Firefox or IE): [D1](#), [D2](#), [D3](#), [D4](#), [D5](#), [D6](#), [D7](#), [D8](#), [D9](#), [D10](#). If you have further questions please read [this](#) before you email us about GPS files. The waypoints in the files are descriptively named, e.g., D1 = day 1, 1C = day one challenge section, x = one person team, y = two person team, z = 3 person team. So waypoint 3Dxy22 would be the twenty-second waypoint on day three on the route taken by one and two member teams. A bit of map study will almost certainly clear up any confusion.

A bit about GPS units. We recommend using three for the Tour: A [Trail Tech Voyager Pro](#) as a primary, a backpacking style GPS (Garmin makes several that are excellent) as a backup and a cell phone running [Rever](#), [Stava](#) or something similar as a second backup.

The Voyager Pro, in addition to being an excellent and very accurate GPS every *without* the external antenna, also provides reams of useful information about your motorcycle. For teams the buddy feature is indispensable. I use a [Garmin GPSMAP 64ST](#), which I find to be excellent, as my first backup - but there are many similar GPS units that will work just fine. I use a smartphone running [Earthmate](#) paired with my [Garmin/DeLorme InReach SE](#) personal locator beacon as my second backup. Whatever you do, please *do not* use your cellphone (or worse, some sort of automobile GPS) for your primary navigation. None of this works very well for the Tour and the number of things that can go wrong is more than I can count on my fingers and toes. Get dedicated GPS units and keep your cellphone safely stashed away. You'll be happy that you did. If you feel the need to argue about this the Tour may not be right for you.

Every rider in each team should carry three GPS units. The number of teams that have shown up at the flagpole with one or two GPS units between three people is a subject of much legend. And for the teams involved, much subsequent unhappiness. GPS issues hose as many teams as bike failures and personal fatigue. It's crazy to do as much work as you are going to do on the Tour only to be let down by something as easy to correct as the right GPS for the job.

Make sure that at least one of the GPS units that you use is dedicated to creating a track of your Tour (as opposed to being used primarily for navigation). A GPS "track" file is not the same as a "route" file. A route file consists of a series of discrete, named waypoints that are created in order to plan a route. A track file consists of a series of unnamed waypoints (typically a few seconds apart) created by a GPS as one travels. Our daily route files typically contain up to a hundred or so waypoints. Your daily track files will contain thousands. Creating a track is something that you should practice in advance and that you should check daily while on the Tour. We might accept a low-resolution beacon track for one day in event of some GPS calamity, but not for 10 days. Most GPS units create tracks almost by default. All you generally have to do is name them.

Now for the 2020 maps. The daily maps at 100K resolution: [D1](#), [D2](#), [D3](#), [D4](#), [D5](#), [D6](#), [D7](#), [D8](#), [D9](#), [D10](#) and a 500K map. The color code on the maps is as follows: red = normal (two person) route, green = one member team route variation, blue = three member team route variation, yellow = challenge section, black = bonus section, purple = circumstantial alternative. Here is the 2020 Route Book. Here are the [2020 Challenge Points](#).

The longest distance between fuel stops for 2020 will be about 230 miles and you'll have to manage this twice - very workable on most large desert tanks along with a [Giant Loop fuel bladder](#) or two.

Finally, some miscellaneous helpful bits. We have an extensive collection of Tour of Idaho videos on our [YouTube](#) page. The [SNOTEL](#) page provides valuable information about the nature of snow levels on many passes along the Tour. The [Idaho Parks and Recreation OHV](#) website has interactive maps with very high resolution views of the trails for the entire Tour. These maps are an invaluable resource for road/trail numbers, opening and closing dates - there's even an Incweb layer available. For fire information check out the [Idaho Incweb](#) page. The [Idaho Digital Atlas](#) contains a wealth of useful information about the Tour route. We also highly recommend the [Roadside Geology of Idaho](#), an indispensable pre-ride winter read.

Don't mess around. We recommend the best for the Tour.



[Jimmy Lewis does the Tour of Idaho](#)



A trail is much more than a line on a map - it's the sum of the efforts of all who worked to make it a reality. We owe a great debt of gratitude to several individuals who helped us wrestle this epic off of our laptops and into the great outdoors.

Tracy J. Gravelle, the trails coordinator for the St. Joe Ranger District of the Idaho Panhandle National Forest, spent hours with us on the phone and in exchanges of email planning the route through the St. Joe. Stacy Baker and Dusty Baker of the Challis District provided much useful assistance. The Challis district, btw, has the best trail crew in the state.

Members of the [Elk City Dust Devils](#) ATV club are among the most helpful and gracious off-roaders it's been our pleasure to meet. They provided invaluable assistance in helping us with the area from the Magruder Road to Lowell.

Many thanks to Donn Dennis who provided information on northern Idaho.

Thanks to our friends at [Pocatello Power Sports](#) for keeping us in bikes, tires and accessories.

Note: Nearly all of the small towns along the Tour route have at least one establishment with free WiFi. A WiFi enabled cell phone will generally be the only inexpensive way of checking in with family and friends at the end of each day and uploading challenge point photographs. A really good reason for not using one's cellphone as a primary GPS is that uploading Challenge Point photos becomes problematic if one's phone gets damaged or lost because it's exposed and vulnerable (it's happened many times).

The following description breaks the Tour into ten segments. These are the intervals to which Tour participants must adhere. Based on our experience, competent, well-equipped parties traveling at reasonable speeds will have little trouble knocking off the entire Tour in ten *trail* days. The advantages of the suggested schedule are that accommodations are not generally a problem and the riding difficulties are distributed so that one day is not radically more difficult than the next. The intervals are as follows: D1 - Utah to Pocatello, D2 - Pocatello to Arco, D3 - Arco to Smoky Creek, D4 - Smoky Creek to Challis, D5 - Challis to Salmon, D6 - Salmon to North Fork, D7 - North Fork to Lowell, D8 - Lowell to Powell Ranger Station, D9 - Powell Ranger Station to Wallace, D10 - Wallace to Sundance Mountain. The average day on the Tour is around 180 miles.

A stopover day in Pocatello (the biggest town along the route) right after the first day on the trail is allowed and recommended. Pocatello is the largest city along the route and the best place to sort out bike or equipment issues that you may have discovered on D1. You can change oil, tires, repack and take care of any maintenance in the biggest (and most well-equipped) town along the route. It also makes it easy to get the pre-dawn start that's a really good idea for D2. Pass on the allowed day off in Pocatello and the historic odds of success go way down.

Please bear in mind that though we have covered every inch of the recommended route and believe our descriptions to be accurate, conditions can change, in some instances very rapidly, due to weather, fire, human activities, closures, etc. A group once got lost and abandoned the Tour because of a new trailhead parking lot. It's very common for people to miss trails or challenge points because they get tracks to follow from sources other than here. But as though as we've tried to be, the route description and GPS files provided here are no substitute for the ability to pull out a map and figure things out when you discover that you're not in Kansas any more. Those attempting to substitute a GPS unit for route finding and the ability to read a map will doubtless spend a lot of time lost. Again, navigation is a deliberately important part of the adventure.

The Tour of Idaho is not a casual undertaking. Completing the Tour requires reasonably high degrees of riding skill, outdoor acumen, physical conditioning, navigational ability, mechanical skill, knowledge of emergency first aid and a healthy dollop of good luck. The information on this website is not meant as a substitute for any of the above. A trail that we describe as flat and fast, for instance, may change overnight as the result of a storm. You ride the Tour at your own risk. Any attempt to replace "eyes



on the spot" judgment with something you read here (or elsewhere) may well result in calamity. You may want to check out the [FAQ](#) for answers to specific questions we've gotten (or wish we had).



Please note that all estimates for time on the trail do not factor in the additional time required for extensive sawing or completing the more difficult challenge sections.

In order to assist in assessing what you are riding into from day to day the "Touracles" (a group of Tour vets) have produced a series of trail ratings for the ATV and single track trails on the Tour. Please note that these are based on nominal conditions and that all it takes is one storm to change things. All ratings assume an unaccompanied rider with no support on a loaded Tour bike riding the trail for the first time. Remoteness, fatigue and technicality are all taken into account. The scale is from 1 (easiest) to 5 (most difficult) and the ratings are normalized to Tour of Idaho standards.

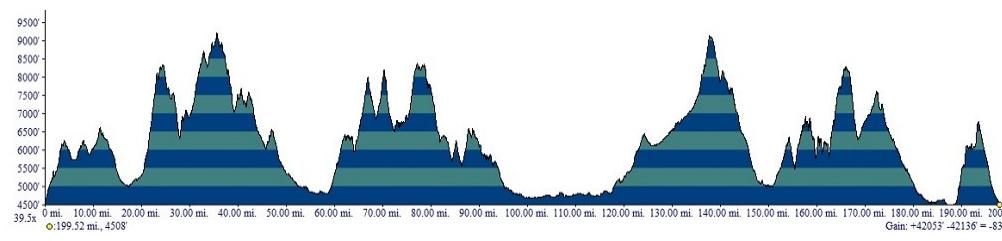
The technical ratings are augmented with a scale borrowed from the MPAA we've pressed into use here to indicate mental stressors such as exposure, creek crossings and anything else that could ruin a Tour for the unlucky or unwary. No suffix indicates a trail that should be no problem for any competent solo rider of intermediate ability on a loaded Tour bike. A suffix of "PG" indicates slightly elevated risk. A suffix of "R" means that one should make doubly sure that their beacon is working. A suffix of "X" means to radio the tower and have them foam a runway.

Finally we have attempted to quantify the quality of each trail. This, of course, is highly subjective and it is what it is. An asterisk (*) indicates a trail of above average quality. Two asterisks (**) indicates a trail of that is virtually overflowing with redeeming social value. Three asterisks indicates a veritable cornucopia of the most noble characteristics to which any trail may aspire.

Malad City

The Malad City Chamber of Commerce has arranged free parking in Malad, just a few miles north of the Utah border, for Tour of Idaho riders. Here is a [kmz](#) file that you may open in Google Earth that shows where the parking is, and here is what it looks like from the [street](#). Just leave a note in the windshield of your rig that you are riding the Tour of Idaho (it might not hurt to check in with the local police either). The recommended accommodation in Malad City is the [Hotel Malad](#), which is just a short jog from the parking area. Hess Lumber and Evans Co-op can take care of your last minute hardware and sporting goods needs.

D1 - Utah to Pocatello (150 - 200 miles)



Jenkins Hollow	ST	1
Old Baldy Connector	ATV	2+
Old Baldy Connector *	ATV/ST	3
Old Baldy-Weston Peak, PG **	ST	3-
Ruben Hollow	ST	1+
Ruben Hollow to Davis Basin	ATV	1
Oxford Ridge, PG **	ATV/ST	2+
Cherry Creek/New Canyon	ATV/ST	1
West Elkhorn/Kents Canyon *	ST	3-
West Elkhorn *	ST	1
Monson Canyon	ST	2
Elkhorn Loop	ATV/ST	2
Fenceline Trail *	ST/ATV	3-
Aspen Hollow	ATV	1
Sedgwick Peak	ATV	2
South Boundary Trail	ATV	2
Robber's Roost (W to E), PG *	ST	4-
North Boundary Trail	ATV	2-
CS Boundary Trail	ATV	1
CS Reed Canyon	ST	5-
CS Girl Scout Camp	ST	4-
CS Robber's Roost (E to W), PG *	ST	4
CS Boundary Trail	ATV	2-
Inman Pass	ATV	2
South Fork Inman Creek ***	ST	1+
Blackrock Canyon	ATV	2-
Chinese Peak *	ATV	1

Please note: you must complete D1 before midnight on the day you set out or it's a DNF. This is for your safety. If you get any reasonable start (before 6 a.m.) you should be in Pocatello before dark. If not the great wheel in the sky is trying to tell you something - and you should listen.

Day one, though one of the shorter in terms of miles, yields long stretches of technical riding. Roughly 2/3 of the route consists of rugged single track, ATV or Jeep trail and the total elevation gain is between 35,000 and 42,000 feet (depending on exact route taken). There are several impressively long and/or steep climbs. Navigation is for real. Most will take 10 hours or so to ride the solo route and 12+ hours for the two and three member team routes *without the challenge section*. Gas, food and water are not a problem with the longest distance between services being about 60 miles. D1 is designed to give you a taste of what is to come. If you cannot do D1 in less than 16 hours in reasonable conditions, or if you find the riding and/or navigation to be overly difficult, you will find the days following to be desperately long and challenging.

The traditional Tour start in Black Canyon has been changed to a much better start near I-15 Idaho exit #3 (Woodruff Road). This is an easy ride from Malad. From Malad take Old Highway 191 south some 10 miles to Woodruff Road. Turn left and head east over the freeway then right (south) another mile to the trail head at the mouth of Burnett Canyon. Head three miles east up Burnett Canyon to a ridge. Turn right (south) and head downhill a mile or so to the Idaho-Utah border (pictured left). This is the official start of the Tour.

Utah/Idaho Border. Challenge point #1



From the border head north six miles along a series of roads and ATV trails (70055 and 7488) to Dry Creek Campground. Follow the dirt road east out of Dry Creek (71224 then 70053) to ID 36 some 5 miles from the campground. Cross the highway and follow the road about 1/2 of a mile to an intersection. Turn north (left) and proceed 2.75 miles long a series of roads (King Road, 70242) to trail 7452. This trail is marked as non-motorized on some maps but is, in fact, a legal dirt road. Follow 7452 uphill ([video](#)) to 7451 (ATV). Note that your first opportunity for a bonus trail is the Old Baldy Connector (7438) which leaves the main route near waypoint 1Dxyz12. Follow either variation some 4 miles up to single track trail 7437, then proceed over Old Baldy (8356) then Weston Peak (8165).

On the north side of Weston Peak look for an intersection with 7443 and continue north. Take trail 7441 east (right) a few miles to Buck Peak. Here the trail turns north and descends about a mile into Davis Basin. After Davis Basin the trail ascends the steep spine of Oxford Ridge gaining about 2000'.

After a couple of miles of climbing one reaches a knoll near waypoint 1Dxyz19. From here the ridge levels off and heads northwest toward the summit of Oxford Peak. Near waypoint 1Dxyz20 there is a faint singletrack trail that heads off the west (left) side of the ridge just before a steep climb to another knoll. Miss this and you'll regret it (especially on the way back). Park at 1Dxyz22 and hike a short distance to the summit of Oxford Peak (1Dxyz23). Do not ride your bike(s) along the final footpath.

The Tour route descends from Oxford ridge east near Pine Corral Spring and descends an ATV trail (7419) steeply into Oxford Basin. The descent from the ridge is not obvious and a look at the GPS waypoints ([video](#)) will prove extremely useful.

After a long descent to a small lake the trail climbs out of Oxford basin. A series of short climbs leads to a dirt road that goes east (right). Go left after 1/4 of a mile and head steeply uphill to a series of ATV trails (7419) leading a few miles to Cherry Creek.

At waypoint 1Dxyz29 head west (left) down Cherry Creek Trail (406) to New Canyon (420). A series of dirt and paved roads leads south then west to waypoint 1Dxyz39 and the West Elkhorn Foothills/Kent's Canyon Trail (329, 334).

The next trails are a riot to ride with just a bit of gnarl here and there to keep one on their pegs.

Soloists will ride the entire West Elkhorn Foothills singletrack trail (329). Note the Monson Canyon Bonus section about halfway. This loop is OK except for about 20 feet, but it is not better than the trail it replaces. At the northern end of 329 you'll take the Mill Canyon ATV (333) up and over the Elkhorn Range crest down to Powerhouse Road. Continue east to the 330 trailhead parking area and north to the intersection with trail 331.

Two and three member teams will turn north (right) after a few miles on 329 and head up Kent's Canyon (334), crossing the Elkhorn Crest near Kent's Peak, and then down Mill Canyon to an intersection with Powerhouse Road.

At this intersection two member teams head east (right) down Powerhouse Road to the 330 trailhead parking area and then north on trail 330 to the intersection with 331.

Three member teams head west (left) back up over the Elkhorn Crest, around the west side of the range, then back up to the Elkhorn Crest near Walkey Peak, then south and east back to where the three variants merge again at waypoint 1Dxyz43 (333, 336, 391, 330).

From 1Dxyz43, where the routes merge, it's just a few miles along some ATV trails (371, 325, 374) to Fenceline Trail (384, 331). Fenceline will test your navigational skills. It's incredibly easy to get led astray in the maze of criss-crossing game trails. Pay attention to your waypoints and look around before you twist the throttle.

After Fenceline Trail the route follows FS044 to Marsh Valley road. At 1Dxyz84 soloists take a series of farm roads to Lava Hot Springs. Two and three member teams follow a series of farm roads south then east toward Downey, then Back Downata Road a few miles past [Downata Hot Springs](#) to US 91. Though it shouldn't be an issue at this point, gas is available a few miles north on Highway 91 in Downey or south at Swan Lake. Downata Hot Springs is a nice place to stop for a few minutes to cool off with a drink and a snack.



Fenceline Trail

After crossing US 91 the Tour jogs south about a mile to Calvin Road (Red Rocks Back) on the east (left), east along Pratt Road to Cottonwood Valley. The route then follows a series of logging roads and ATV trails ([video](#)) that ascend to the summit of Sedgwick Peak (9167). A series of roads follows the crest of the Portneuf Range northwest from Sedgwick Peak some 10 miles, eventually descending to Lava Hot Springs.

Lava Hot Springs, where all Tour variations again merge, is a resort community that is a fine place to stop for food and gas before the afternoon/evening trek to Pocatello. We recommend Sunnyside Store/Sinclair station, on the way out of town, for a quick lunch and fuel stop.

About a mile west of Lava on US 30, turn north (right) on Sunnyside Road (70030). Head north 3 miles up Beach Hollow (watch for a jog to the right near a house and a "dead end road" sign) to an intersection with the Boundary Trail (7272). Here the regular Tour route continues west and north along the Boundary Trail some six miles to Robbers Roost Trail (7253). Robbers Roost climbs steeply up the west side of the range ([video](#)) eventually crossing the Portneuf crest just north of Haystack Mountain (9033). There is then an equally steep descent several miles to Big Springs Campground back on the eastern side of the range. From Big Springs follow the Boundary trail north about 4 miles again to the Portneuf Range crest this time at Inkom Pass (7232).

The D1 challenge section follows the Boundary Trail (7272) east and north from Beach Hollow for several miles to Reed Canyon (7277), then up Reed to Girl Scout Camp Trail (7274, road 70022), back to the Boundary Trail a few miles south of Big Springs Campground. The challenge section then takes Robbers Roost Trail (7253) from east to west (reverse of the regular route) to the Boundary Trail and follows the Boundary trail north a few miles to Inkom Pass. It's permissible to bail at the top of Reed Canyon and ride down Bob Smith Canyon to reconnect with the regular route. **Why you should ride this.** Because it's there. **Why you should not.** It's long and difficult right out of the chute and has ended many aspiring rider's hopes of completing the Tour less than a hundred miles in. There's a lot more ahead.

From Inkom Pass follow trail (7243) from the pass first uphill and north then downhill and east to the South Fork of Inman Creek ([video](#)). Follow the South Fork Inman Creek single track (7240) north several miles (one of the most enjoyable trails of the entire Tour) to Inman Canyon Road. At the intersection with Inman Canyon Road head west (left) and descend several miles to an intersection with Rapid Creek Road.



Inkom Pass

From the intersection of Inman Canyon and Rapid Creek travel west into the small town of Inkom. Inkom is a good place for gas and a cool drink, if you choose, before the last sprint to Pocatello. Head north out of town and look for the Sorelle Road sign at the I-15 intersection on the north end of town.

From Inkom head west about five miles along US 30 (all pavement, unfortunately) to Blackrock Canyon Road. Turn right and proceed under the freeway and north into Blackrock Canyon. Two and three member teams get a bit of a break at the end of the day here are are permitted to take a shortcut at 1Dyz27 that heads north along the Pocatello Range Crest several miles to Chinese Peak. The view are grand - especially around the time of day you'll be getting there.

Soloists are required to head up Blackrock Canyon past a parking lot on the left to a fork in the road. Take the right fork across the creek and the road past the Boy Scout Pavilion. Go another 1/2 mile to an intersection with a jeep road that heads left (north). Follow this for perhaps a hundred feet and turn right on an ATV trail (354) that parallels the road on the other side of the creek.

Follow this uphill several miles through some switchbacks to Jeep Road 319. Then head west about 4 miles west as a series of jeep roads and ATV trails that wind to the summit of Chinese Peak ([video](#)) where all routes again merge. From the summit of Chinese Peak you'll be able to look back to the south of a vista of your entire journey for the day - provided it's still light enough to see.

From the summit of Chinese Peak, the town of Pocatello lies in the valley to the west.



Weston Peak



Oxford Ridge

4 of 17

Follow the wide, well-traveled gravel road that descends to the west. About three miles from the summit of Chinese Peak you'll encounter the TID flagpole on the left about 100 yards after reaching pavement (below the BLM parking area) at the top of Barton Road. This is the last challenge point of D1. The flagpole is on private property. You are welcome to sign the register but please do not enter the property beyond the flagpole without prior arrangement. The signs warning of an electric fence should be taken seriously. You should also know that the llamas spit, the dogs bite and the folks who live there are armed, crazy and dangerous.

Pocatello is the largest town along the Tour route. It's a full-service University community of over 50,000 with numerous motels, hotels, restaurants and shops of all kinds. We do not recommend any particular motel or hotel because all of the ones above "no tell" status are just fine. It is highly recommended that Tour riders avail themselves of the allowed day off in Pocatello to rest, sort out bike, equipment or personal issues that inevitably arise during the course of the first day. A day off in Pocatello also allows one to get a highly advised very early start for D2.

Pocatello has a tremendous motorcycle shop, [Pocatello Power Sports](#) (Honda/KTM/Suzuki). A good Tour strategy is to "run what you brought" on your Tour bike on D1 then use your day off in Pocatello to have your bike serviced and shod in new tires at PPS. They understand what the Tour is about and all you have to do is call ahead and they can have anything that you need ready. They are great at getting you in and out during your day off. Make sure that you treat them well.

While in Pocatello, we recommend [College Market](#) for breakfast, lunch and coffee (they even have a sandwich called the T1). The Sand Trap, Mama Inez or the Sandpiper for lunch and dinner. Best bets for provisions and services are Pocatello Power Sports for motorcycle related needs, Barrie's Ski & Sports for general outdoor equipment and Fred Meyer for food and general supplies. Ethanol-free gas is available at [Oak Street Sinclair](#) (premium Ethanol-free is available at any local Sinclair). The local [Red Wing Shoe store](#) offers a free while-you-wait foot and boot inspection (custom insoles are pretty sweet) and boot cleaning for any Tour of Idaho rider who stops in. Jason Smoot has a variety of accoutrements for the feet that you ought to think about (1500 more miles is a long way to stand on your pegs). Please snap a selfie with the folks at any of these establishments that support the Tour and post on our Facebook page.

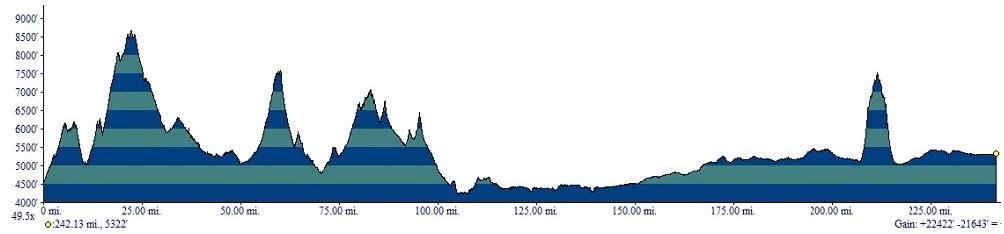


Tour of Idaho Flagpole/Register

While in Pocatello please be sure to patronize these supporters of the Tour of Idaho.



D2 - Pocatello to Arco (260 miles)



Slate Mountain, PG ***	ST	2
Lead Draw	ST	1
Crestline Cycle Trail/Scout Mountain, PG *	ST	2
CS Bell Marsh	ST	2
CS Bell Marsh to Mormon	ATV	1
Mormon Canyon, PG	ST	2+
Frog Pond/Valve House	ATV	1
Racetrack Trail	ST	2-
Green Canyon/Sand Hollow	ATV	2
Sublett Range	ATV	2
American Falls Desert (sand), PG	ST	3

Day two sets out along the world's mellowest motorcycle single track trail just as your coffee is kicking in and the sun is coming up. That last part is important because things get very interesting west of American Falls if you hit the desert sand in the heat of the afternoon on most summer days. Twelve or so hours ought to suffice at any reasonable clip. The longest stretch between fuel stops is 140 miles (between American Falls and Arco).

Begin by heading west out of Pocatello to Gibson Jack Road (70008) and follow it to its end. At the west end of the parking lot find the ATV trail that crosses a creek and heads uphill (7015) for less than half a mile to an intersection. Go left (downhill) a short distance to trail (7018) which narrows to single track and heads southwest up Dry Creek. Follow this trail some 6 miles as it contours the eastern slopes of Gibson and Slate Mountains ([video](#)). Aside from some brief side hill moments of concern this trail is one of the best anywhere.



Slate Mountain Trail

You'll eventually descend to Mink Creek Road. Turn left there and proceed northeast for about a mile to a well-marked intersection with East Fork (Scout Mountain) road on the right. Follow this east for about half a mile to a parking area on the left. This marks the beginning of the Lead Draw trail (70331, 7109). Follow this east for a little over a mile ([video](#)) and look for an intersection with trail 7133 on the right. Follow this trail south a little over 2 miles to a picnic area/campground.

Proceed south through the picnic area to the Crestline Cycle Trail (7148). The Crestline Cycle Trail winds up wooded slopes to eventually emerge beneath the rugged and spectacular east face of Scout Mountain ([video](#)). After about 4 miles from it's start the Crestline Cycle Trail intersects road 70009. From here one turns right (west) and follows the winding road 2 miles to the top of Scout Mountain (8700'). Your first CP of the day is on top.

The D2 challenge section begins at the aforementioned intersection. Just before the Crestline Cycle Trail intersects road 70009 one encounters trail 7178 (Bell Marsh) on the left (east). This 11-mile loop winds east down Bell Marsh, south then west along trail 7152 eventually reconnecting with road 70009 (you'll have to backtrack just a bit along 70009 to reconnect with the Tour route). **Why you should ride it:** It's far and away the easiest of 'em all. If you got off to an early start and the weather is overcast or cool go for it. **Why you should not:** Though short, this loop is time-consuming and soaks up a lot of time while not advancing you an inch (you end up back where you started). It is not recommended unless you've managed a very early start out of Pocatello because you do not want to get to the desert section of D2 much after noon.

From the intersection of Crestline Cycle Trail with the road follow 70009 downhill less than a mile to an intersection with East Fork Trail (7186). Turn right (west) and follow this ATV trail about a mile west then north to Frog Pond. From there, proceed north another mile or so ([video](#)) to Race Track Trail (7184), a single track trail that veers sharply to the left (west). Follow this for about 3.5 miles west to South Fork Road (70163).

This initial 20 or so miles of trail on D2 is among the most enjoyable of the entire Tour. But for a few miles of connecting roads and ATV trail it's almost entirely casual single track. The riding is mellow enough that one may enjoy the scenery in a manner that is often not possible elsewhere along the Tour.

Head south (left) on South Fork/Mercer Creek Road for a few miles to an intersection with Garden Creek Road. Continue south another few miles to an intersection with Rattlesnake Creek Road. Turn right and proceed a few miles west to South Bannock Hwy.

You'll proceed west into Arbon Valley and around Lusk Loop. Cross Arbon Valley Hwy and proceed due west toward the flanks of the Deep Creek Range. The road deteriorates to a jeep trail at a fence crossing at the foot of the range. Proceed generally west up Green Canyon. Near the top of the range the trail comes out of the trees and connects with Dry Hollow Trail (956). Head right (west) over the crest of the range (the day's second CP is on a knoll just off the trail) and descend into Portage Canyon toward ID 37 in the Rockland Valley. At the intersection of Portage Canyon Road and ID 37 continue west crossing ID 37 to Kuper Road.

Follow Kuper Road west then south a few miles to Green Canyon Road. Follow Green Canyon Road/NFD 569 southwest a few miles to an intersection with NFD 579. Turn right (west) and follow this road as it descends Sheep Canyon for a few miles to an intersection with NFD 577 on the right. Head steeply uphill on NFD 577 to a pass and descend into Houtz Canyon. Follow NFD 577 down Houtz Canyon about 4.5 miles to an intersection with a road on the left that leads to Dairy Canyon. Follow this road uphill a mile or so to a pass and then descend another 3/4 of a mile into Dairy Canyon.

Follow the road right at the first intersection and left at the second (indistinct) intersection short distance later. After the second intersection head uphill (west) to a pass just south of Badger Peak (6500'). There is a faint road that leaves the pass west and can be ridden a half mile or so to the top of a knoll. Your third D2 challenge point is on top of the knoll.



Crestline Cycle Trail

From the pass descend 1.5 miles to a four-way intersection at the base of the hill. Proceed straight through this intersection and continue north 5 miles along Fall Creek to an intersection with Benson Spring Road. Turn right (continuing on Fall Creek Road) and head steeply uphill then downhill about 1.5 miles to an intersection with Register Road (paved).

Turn right and head east on Register road to the Register Rock roadside park - a historic point on the Oregon Trail. Head east another couple of miles to Deeg Road on the right. Head east on Deeg Road 3.25 miles to an intersection with Rock Creek Road (paved). Head north 3.5 miles to the I-86 overpass and continue along Eagle Rock Road which runs east along the north side of the Interstate another 3.25 miles to an intersection with South Frontage Road that leads 2 miles into American Falls. The best place for gas and snacks in American Falls before the epic plunge into the desert is the Bingham Coop. There's a waypoint in the parking lot.

The route out of American Falls proceeds west along ID 39 across the American Falls Dam. Just across the dam turn left (west) onto Lamb Weston Road. Jog around a few corners and turn south (left) on Borah Road a short distance later. Follow Borah Road south and west about a mile to a railroad crossing. From here follow Lake Channel Road 3.75 miles southwest and begin looking for a sandy dirt road on the right. The next 30 miles of deep sandy trail is one of the technical highlights of the tour ([video](#)).

Two things about the desert. The first is that most of it is private land owned by a few large holding companies. Some of us have ridden here for 40 years without any problems but the inconsiderate actions of a few are beginning to endanger this. Make sure that you close any gate that you open. Although you are very unlikely to encounter anyone who has a problem with you being there, if you do, find your way to the nearest power line road (all are easements) and just get back to the route as soon as you can. The second thing that's important to now is that perhaps nowhere else along the Tour is it as important to stay on the track as it is out in this desert. The consequences of getting lost in the middle of a hot day (or worse at night) are almost too awful to even consider. It is important that you stay as close to the track as possible to avoid unpleasant encounters with trespass, basalt rock, cactus, nasty whoops, deep holes and other desert treats. On Tour veteran, a professional rider of vast experience, referred to the desert section of the Tour as "a beater." He wasn't making anything up. Personally I love the desert but I also recognize that it has the potential to be grueling and serious if you take it lightly.

Most of the established tracks in the area are overused, whooped-out and nasty. Our track is designed to help you avoid the unpleasantness. In some places you'll be on an established trail but in those places the trail will be OK. You are required to follow our route through the desert as closely as possible and you'll get dinged some CP's if your track shows that you strayed very far from it.

The normally fine, extremely dry basaltic sand in this area is the most difficult that some have ever ridden. Where the trails are whooped it's difficult to keep up the speeds required to stay on top of the sand. If you are very, very lucky, you'll get there after a summer thunderstorm and experience nirvana.

It is incredibly important that you scout the rock chute entrance to Lake Channel, to make sure that you are in the right spot, before taking the plunge - as the surrounding cliffs reach heights of nearly 100'. Most attempts to do this after dark count as failed suicides rather than heroic deeds.

Please note that it is very hot in the desert most of the time during the Tour of Idaho season (July and August anyway). Do not go out into the desert without proper hydration and ventilation. On a hot day the 140 or so miles from American Falls to Arco are very serious (110+ temps). Once you get out of the sand and into the basalt rock (after the first 30 miles) you'll be able to ride fast enough to cool down except for numerous gates that need to be opened and closed. The only real respite from the heat will be the summit of Big Southern Butte many miles to the north. Plan accordingly.

To enter the sand, bear off Lake Channel Road at waypoint 2Dxyz84 onto a sandy dirt road and follow it about 1/4 of a mile to a faint trail that leads off to the west. Follow this another 1/4 of a mile to a well-defined trail that leads north down a canyon. After another 1/4 of a mile this trail climbs the steep left bank of the narrowing canyon then heads west along a fence line. Climb a sandy hill then follow a faint trail (occasionally marked with red ribbon) generally north up past large piles of lava rock to a power line road and a fence crossing. Do not go through the gate. Instead turn left (south) and follow a trail that parallels the fence for a few hundred yards to another gate. Turn right and head north through this gate about a half a mile along a quad trail to a dirt road. Turn left on this road, which follows a set of power lines, several miles to Lake Channel Road.

On the west side of Lake Channel road proceed south then west about 1/4 of a mile to a cliff above Lake Channel Bowl. As previously mentioned it is advised that you get off your bike and scout the entrance to the bowl to make sure that you have the right one (a minimally technical short rock chute that's difficulty changes a bit with the amount of sand blown into the bowl below). Be aware that the cliffs in this area rise to about 100' above the bowl in some places and that you would be unlikely to enjoy the plummet should you choose your line poorly. Your fourth D2 challenge point is the top of the chute.

Once into the bowl follow the waypoints half a mile to a climb out of the bowl on the right. Proceed along through a mixture of dunes, rocky roads, sandy roads and sandy trail about 5 miles to an intersection with a trail that heads north. Follow intermittent cow trails north a few miles to the third of three power line roads you'll encounter. Turn right (east) and head back to Lake Channel Road. Once there turn left (north), cross the RR tracks, and immediately turn right, following Quigley road as it parallels the RR tracks. After about a half mile the road takes a sharp left and heads north from the RR tracks.

From here the route skirts the east edge of the Wapi Lava Flow some 35 miles to the Great Rift - an area of lava tubes and deep chasms in the Basalt. Proceed north along Quigley Road some 10 miles north to North Pleasant Valley then along Schultz, Funk Roads and Classen Roads to Water Tank Road. The turnoff north (right) to Classen Road from Funk Road is unmarked but located where Funk Road turns from gravel to dirt. When the fields are planted this may be difficult to find. It is entirely possible to skirt the fields by continuing another half mile west to Winters Road, then turning right (north) and proceeding another half a mile to an east/west road on the



Slate Mountain Trail



American Falls Desert

south side of a fence line (Water Tank Road). No matter how you get there follow Water Tank Road east to Flat Top Road (0733). Follow this north about 7.5 miles to Gaster Beattie Well. Continue north along 0733 another 3.5 miles to Mosby Well. Continue north another 25+ miles to Big Southern Butte-Springfield Road. Along this section of the route it is very easy to get confused by a myriad of jeep roads and goat trails.

From the intersection with BSB-Springfield Road turn left (west) and proceed a few miles to Frenchman's Cabin. The 6-mile trek to the top of the Butte begins here. On a clear day the view from the top (7560') includes a dozen mountain ranges, 1/3 of the Tour, most of T2 and parts of Utah, Wyoming, Montana and Idaho's Snake River Valley from the Tetons all the way to Boise ([video](#)). Your sixth and last D2 challenge point is on top of the butte.



Big Southern Butte

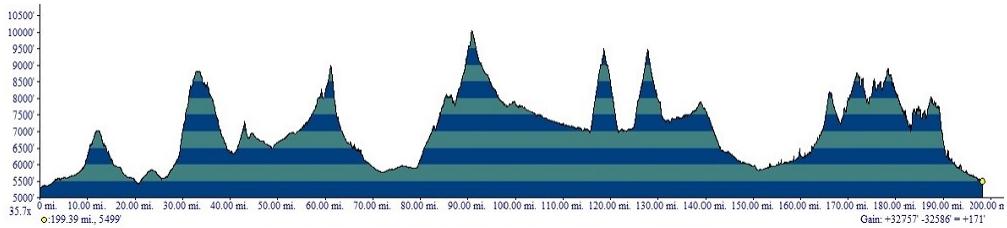
From Frenchman's Cabin the Tour proceeds west along Quaking Aspen-Frenchman Road some 10 miles around the southern boundary of the Idaho National Laboratory. Head west toward Quaking Aspen Butte and an intersection with the Arco-Mindoka road. Most of this section near the end of D2 is fast and flowing but you will be happy to see the lights of Arco glittering in the gathering darkness off to the north. Head north along the Arco-Mindoka road 14 miles to an intersection with US 20/26/93. Turn north (right) and proceed about a mile into Arco.

Arco is a small community with an excellent motorcycle shop (Lost River Honda), a variety of eateries and several motels. It's a dirt bike friendly town, and anything short of wheelies down main street will probably pass without notice. We recommend the [DK motel](#) for accommodations but every place in town is pretty good to Tour riders. The folks at Lost River Honda have been especially helpful to Tour riders over the years. Treat them well.

While in Arco please be sure to patronize these supporters of the Tour of Idaho.



D3 - Arco to Smoky Bar (185 - 200 miles)



Sands Canyon Trail	ATV	2
Mike's Trail	ATV	2
Van Dorn Canyon	ATV	1+
Blacktail/Mud Lake	ATV	2
Bear-Wet Creek	ST	3
Stewart Canyon - Corral Creek	ATV	2
Wildhorse Lookout, PG ***	ATV	2+
Burnt Aspen-Kane Canyon ***	ST	2-
Warfield-South Fork **	ST	2
CS Meadow Creek	ATV	1
CS Placer Creek	ST	3
CS East Fork Big Peak Creek	ST	4+
Middle Fork South Fork *	ST	2
Middle Fork Warm Springs **	ST	2
Dollarhide Summit *	ST	1
Big Peak - Carrie Creek **	ST	2
Grindstone-Big Peak **	ST	2
Lick Creek (West)	ST	2-
Lick Creek (East)	ST	3
Lower East Fork Big Peak, PG	ST	4-
Big Smoky Creek, PG	ST	3
Lick Creek/Big Peak Creek Connector	ST	2+



Burnt Aspen/Kane Creek

Day three begins your journey into the very heart of Idaho and the best of what the Tour has to offer. Lots of single track, and you'll encounter your first exposure to some side hills worthy of serious attention. Gas should not be an issue. Most will find this to be an easy day. Unless you do the challenge section or are in a team of three you should be kicking back at Smoky Bar Store by late afternoon.

The route out of Arco may be found off US 20/26 near the southeast edge of town. Look for the large submarine mast parked on the east side of the highway (I kid you not). Turn east (left) at the sub onto HiWay Drive which parallels US 20/26 southeast for a 0.3 miles to a fork in the road. Take the east (left) fork 1 mile to an intersection with Arco Pass Road on the north (left). After about 7 miles the Arco Pass Road intersects Sheep Camp Road near the base of King Mountain. Head east (right) then north along a series of jeep roads that skirt the eastern flanks of King Mountain, up and over Arco Pass, down to Little Lost River Valley.

From here you'll head north about 10 miles to the entrance to Sands Canyon ATV Trail (4210) at waypoint 3Dxyz18. At this point the route divides briefly into x and yz options.

Soloists will head north along 12101 and 12111 several miles to Bird Canyon (40214), then west (left) and uphill to Mike's Trail (4308). Follow Mike's Trail north for a bit to Van Dorn Spur (40594), and continue north a few miles to an intersection with 40431, Van Dorn Canyon Road.

Two and three person teams will turn west (left) at 3Dxyz18 and proceed up Sand Canyon several miles to a divide between Bird Canyon (west) and Van Dorn Canyon (east). From the top of the divide, two member teams will head north on Sand Canyon trail to Mike's Trail (4308) and an intersection with the solo route. Three member teams will head west down Van Dorn Canyon (4217). All three variants intersect at 3Dxyz19 on Van Dorn Canyon Road.

Please note that Sands and Van Dorn Canyon trails are seasonal and close before the Tour closes (September 9). After these trails close all teams will follow the solo route through this area. Two and three member teams will be required to do the Bear Creek/Wet Creek bonus loop to make up for the trails lost due to closure.

Shortly after the routes merge turn north (left) at Van Dorn Cutoff Trail (432) and after a brief jog north turn west (left) at Deer Creek Trail (277). Head north along FS527 and then FS235 to Deer Creek Pass, then downhill several miles to an intersection with Pass Creek Road (122). This area is sometimes closed until late in the season due to a huge, active avalanche chute (you'll see it) and an alternative route is shown on the maps if a detour is necessary.

At Pass Creek Road a bonus tail is available. For those so inclined proceed north a few miles to Pass Creek Summit. From there turn west (left) and head up FS539 a mile or so to an intersection with trail 4092 on the south (left). This single track wanders around Warren Mountain some four miles to road 832 which intersects Pass Creek Road after a short distance. Turn south and head a short distance to waypoint 3Dxyz27.

Others head south down Pass Creek road a few miles to an intersection with Bench Road at waypoint 3Dxyz29. Turn west (right) and proceed several miles to the town of

Mackay. Mackay has gas, grub and a hardware store.

From Mackay you'll head out of town to the south via Smelter Ave, west past Anderson Spring toward the entrance to Grande Canyon. At waypoint 3Dxyz34 turn to the south and up Alder Creek Road. About six miles later, at waypoint 3Dxyz26, you'll intersect Mammoth Canyon Road (517) and turn north (right). Head up Mammoth Canyon about a mile to road 40516 on the west (left) which quickly turns into trail 4070 to Stewart Canyon. Those who disdain quad trails as unworthy are in for a surprise. You'll crest 10,000' for the first time on the Tour here on the White Knob Mountain crest at the pass between Stewart Canyon and Corral Canyon.

After the pass you'll descend north then west down Corral Creek a few miles to Burma Road. Take Burma Road south to East Fork Road - the main drag through Copper Basin. Head north then west several miles to trail 4056 that heads up Wildcat Canyon and Wildhorse Lookout (9359') - truly one of the more spectacular spots along the Tour. Again, for those who disdain all quad trails as unworthy, here's part II of your education.

After the descent from Wildhorse LO, turn west (right) and jog down East Fork Road a short distance to Wildhorse Creek on the left. Head south along Wildhorse Creek Road (40136), past the Guard Station to Burnt Aspen Trail (4055) on the west (left). This trail is among the best of the entire Tour. You will enjoy the increasingly spectacular views as you wind your way up to the divide between Burnt Aspen Creek and Little Kane Creek - and they get even better as you wander down the Kane Creek drainage.

At the bottom of Little Kane Creek you'll encounter a road (40134) that winds its way west around Phi Kappa Mountain to Trail Creek Road (NFS 208). From here the route heads west over Trail Creek Summit. From Trail Creek Summit you'll head southwest some 12 miles to Ketchum/Sun Valley Idaho - a.k.a. "Glitter Gulch." Bruce Willis lives here. So do Peter Cetera, Steve Miller, Arnold Schwarzenegger, Mark Zuckerberg, Demi Moore, Ashton Kutcher and Tony Robbins. Hemingway had a home here as well and that might've had something to do with why he volunteered for an early ride on the great wheel in the sky on July 2, 1961.

I suggest taking the time to park your fanny on a bench in the vicinity of Whiskey Jacques and just take it all in (you are, after all, on a Tour of Idaho). The immortal words of Sophocles, "Oh, God, here comes the dreadful truth," will never ring more true. More than a few hours here and you will want to jab yourself in the head with a piece of rebar.

Do not let the laid back demeanor of the locals wearing \$300 sandals fool you either. Almost everyone staring at you and your bike dislikes you and hates your bike. Honest and no lie. Shall I fan you gently so you don't go into shock?



The pass between Stewart Canyon and Corral Creek. Photo was taken from the Challenge Point.

From Ketchum head west along Warm Springs Road (NFS 227) about 11 miles or so to Warfield-South Fork Trail (7151). Head southwest for a few miles until the trail climbs steeply through a series of switchbacks to an intersection with Red Warrior Trail (7120) on the left. Continue south, then west, then north to Middle Fork-South Fork Trail (7199). Here, just beyond waypoint 3Dxyz69, a short cut is available to soloists. All others will take Middle Fork Warm Springs Trail (7150) to Dollarhide Summit Trail (7995), then a few miles west toward Dollarhide Summit. The exit from the trail is a bit difficult to find but is very close to waypoint 3Dxyz71 off to the right in the middle of a steep uphill section of the trail. Someone usually piles up some logs here to block the trail but you'll most likely be to wheelie over them as the trail appears to continue ahead. It does, but only for another 1/4 of a mile or so.

The D3 challenge section begins near waypoint 3Dxyz69 and continues along trail 7151 (part of the solo route) to Meadow Creek ATV trail (7302) back to Warm Springs Road. A right turn here leads you to the challenging part of the D3 challenge: Placer Creek/East Fork Big Peak Creek (7076).

Why you should ride it. It's challenging *and* scenic. **Why you should not.** It's a long way to the intersection with Lick Creek (7080) and you'll need your big-person jammies some of the way. In nominal conditions it's an adventure. Please note that the first part of this closes very early each year (end of August).

From Dollarhide Summit proceed west another 5 miles to an intersection with Trail 7016 (Big Peak) on the right. Follow this trail uphill a few miles to an intersection with trail 7081 ([video](#)). Follow this about 5 miles west to an intersection with Lick Creek Trail (7080). **One and two member teams:** continue straight on 7080 west 4 miles to an intersection with NFD 227 and Big Smokey Guard Station just a stone's throw down the road. **Three member teams:** Turn back right (east) on 7080, Lick Creek Trail, and follow it a few miles downhill to an intersection with East Fork Big Peak Creek (7076). Turn left (north) and head a few miles to an intersection with Big Smoky (7072). Beware of numerous creek crossings on Big Smoky Trail. More than one person has taken an unplanned bath here. You might need to read [this](#).

Your day ends at Smoky Bar Store. You must make reservations in advance if you expect to have a bunk for the night. Please make sure to tell Kaylin, your host, that you are on the Tour of Idaho T1. She'll do her best to hook you up. Please note that the Smoky Bar Store does not have gas pumps but you should ask about options upon booking.



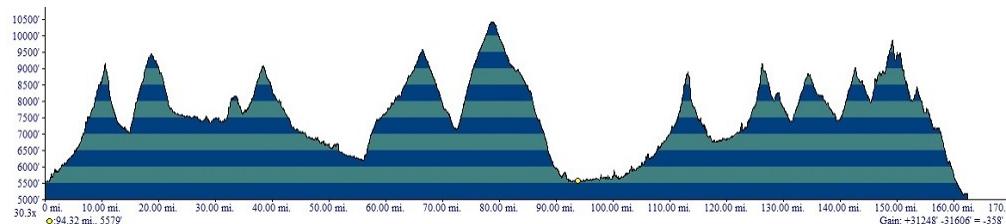
Warfield - South Fork Trail - the "Cliff View" challenge point

While at Smoky Bar please be awesome to our benefactor (and your host) Kaylin Dennis - proprietor of Smoky Bar Store.



Smoky Bar Store
[Facebook](#)
208-539-7849

D4 - Smoky Bar to Challis (170 - 185 miles)



Paradise Creek (to Snowslide) **	ST	3
Paradise Creek (after Snowslide), R **	ST	3
West Fork Big Smoky	ST	2
Mule Creek **	ST	1+
Chemeketan	ST	1
Grand Prize Gulch *	ST	2+
Little Boulder Creek, PG ***	ST	3
Frog Lake, PG	ST	3
Big Boulder Creek **	ST	2
French Creek	ST	3
Thompson Creek/Cinnabar	ST	3
Fivemile Creek, PG	ST	3
CS Custer Lookout (CCW), X ***	ST	4+
Elevenvmile Creek, PG	ST	3
East Mayfield/Yankee Fork *	ST	1+
Squaw Creek	ST	2
Squaw Creek	ATV	1
Buster Lake	ST	2+

Beef Pasture	ATV	1
Trealar Creek	ATV	3-
Kinnikinnic Creek	ATV	2
Happy Hollow/Juliette Creek	ST	3
Ramshorn/Keystone Mountain ***	UTV	2
Lombard Trail **	UTV	2-
Stairway to Heaven	ST	1

Day four again traverses some of the most spectacular terrain anywhere accessible by motorcycle. It's 170+ miles of continuous fun with an elevated level of challenge - in terms of both riding and navigation. Fuel should not be an issue with Smiley Creek and Sawmill Station strategically located along the route. Somewhere north of 9 hours ought to suffice for soloists. A few hours more for teams.

From the southern end of Big Smoky head north about 11 miles along Paradise Creek Trail (7070) to Snowslide Lakes. The first part of this is fast and flowing with just a bit of gnar before Snowslide Lakes. After the pass at Paradise Peak you'll encounter what many will consider an introduction to "side hills of major concern" - a theme that will become much more prevalent in coming days. One of the reasons for starting D4 at Smoky Bar in 2020 was to give more teams an opportunity to see how far down it is off the side of the trail, in a couple of spots, in broad daylight. The good news is that it's only two switchbacks.

After the second switchback head down mile or so to the West Fork of Big Smoky (224), then southeast just a bit over two miles and look for an intersection on the left with Mule Creek Trail (198) which is not well-marked. Trail 198 is a riot ([video](#)), and will aptly punctuate a great morning of riding as you follow it up several miles to the divide between the Smoky Mountains and the Sawtooths and an intersection with Big Smoky Creek Trail (072).

From this intersection head north and follow the trail steeply downhill a few miles to an intersection with NFD 215. The small creek on your left is the origin of the mighty Salmon River. About 5 miles later you'll encounter ID 75. From here it's a short jaunt north to Smiley Creek Lodge where gas is available if needed.

From Smiley Creek there are a variety of ways east to Grand Prize Gulch. The Corrals ATV trail (7259) is the best. If you detour north to Smiley Creek it is not necessary to ride all the way back down the highway to rejoin the route at the base of Galena Pass. Instead feel free to head east on Valley Road to Pole Creek Cutoff and hit Corrals Trail there. It's about 4 miles further to a intersection with Grand Prize Gulch Trail (7112).

Follow 7112 uphill a few miles to the scenic view at the top of the pass. Continue downhill about 5 miles to the East Fork of the Salmon then another few miles further to NFD 120 near the Bowery Guard Station.

Note that a bonus trail, Bowery (7114), is available in this area. Nice trail, but you would have to really need a bonus section to make this advisable. Turn right at 4D45 and follow Germania Creek to East Fork Road to reconnect with the regular route.

From the Guard Station follow the East Fork Road about 8 miles to an intersection with the Little Boulder Creek Trail (7682) on the left. This single track is one of the highlights of the Tour ([video](#)). Follow LBC (7682) about 4 miles to a clearing with a spectacular view of Castle and Merriman Peaks, then another 6 miles (7407) up and over a pass and down to the mining town of Livingston ([video](#)).

The next 5 miles (70669) climb steeply to the highest point of the Tour (10,420') atop Railroad Ridge where you'll want to pause to enjoy a vista that includes virtually all of the highest parts of Idaho and the spectacular Chinese Wall.

Proceed north 11 miles (70670, 7615, 7675, 2001) to French Creek where the trail narrows from dirt road, to jeep trail to single track as it descends down to the Salmon River. At the very bottom of French Creek, within sight of Hwy 75, the trail bears left to avoid private land near waypoint 4Dxyz43. Do not go through the gate to get to the road. Instead find the trail off to the left which climbs a side hill and descends toward a trailhead parking area. From the intersection with Hwy 75 head east about a mile to [Old Sawmill Station](#) where gas is available (24 x 7) along with supplies and some great sandwiches.



Little Boulder Creek. The view from the Challenge Point.



Railroad Ridge - the roof of the Tour. The motorcycle is on the Challenge Point.

From Old Sawmill Station, head west along 75 about 3 miles to a bridge which crosses the Salmon River on the right. The right of way on the north side of the bridge is private so head west another two and a half miles along 75 to a dirt road just the other side of a bridge that is a public right of way. Follow this back around to Thompson Creek Road (FS 040).

Head north along Thompson Creek Road (FS 040) about 10 miles to a trail on the left (161) near waypoint 4D32. This trail is not hard to miss but you'll know you did if you start climbing steeply up a series of switchbacks. Follow 161 west about a mile and a half to Cinnabar Creek Trail (162). The last 1/4 of a mile up to Cinnabar ascends a steep meadow and the trail is a bit difficult to follow. The optimal path is marked by a series of rock cairns. Turn left (west) and follow the trail about a half mile to an intersection at a pass.

A very short distance to the west along trail 162 you'll encounter the **D4 challenge section**: Custer LO. This is a spectacular trail, and a must do at some point in your riding career, but one of the more airy and technical challenge sections on the Tour. Though short this four mile loop will test your mettle - including your ability to deal with dizzying side hills. It is recommended that you ride the loop in the counterclockwise direction only. You must go all the way to the lookout, which requires some extra work, to complete the challenge section.

Why you should ride it. You'll never find a better view than from the top. It's one of my favorite places. **Why you should not.** It's a long way down in a few spots and some commitment is required to advance. Not advised for soloists.

Continue west down Fivemile Creek to an intersection with Yankee Fork Road (FS 070). Turn right and head northeast about six miles to Elevenmile Creek.



Thompson Creek

Three member teams will turn right (west) and follow Elevenmile-Martin Creek (4148) and McKay-Elevenmile to Squaw Creek. It's a bit of a steep climb up to the divide but three-member teams have plenty of hands to help each other near the top.

All others will continue another few miles along 070 to McKay Creek on the south (right). Just before the McKay Creek trailhead you'll encounter the East Mayfield/Yankee Fork trailhead on the north (left) side of the road. This bonus trail is an out and back to the Wilderness area border. It's fairly pleasant, very easy and not a long detour for those so inclined.

From the McKay Creek parking area follow a well-developed track about a mile as it turns into trail 151. Continue a short distance south to an intersection with Squaw Creek Trail (149) where the three-person variation rejoins the main route.

About three miles south along Squaw Creek the two and three member team routes divide again. Three member teams get a break and will follow 149 south another 4 miles until it turns into Squaw Creek Road (40041), then another mile to an intersection with Trealar Creek Road (40045) on the east (left). All others will turn left (east) at Willow Patch and take the Buster Lake Trail (4152) west.

Soloists depart from the two member route at Trealar Creek (4Dx0). In the beginning Trealar Creek is one of the worst beater ATV trails bad dreams are capable of conjuring. It gets better with elevation. Follow this five miles up and over Buffalo Ridge and down to Bayhorse Lake. Head down Bayhorse Creek Road about a mile to an intersection with a jeep road that ascends sharply to the left. There is little to recommend this variation except that it's shorter than the alternatives.

Two and three member teams will meet at 4Dyz0 and head south toward Spring Basin. The next few miles are a mix of jeep roads and ATV trails that are quite a bit of fun, more adventurous than you might expect, and quite scenic.

For the determined, a bonus trail, Happy Hollow/Juliette Creek (4206) is available in this area departing from the main route near 4Dyz5.



Thompson/Cinnabar Challenge Point.

All variations merge at 4Dxyz63. From there head up the road past Little Bayhorse Lake to a hard left at waypoint 4Dxyz65 and past a spectacular rockslide. Continue east a few miles to the summit of Ramshorn Mountain and east a few more miles over Keystone Mountain to an intersection with the Keystone Gulch jeep road.

From here, ascend Keystone Gulch and hang a left (waypoint 4Dxyz72) at the Lombard ATV trail (4639). Continue northeast past Blue Mountain ([video](#)). Just a few miles outside of Challis, a mile or so below the pass north of Blue Mountain, the trail splits (waypoint 4Dxyz77). The right fork descends to the State Park at Yankee Fork (a fee area). Take the left fork, right down the creek bed, a few miles into Challis. Note there is a final, short ST that parallels Blue Mountain Road to the south. Make sure not to miss the "Stairway to Heaven."

Challis (5000'), at about trail mile 700, is about the same size as Arco (population 1200) and has about the same level of services. There are several motels, half a dozen or so eateries and plenty of choices for gas and supplies ([The Village Square](#) on U.S. 93, is particularly well-equipped for your TID needs: straps, gas jugs, tools, outdoor equipment - we even found 2 and 4 stroke motorcycle oil there). Ethanol-free gas is available at [Kimbler Oil](#) and [Brett's Automotive](#). The [Challis Village Inn](#) is our favorite place to stay in Challis but there are several other perfectly fine motels. Any of them will work.

You should know that the owners of the craft brewery in Challis have expressed unfriendly views concerning motorized recreation in public meetings. PBR is better for you anyway - and it mixes great with Pedialyte.

If time permits the Yankee Fork Interpretive Center (south of town at the intersection of US 93 and ID 75) is well worth taking the time to visit.

Please note that accommodations in Challis are generally unavailable during the [Braun Brothers Reunion](#) which will be held August 6 - 8 in 2020.

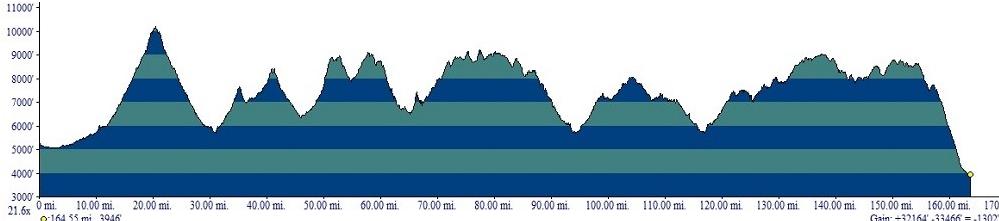


Ramshorn

While in the Challis area, please patronize these supporters of the Tour of Idaho.

[Challis Village Inn](#)

D5 - Challis to Salmon (145 miles)



Pat's Creek, PG *	ST	3
Eddy Basin	ST	2
Darling-Castle Creek, PG **	ST	2+
Little West Fork *	ST	2
West Fork Morgan Creek, R *	ST	3
West Fork Lakes Cutoff **	ST	3+
Darling-Castle Creek, PG ***	ST	2+
Alder Creek, PG ***	ST	2+
CS Lick Creek, PG *	ST	2+
CS Van Horn Creek *	ST	2+
Corral Creek	ST	2+
Corral Creek Spur	ST	1
Big Hat Creek	ATV	1
Ward Butte	ST	1+
Hat Creek Lakes, PG *	ST	3+
Big Hat Creek ***	ST	3+

Day five includes the second highest point of the Tour (Twin Peaks Lookout - 10,330') and about 50 miles of single track that is continuously entertaining and sometimes challenging. Most will find this to be a relatively long day for a relatively short distance. Eight hours ought to suffice if the trail is clear (later in the season). Some of the trails on D5 are rarely ridden outside of the Tour of Idaho community. At the beginning of the season it could take two days to ride this section if it hasn't been sawed. There is no gas available between Challis and Salmon.

To begin, head west up Main Street a few blocks to 7th Street/Challis Creek Road on the north (right). Proceed north out of town five or so miles to an intersection with NP644 (Darling Creek Road) on the right. From this intersection it is about 12 miles along Challis Creek, Sleeping Deer and Twin Peaks Jeep roads to the summit of Twin Peaks Lookout ([video](#)). Enjoy the view. Be sure to visit with the person in the lookout (unless you are there before dawn). They know about the Tour and generally have great stories to tell.

On the descent from Twin Peaks head back down to Challis Creek Road and look for Pats Creek (40173) on the left side of the road near the intersection of Challis Creek and Valley Creek, not far from the houses you first pass on the way down.

Turn left (north) and follow the Eddy Creek/Camas Trail (4134) a few miles to Eddy Basin. Turn right on trail 4145 and head uphill a few miles to a sharp right turn (at 4Dxyz19) that's easy to miss. Head southeast as the trail climbs to a spectacular view of Eddy Basin. Continue to an intersection with Trail 4144 which descends to a picnic area at the top of road 176.

Follow this road downhill a few miles to an intersection with road 057 and turn left. Follow 057 northwest about 3/4 of a mile to the West Fork of Morgan Creek Trail (4143).



Twin Peaks.



Furnace Creek Challenge Point

Once you head up West Fork trail you are entering one of the most remote single track areas you'll ever visit on a motorcycle in the United States. Trail 4143 has wonderful views and is of only moderate difficulty (except for a few short technical sections) but it is smack dab in the middle of nowhere. Don't ride off a side hill or break down. It's a long walk out and most days no one is coming up the trail except another Tour of Idaho rider.

Follow Trail 4143 up Morgan Creek for about 3 miles to an intersection with trail 4234. Continue another few miles past West Fork Lakes - climbing steeply to the scenic headlands above Morgan Creek/Furnace Creek and an intersection with Trail 4138 which loops back to the east. The next few miles are outrageously fun. A few years ago I rode through a herd of at least 50 elk here.

As 4138 descends from the ridge top it intersects Lick Creek Trail (4142) on the right. Continue northwest (left) on 4138 from this intersection and around the steep slopes above the headwaters of Furnace Creek. After another 1.5 miles you'll encounter the actual Furnace Creek on the right (west).

Turn right and continue northeast up Furnace Creek over a divide west of Van Horn Peak (9616) and an intersection with Trail 4139 which descends to the right. Then continue on Trail 4138 a mile or so to the challenge point a pictured below.



Challenge point view. It's a really good idea to locate this spot and stop. The trail does not go where you think that it does.



Alder Creek Challenge Point

At the intersection of 8360 and 6093, follow 6093 north a few miles to Hat Creek Lakes. Hat Creek Lakes and surroundings are spectacular - one of my favorite places along the entire Tour. There is a short 50 yard section climbing out of the lakes toward Taylor Mountain Pass that will take some time and effort for soloists. From Taylor Mountain pass continue generally north another three or so miles to Iron lake.

From Iron Lake continue north along Ridge Road (FS 020) seven miles to an intersection with NFD 099 on the left. Go a bit further to an intersection with Tenmile Ridge (FS 029) on the right. Follow 029 down to Iron Creek road (FS 045).

At this point a bonus loop is available. It's perhaps the best of the entire Tour - in terms of views anyway - and the riding is dead easy. The problem is that it'll easily delay your arrival in Salmon by 90 minutes or so.

For those so inclined head further downhill to South Fork Iron Creek (FS 047), then uphill to an intersection with Peel Tree-Hat Creek (FS083) and Sheeporn Lookout (FS050). Though this lookout is not as high up in the troposphere as others you've already visited, the view back towards Taylor Mountain is more than worth the few miles of wear and tear to get there. After Sheeporn LO you'll backtrack several miles then head north along Peel Tree road to South Fork Cutoff (446) on the left. Follow this downhill several miles and rejoin first South Fork Iron Creek and eventually Iron Creek Road.

The main Tour route follows Iron Creek Road from the intersection with FS029 north many winding miles as it climbs back up to Ridge Road (FS 020) at China Spring. You cross the 45th parallel just before China Spring.



Taylor Mountain Pass. Challenge Point view

From China Spring head north along FS020 for 15 miles to an intersection with the Leesburg Stage Road (002) on the right. Head downhill several bumpy miles into Salmon.

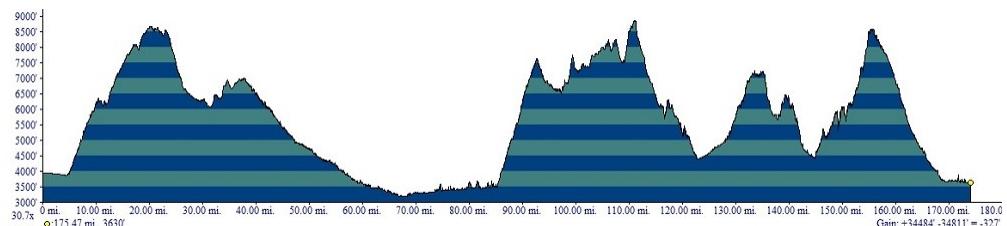
Salmon is the second largest city you'll encounter along the Tour and you should be there early enough to take full advantage of what it has to offer: a good motorcycle shop (albeit a bit spendy), numerous outdoor supply stores, restaurants and bars. The grocery store has everything (deals on Pedialyte!). There's even a hospital. There are several fine motels in Salmon and we've had good luck with each of them. In terms of food most everything closes by 9pm so get there early if you expect to eat anything other than vending machine snacks in your motel room.

Wild Side Sports is the last place along the Tour you'll be able to general bike supplies (though this is more of an ATV dealer). I recommend contacting them in advance if you wish to schedule a service or purchase a particular product. The Les Schwab store is Salmon carries motorcycle tires and will work with Tour riders to get you in and out in an hour or so as long as you make an appointment well in advance. Ask for Josh (the manager).



While in Salmon please be sure to patronize these supporters of the Tour of Idaho.

D6 - Salmon to North Fork (175 miles)



Silverleads Ridge, PG **

ST 2+

Stein Mountain, PG ***

ST 2+

Day six is flat-out a hoot. The first part of the day is spent on pleasant Jeep roads with scintillating views and historic locations galore. There's a pleasant 25-mile jaunt up the Salmon River Road just before lunch. After that the second half of the day effectuates mile after mile of high quality single track punctuated by incredible views - husbanding its best until very near it's denouement. It is perfectly acceptable to stop at North Fork for lunch, drop some of your gear there, and then ride some of the best singletrack anywhere with a lightly-loaded bike. Count on 12 trail hours if sawing is required (almost always). Some of the D6 trails north of North Fork are rarely ridden and I have never gotten across any of them without sawing - even late in the season. The final set of trails west of Stein Mountain close very early (early September). Because of the likelihood of significant blowdown early in the season and certainty of closure late in the season I've provided several alternative routes that you may take if necessary. There is no gas available between Salmon and North Fork.

Solo riders get a D6 break right out of the chute. You'll take an alternative route right out of Salmon that will get you to the Wallace Lake view by a mostly different route, then onto North Fork via a much shorter (30 miles) and faster (90 minutes) route.

Others head north out of Salmon on Hwy 93 about 3.5 miles to the fairgrounds on the left. Turn west and head up Stormy Creek Road (FS 023) about 11 miles to FS 020 on the left. Head south along 020 about 7 miles to the old Leesburg Stage Road (Sharkey Creek) on the right. Head down Sharkey Creek (FS 272) about four miles to the old mining village of Leesburg.

From Leesburg take Napias Creek Road (FS 242) southwest a bit over five miles to an intersection with Phelan Creek (FS 098) on the left. Here the route divides with one and two-person teams allowed to continue down Napias Creek to an intersection with Panther Creek Road (FS 055) a few miles later. Three-person teams will take Phelan Creek (098) as it winds its way several miles to the headwaters of Moccasin Creek near the top of Deep Creek Ridge. From there you'll turn right (west) onto Deep Creek Road (FS 101) and follow it 11 miles down to Panther Creek Road. The Phelan Creek/Deep Creek route follows wide gravel roads but is far and away more scenic than the shortcut down Napias Creek. If you are not in a hurry I recommend it no matter the size of your group.



Butcher Knife Ridge.

The 20 miles north along Panther Creek (055) to the Salmon River Road (030) is among the most hazardous of the Tour. You should assume that around every corner lurks a speeding kamikaze, wearing glasses that look like they were cut out of the bottom of Coke bottles, coming at you in an uncontrolled 4-wheel drift with goats tied on top of the Subaru. Their brakes probably don't work either. I kid you not.

From the intersection of 055 and 030 it's 18 miles to Sage Creek and another eight to North Fork. Since you'll probably have to go to North Fork for fuel anyway it makes sense to have lunch, check in, and leave some of your gear behind for the rest of the day. Just don't leave your saws.

Head back west out of North Fork along NFD 030 8 miles to the intersection with Sage Creek Road (NFD 005) on the right (north). Up near the top there is a short out and back to Ulysses Mountain LO (6Dxyz20).

You'll continue north and west and north along FS 055, 035 (Indian Peak) and 347 (Indian Peak Summit). From the summit of Indian Peak you'll follow East Indian Peak (348) east then north to Butcher Knife Ridge (6110). The D6 singletrack buffet begins here.

Head north on Butcher Knife Ridge about five miles to the Divide Trail (6106). Turn right, then go several miles north then east to Axe Park Cutoff Trail (6107). **Note:** It is extremely easy to confuse Axe Park Cutoff Trail with Hughes Creek Trail (6113) as the former is poorly marked and difficult to find while the latter is very well-traveled by motorcycles - despite being a non-motorized trail. It's an easy enough mistake to make that no off-route penalty will be assessed if you make it too. Both trails end up in the same place after a few miles. The only major concern would be missing the **D6 Challenge Section**.

The D6 Challenge Section, Ditch Creek Trail (6112), branches off of Axe Park Cutoff on the divide. Head along an airy ridge a few miles then steeply downhill through some switchbacks to Allan Lake. From here it's about three miles downhill to an intersection with Kazcbos Road (202). Continue to Ditch Creek Road (089) then Granite Mountain (092). **Why you should ride it.** More spectacular singletrack! **Why you should not.** This one is a gnarly pup.

All others will continue past Axe Park along the motorized section of Hughes Creek Trail several pleasant miles to the Hughes Creek trailhead.



Sheep Creek

From the Hughes Creek trailhead it's a few miles southeast along Hughes Creek Road (091) to an intersection with Ditch Creek Road (089) on the left (northeast). Follow this a few miles north Granite Mountain Road (092). There is a short out and back to the Granite Mountain LO, then follow 092 all the way down to Hwy 93.

Go north on 93 a short distance to Gibbonsville and Dahlonega Road (079) on the right. Go east on Dahlonega about three miles to an intersection with Threemile Creek on the left (north). The trail leaves the road on the north through a narrow gate and proceeds steeply up Threemile Trail (6124) to Divide Trail (6111) which loops around and rejoins Dahlonega Road at Big Hole Pass.

From the intersection at Big Hole pass head south along Lick Creek Road (078) as it follows the Continental Divide for a bit before descending into Lick Creek. A mile or so east of Hwy 93 you'll encounter Powder Gulch Trail (6131) on the left (south).

Powder Gulch trail is a mirage - there is no trail there. Countless parties have forded the stream (which is deep in early season) only to discover that the signed and obvious trail disappears into a thicket after a half mile. By the time you get there in 2020 there should actually be a trail there. If not, just follow the second solo variation of the day which avoids this.

Powder Gulch trail crosses the divide between Lick Creek and Sheep Creek. Once in Sheep Creek, follow the Sheep Creek Trail (6126) as it winds its way around the airy southern flank of Eagle Mountain increasingly high above Sheep Creek. Sheep Creek is a long trail - nearly 12 miles from end to end - and you will find parts of it invigorating.

Sheep Creek Trail ends in Bradley Gulch. From here head south along the South Fork Sheep Creek Trail (6129) to Jeep road 256. From here ride north a few miles to Fourth of July Creek Jeep Road (071) and follow it to the Stein Mountain Lookout.

From the summit of Stein Mountain follow the improbably Stein Mountain Trail (6132) steeply downhill several miles to Silverleads Ridge Trail (6134) and then down to Sheep Creek-Silverleads Road. Note that 6132 and 6134 close September 7.

Head several miles down Stein Gulch via Sheep Creek-Silverleads Road to Little Sheep Creek Road (FS 237). Take this a few miles west to Hwy 93. From here it's a mellow cruise back down the highway to North Fork.



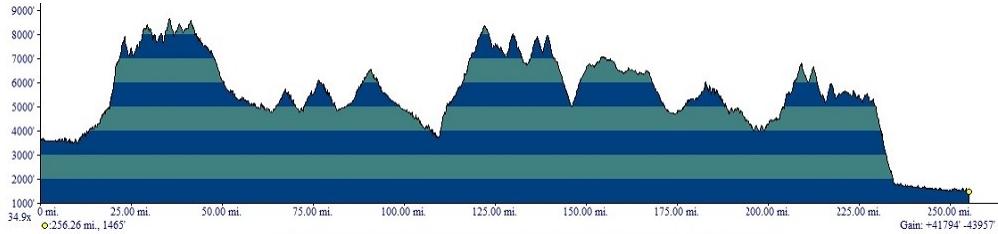
Stein Mountain Trail

The Village at North Fork is your stop for the night. Unlike other facilities in the area North Fork is well-established. If you get to North Fork and the store is boarded up it means that the world has come to an end while you were out in the woods. Great pizza just up the road too. Ask at the store. Be sure to celebrate. You are halfway done.



While in North Fork please be sure to patronize these supporters of the Tour of Idaho.

D7 - North Fork to Lowell (255 miles)



Day seven is one of the easiest days of the Tour. It's long, but the major difficulties are all right at the beginning. Budget ten hours to Elk City and another couple of hours to Lowell. The biggest issue with D7 is that it contains one of the two longest gas-less stretches of the Tour at about 210 miles (depending on the exact route taken). In fact there is exactly one place for gas in the next 425+ miles and that is Elk City. Your [Giant Loop fuel bags](#) will prove their value in the next two days. Many many years of bitter experience have taught us that dirt bikes make particularly poor wheelbarrows when deployed along the Darby-Elk City Road. You'd be amazed at how few people travel that road when you are out of fuel.

The D7 challenge is one of the hardest of the Tour and the hard part is only about 1.5 miles long - the King of the Motos mile and a half. Gird your loins

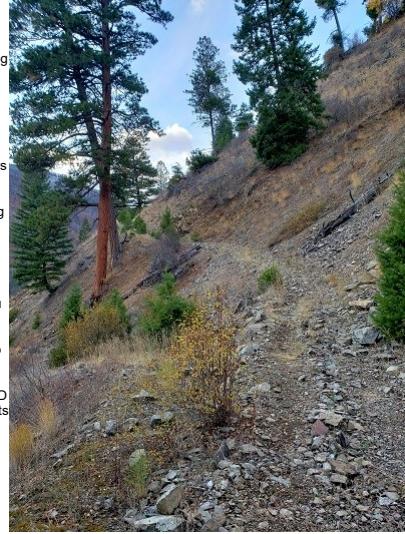


Magruder Road

Head west out of North Fork along NFD 030 about 10 miles to an intersection with Indian Creek Road (NFD 036) on the right (north). Head north about six miles until the Jeep road ends at a creek crossing. As improbable as it appears early in the season the trail does, in fact, continue on the other side of the creek - albeit now as an ATV trail. About a mile and a half further north the ATV trail crosses Corral Creek which comes in from the right. Shortly thereafter the route ascends through a few switchbacks and turns into singletrack. It's a long, steep (1000' per mile) three-mile climb up Henderson Ridge (6141') to the Divide Trail.

Henderson Ridge is not only steep, but it's littered with deadfall from a catastrophic fire a few years ago. There is a trail there, but at times it can be difficult to follow. If you absolutely cannot get through you may backtrack and head east to Butcher Knife Ridge and pick up the Divide Trail there.

Turn left (west) on the Divide Trail (6106) and head west a few miles to Irishman's Rock. Here soloists may elect take a shortcut down Mine Creek Road and Hughes Creek Road to the West Fork Highway (473). This shortcut leaves out some nice singletrack but does cut the distance to Elk City considerably. For solo riders, who are hardest-pressed to carry supplemental fuel, this is the recommended option.



Henderson Ridge



Bald Mountain D7 Challenge Section

You are beginning a trek through the heart of the largest contiguous wilderness area in the lower 48 states - the Frank Church. Head west on Nez Perce (also known as the Darby-Elk City Road) to Nez Perce Pass (6597'). This pass marks the approximate halfway point of the Tour of Idaho. Go west 15 miles downhill to the Selway River, then another 5 miles to the Magruder Crossing Campground and an intersection with NFD 6223 on the north (right). Go left (south) continuing along the Nez Perce Road and the Magruder Corridor. The road climbs a long grade 5 miles to Kim Creek Saddle (6000'). Continue a few more miles to Salmon Mountain (8228').

Salmon Mountain Lookout contains a bonus Challenge Point - but to hike a bit to get there. The Salmon Mountain Trail (FST 705) is a 1.2 mile trek that gains about 700 feet. If any part of the Tour is closed by fire, or you've made a riding or navigational error, this is a relatively easy way to make up a CP.

Continue along the Nez Perce/Magruder Corridor/Darby-Elk City Road ([video](#)) 40 miles, generally west, to Dry Saddle. There is a short out and back near here to Burnt Knob Lookout (8196'). After this descend steeply into Poet Creek then trek an interminable number of miles along the world's most dangerous dirt road looking for an ATV trail (505) that departs the road north less than a mile from Mountain Meadows.

The 505/835 ATV trail network is one of the better ones along the entire Tour. Follow the 505 north several miles to Soda Creek Point. Continue as the trail gradually follows a series of switchbacks down the mountain to Red River and FS 234, Hot Springs Road (note: Red River Hot Springs is 2.5 miles northeast along the road 234 at this point. There are supplies there but no gas pumps).

Turn left and head southwest on FS 234 a mile or so to an intersection with Divide Road (FS 423). Turn right and head west then north a few miles to an intersection with the 505 ATV Trail near Black Hawk Mountain ([video](#)).

Until 2016 the Tour continued past Black Hawk Mountain directly to Lowell. Unfortunately the only gas station in Lowell is now closed. That being the case you'll have to take the 25-mile detour west into Elk City for gas. Elk City is a pretty remarkable place. It's remote and as such well-stocked to keep the locals from having to make the horrendous drive to the nearest town. You'll find gas, food and some supplies if you look around. You'll want to take on as much gas as you can carry at Elk City because it's 225+ miles to the next gas along the Tour route at Powell Ranger Station.

The network of roads, single track trails, ATV trails and goat trails around Elk City is a complex maze. I've ridden these trails dozens of times and I still have trouble in

places. That's because there are trails literally going everywhere - often within a few feet of each other. In places there will be a road, an ATV trail and a single track all going in the same direction a few yards apart. This is the one area along the Tour where you may be forgiven from wandering from the established route. Just get into Elk City and back on the Tour the best way that you can't get close to the recommended route.

After Elk City you'll ride back to the 505 and head generally northwest along ATV trails (505) another few miles to Anderson Butte. After this go northwest 10 or so miles along the Anderson Butte Recreational Trail (835) to NFD 443 (Note: There is a right turn just north of Anderson Butte that is not completely obvious). Continue north on NFD 443 a short distance to an intersection with NFD 464 on the west (left). Turn east (right) and continue along NFD 443 another 6 miles until the road narrows near Falls Point. Here the road takes an 3800' plunge in 7 miles to Selway Falls. Once in the valley follow the Selway River downstream a mile or so to a bridge crossing. On the other side of the bridge turn northeast (left) and follow the Selway Road downstream some 14 miles to Lowell.

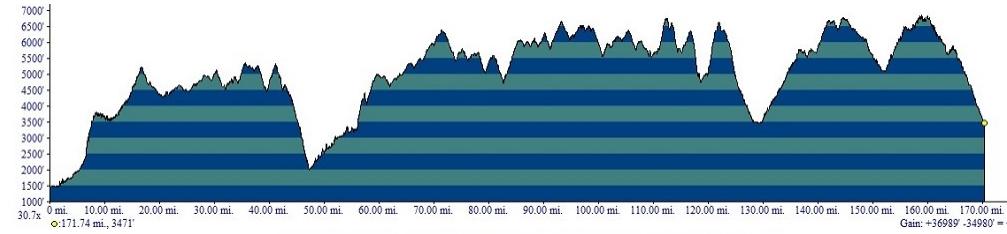
Lowell is a small community with a motel and a restaurant. As of 2016 the gas station/store (Cougar Station) is closed. The [Wilderness Inn](#) is currently the only dependable option for lodging.

Lowell is the lowest elevation of the Tour at 1450'.

While in Lowell, please be sure to patronize these supporters of the Tour of Idaho.



D8 - Lowell to Powell RS (150 - 185 miles)



Pete King Ridge *	ATV	1
Pete King Creek *	ST	2
Fish Butte, R **	ST	4
Fish Butte	ATV	1
CS Sherman Creek, R *	ST	5
Fish Creek, R *	ST	4
Ant Hill	ST	3
Windy Ridge **	ST	3
Windy Bill *	ST	3
Raspberry	ST	3
Marten	ATV	1
Switchback Hill/Scurvy Mountain	ST	4-
Junction Mountain	ST	3
Scurvy Mountain *	ATV	1



Pete King Trail

Day eight is a good one. You'll want to get an early start as the short distance to Powell Ranger Station (150 - 180 miles - depending on the exact route taken) makes the day deceiving. Much of D8 is spent on single track trail that, though mostly moderate, is relatively slow going. Powell Ranger Station is also a good place to get to early if you expect to find an unreserved bunk. Expect to spend about 10 hours on the bike. Hopefully you have supplemental fuel you carried from Elk City because it's 230 miles from Elk City to Powell Ranger Station - they next place along the Tour you'll find fuel.

From Lowell go east on Highway 12 about 2 miles to Pete King Creek. Head up the creek for about a mile where the routes diverge for the first time on D8. Two and three-member teams will continue up Pete King Creek to FS 101. Soloists are allowed to turn right (east) and climb steeply along an ATV trail for several miles to Pete King Ridge and an eventual intersection with FS 460. Follow 460 for a few miles west toward Higgins Hump then take FS 5515 a few miles north to Fan Saddle and an intersection with FS 101.

After a short side trip to Walde Lookout (the challenge point is up the ladder and in the tower), continue north several miles along FS 101 to Canyon Junction.

From Canyon Junction take NFD 483 several miles east to Frenchman's Butte. Continue east several more miles to Middle Butte, then north and east to Fish Butte Saddle. Here you'll find trail 2230 on the right and a short, 3-mile out and back to the top of Fish Butte straight ahead.

After Frenchman's Butte Head east along 2230 several miles downhill to Hwy 12. At Hwy 12 you'll have a choice between continuing along the regular route or tackling the **D8 challenge section - Sherman Creek**



Fish Butte Trail

To ride the challenge follow Hwy 12 northeast a couple of miles to Sherman Creek Trail which is found on the left. This challenge is neither particularly scenic nor inspiring but it does require high effort. It rejoins the regular route at the Lolo Motorway (FS500) several miles east of FS485.

Why you should ride it. If you have been bored and feel as if you challenged that'll all change here. This variant is significantly shorter than the regular route so you'll save fuel. **Why you should not.** Know your size. This one, like the one the day before, requires some mojo.

Near Highway 12 the Tour turns left and heads east up trail 2240, Fish Creek, several miles. The route diverges again near waypoint 8Dxyz23.

Soloists are permitted to head up ATV trail 229 (Fish Butte Saddle) to Trail 2240 (Fish Creek) and backtrack to Canyon Junction. From there head north on the Lolo Motorway (FS 500). Two and three member teams will continue to Trail 225, Ant Hill. Climb steeply for a few miles to FS485 and follow this east to the Lolo Motorway, FS500. Though the Ant Hill route is significantly shorter, some of the switchbacks are high effort.

Turn right (east) on NFD 500 and proceed a few miles to a brief out and back to the Castle Creek Lookout. After this head generally east several more miles to 12-mile Saddle. Here at 12-mile Saddle the fun really begins.



Windy Ridge Trail

Head north along single track trail 164 a few miles to an intersection with trail 594 (Raspberry Butte) on the right (east). Soloists are permitted to take a shortcut down Trail 594 to Trail 117 (Marten Hill) to Road 587 (Marten Creek) to Trail 255 (Marten Creek) to Road 107 (Saddle Camp) back to the Lolo Motorway. This shortcut will save at least a couple of hours and avoid a few high effort sections of Trail 531. Soloists electing to take this shortcut are permitted to obtain the Scurvy Mountain Lookout challenge point on D9. **Soloists who elect to take this shortcut may not take the shortcut on D9 that eliminates Lunde Ridge/Rock Garden without losing 2 CP's.**

For all others continue along Trail 164 another few miles to an intersection with trail 531 on the right. Take trail 531 to Windy Bill Saddle, across and down Switchback Hill, then climb Scurvy Mountain to a truly spectacular view and your last challenge point of the day. The section of Trail 531 through Scurvy Saddle and up the switchbacks is lightly used and seldom brushed or sawed. Many parties have struggled to find the path forward through the thick brush - especially in the dark. The Scurvy Mountain LO is available to groups as a wilderness retreat. Please be courteous to anyone you meet there.

From Scurvy Mountain LO you'll follow an ATV trail steeply downhill several miles to East Saddle and FS 581 road. Follow this east and south to Cayuse Creek, then uphill to Toboggan Ridge. Continue southeast along 581 around 20 miles to Cayuse Junction and an intersection with the Lolo Motorway (NFD 500). Follow NFD 500 east about 10 miles to Papoose Saddle. From here you are very close to Powell Junction with numerous alternatives, all involving logging roads. The suggested route, which goes down Parachute Hill to US 12, is as good as any.

A right turn (west) on US 12 will deposit you at your destination in about a mile. Here you'll encounter the historic Powell Ranger Station and [Lochsa Lodge](#). I guarantee that you'll find the ambiance very enjoyable after a day of great riding.

You'll need to make a reservation in advance (generally by several months) if you want a place to sleep that's not on grass. The complex contains a lodge, campground, cabins a general store and gas pumps. The outhouse has a heater and is possibly the warmest spot around.

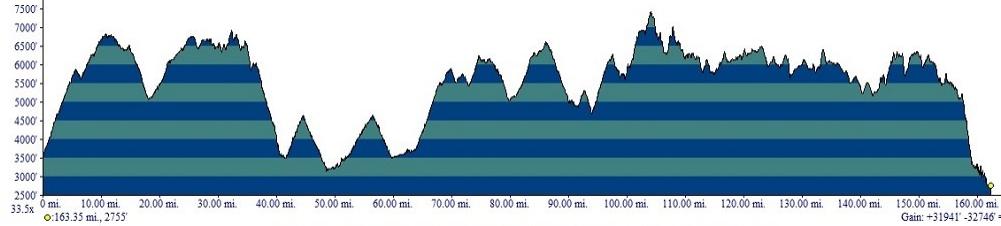


Scurvy Mountain LO



While at Lochsa Lodge, please be sure to patronize these supporters of the Tour of Idaho.

D9 - Powell RS to Wallace (165 miles)



Rock Garden Trail, R **	ST	4
Simmons-Hellar Divide, PG **	ST	3
State Line Trail, PG ***	ST	3
CS Simmons Ridge/Simmons Creek, R **	ST	5-
St. Joe Divide Trail	ATV	2
St. Joe Divide Trail, PG *	ST	3
Red Oak	ATV	2



Clearwater Country

Day nine is your last hard day. It's also a day for another early start as you'll want to arrive in Wallace, the penultimate "big city" on the Tour, early enough to enjoy the hospitality of Donna and her staff at the Ryan Hotel. You'll be celebrating your impending Tour of Idaho finish with a nice meal at any of a dozen splendid eateries if you make it to Wallace without incident. Twelve hours ought to do it.

D9 contains single track and logging roads with a few fast transfer sections. Most of the trails are moderate in difficulty but very, very scenic. It's a fun day but for about two miles of trail. The main D9 issue is logistical - there is no gas available anywhere in the 170 miles between PRS and Wallace so carrying supplemental fuel is advisable. Under normal circumstances large parties with OHVs may be found at the Cedars campground (about halfway to Wallace) and I have never been refused a request to purchase a few gallons of fuel there. The only other D9 issue is that your tires, among other things, are likely toast at this point. The number of teams historically experiencing tire or mechanical failure on D9 is large.



Quartz Creek - challenge point view

Begin by heading north out of PRS along FS 569 up Parachute Hill to Powell Junction. From here you'll ride the a section you rode near the end of D7, FS 500 and FS 581, in the opposite direction to Lunde Ridge. Turn left off of FS 581 and take the Lunde Ridge Trail (534) 12+ miles through the aptly named Rock Garden. Rock Garden contains some actual gnarl and is the most difficult trail of the day. When it's sawed it's a bear. When it's not it's a Grizzly bear. Soloists who rode Windy Bill on D8 are permitted to turn around just before the switchbacks that lead up to Rock Garden and treat the first part of the trail as a pleasant out and back.

Continue to Lunde Peak, then down trail 534 to Cayuse Creek and an intersection with Trail 532. Follow 532 east down Cayuse Creek for a few miles to an intersection with FS 581.

Turn left (north) and continue along 581 a few miles over the mountain to Kelly Creek. Continue north along FS 255 (Moose Creek Road) 10 miles or so, across Deception Saddle, and downhill to an intersection with NFD 250. Turn right on NFD 250 and head northeast a few miles to The Cedars.

From The Cedars, look for an intersection with NFD 720, which climbs out of the Clearwater River and heads west 10 miles to Fly Hill and an intersection with NFD 715. Follow NFD 715 another 10 miles north to Gospel Hill (6457') then another six miles to an intersection with NFD 320.



Cliff Lake, State Line Trail - Challenge Point view

From here turn left and head west and north along 320 several miles to Hellar Creek. Continue along 320 climbing a couple of miles to an intersection with NF 346 on the right (north). Head north a short distance and find the Hellar Divide Trail (77) on the right. Follow this north and east several miles to an intersection with State Line Trail (738).

For anyone still in need of a **challenge** section to make them feel right about the Tour we give you the long, but worthy, Simmons Ridge Trail (078)/Simmons Creek Trail (080) loop. **Why you should ride it.** Very scenic and quite challenging in a few spots. **Why you should not.** It's long and does not add anything to the day except miles. Simmons Creek Trail also closes in early September. Unless you need to make up for errors or fire closures just get to Wallace early and celebrate.

Continue north along 738 another 5 miles until it becomes a road (NFD 391) near Little Joe Mountain. Follow NFD 391, now State Line Road, several miles to NFD 50. Cross NFD 50 and continue on State Line Road another 30 miles northeast past Quarles Peak, Crittenden Peak and Dominion Peak to Roland Summit.

From Roland Summit the pre 2020 route turned south (left) at St. Paul Pass, descended Cliff Creek to NFD 326, west to Moon Pass Road (NFD 456), then north over Moon Pass (4826') to Wallace. You might want to make note of that.

The 2020 route continues along the MT/ID border on the St. Joe NRT Divide Trail. The first few miles, to Bullion Pass, consists of ATV trail. Please note that it is possible to descent to the southwest from Bullion Pass to NFD 456 if necessary.

From Bullion Pass the St. Joe Divide Trail, now singletrack, heads west about eight miles past St. Regis Lake and Stevens Peak to Gold Hill. From here the trail turns into an ATV trail (Red Oak, 16A) and heads west to an eventual intersection with 456 just south of Wallace. The last time we used any of the St. Joe Divide trail, about a decade ago, it was a mess. The way up north guys tell me that its all been cleaned out. If so you are in for a treat. If not you'll be in there a while.

[Wallace](#) is a historic mining town with a population of about 1000. It's generally brimming with tourists and there are a variety of accommodations available. It's one of the best towns along the entire Tour in which to spend some time. We recommend the [Ryan Hotel](#) for accommodations where Donna and her staff will treat you right. Ethanol-free gas is available at [Beams Hi Co.](#)

Congrats, you are almost done!



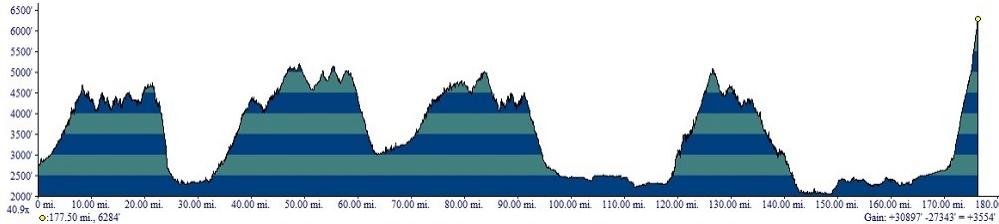
Heller Simmons Divide - Challenge Point view

While in Wallace, please be sure to patronize these supporters of the Tour of Idaho.



Ryan Hotel [email](#)
phone [2087536001](#)

D10 - Wallace to Priest Lake (180 miles)



Graham Ridge	ST	1
Graham Creek	ST	2
CS Independence Creek, R *	ST	3
Bunco Pass	ATV	1

Day Ten - your last day on the Tour. Gas, food and water are not a problem as there are frequent highway crossings and small towns all along the way. It's the easiest day of the Tour. Mostly it's a long transfer section to get you to Sundance Mountain and the Selkirks (a beautiful mountain range virtually unknown beyond the area). About the only harp out of tune in the heavenly orchestra is that it's not overly difficult to get lost in maze after maze of logging roads you'll encounter. Though not difficult, the riding is scenic, relaxing and enjoyable. It's a good last day. Plan on eight hours to Sundance and a bit more to return to your shuttle in Priest River.

From downtown Wallace, take 6th street north under I-90 to 9-mile Road/NFD 456 and follow it north. After three miles 456 (which is paved) heads uphill through a series of curves while 9-mile Roads veers left and becomes dirt. Continue along 9-mile Road a short distance as it ascends through a series of switchbacks to an intersection with NFD 424. Turn west (left) on NFD 424 and follow it 16 miles as it winds northwest to Moon Saddle. Your GPS track will prove invaluable in keeping you on route through the maze of logging roads that criss-cross this area. From Moon Saddle (469') head west (left) a short distance and find Graham Ridge Trail (17) which heads west a short distance to the top of Graham Creek Trail (33). Follow Graham Creek downhill and north about 5 miles as it descends to the Coeur d'Alene River Road (NFD 9).

Proceed east (right) on NFD 9 for a few miles to a river crossing. Immediately on the north side of the bridge you'll encounter NFD 503 (Old River Road - County 1 C) on the left. Head west along this road and look almost immediately for an intersection with NFD 207 (Brown Creek Road). Go northwest a few miles to Brown Creek Saddle, then north a few more miles to along FS 993 to Grizzly Ridge.

Continue north along Grizzly Ridge Road (NFD 260), then to Flat Creek Saddle and Grassy Mountain, then north on NFD 265 to Spyglass Peak Lookout. The road then heads west a few miles to Big Meadows and the Magee Historic Site - a nice spot to rest for a bit. From here you may turn right (north) and follow NFD 6310 a few miles to the challenge section for D9, the Independence Creek Trail. **Why you should ride it.** One of the easier challenge sections. All the way up north guys love it. **Why you should not.** This trail is an example of what happens when surrounding trails are closed - funneling a lot of traffic onto one trail. Independence Creek is rutted, beat to death in spots and less than great except for a really spectacular climb near it's end.



Independence Creek



Hoodoo Mountain - Challenge Point view

For those staying on the main route it continues west along NFD 534, the Cascade Magee Road, to Hamilton Creek/Hamilton Mountain Road (436) on the right (north). Follow this 7+ miles to Crooked Ridge Road (258), then head north a few miles to Bunco Road (332).

Follow Bunco Rd. (NFD 332) across Prospect Peak. Just beyond here, and just at the point Bunco Road drops into the valley to the west, the routes diverge for one last time. Please note that the Bunco Pass ATV trail closes on 9/5 and after that everyone follows the same route down to Bunco Corners.

From Bunco Corners turn north (right) on Goodhopper Road and proceed 0.5 miles to Belmont Road. Turn west (left) on Belmont and proceed a mile to N. Lewellen Creek road 1.5 miles to SR 54. Turn left (west) and proceed three miles to an intersection with US 95. Proceed across 95 to the town of Athol - a great place for a brief lunch and fuel before the last push north. The last time I was there the Thai food in the gas station was outstanding.

Head west out of Athol on Watkins Ave./SR 54. Go 1.5 miles to an intersection with North Clagstone Road on the north (right). Take Clagstone Road north and east 10 miles to an intersection with Spirit Lake Cutoff. Head west (straight) through this intersection and continue along Clagstone Road another 1.5 miles to an intersection with Blanchard Cutoff Road. Turn west (right) and follow this road a little less than a mile to NFD 2550 Road on the north (right). This is the second dirt road on the right and is marked with a sign that has an anvil on it. This is the heart of Ruby Ridge country and it would be best if you didn't get lost. That tune that keeps running through your head, the one that you can't quite place - it's *Dueling Banjos*.

Follow NFD 2550 as it winds its way 7.5 miles up to the summit of Hoodoo Mountain (4665') which is the first challenge point of the day. You'll have to backtrack about a mile from the summit to find the continuation of NFD 2550 that descends the north side of the mountain to Priest River. Follow NFD 2550 down some 15 miles to an intersection with Dufort Road on the south side of the Pend Oreille River. Follow this road west 3 miles along the southern bank of the Pend Oreille to a bridge that crosses the river north to the town of Priest River.

Priest River is the best place to have a shuttle waiting. It's also the last chance for gas before the final sprint into the heart of the Selkirks. [Mitchell's Express](#) has ethanol-free gas. The [Eagle's Nest Motel](#) is the best lodging anywhere near the end of the Tour.

The [Travel America RV Park](#) in Sagle (about 20 miles east) is the best place near the end of the Tour to park a rig that you plan on leaving for a week plus. If you are doing a self-shuttle, this is your best bet.

Take US 2 east out of the town of Priest River. About a mile east of town look for an intersection with East Side Road (W43) on the north (left) side of the highway. Proceed north 12 miles to an intersection with W39 (East River Road). Turn north (right) and proceed 11 miles toward Coolin. About a mile or so south of Coolin, look for the Sundance Mountain Road on the right (east).

Follow this route uphill a few miles to an intersection with 207. Take this jeep road steeply uphill a few miles to the majestic Sundance Mountain Lookout. Enjoy the splendid views of the Selkirks and Priest Lake. You've made it. Your last challenge point of the Tour is in the tower.

If you get to Sundance early enough it's not a bad ride up to the original end of Tour north of Upper Priest Lake, then back down the west side of the lake back to Priest River. This loop, however, adds another 80 miles to the end of the day.



Sundance Mountain



Selkirk Crest

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