

## Trail Poop

Carefully gathered by the fairly inarticulate Tim Bernard  
at Happy Trails Products. Only the dirt and nothin' but the dirt,  
well a little bit of pavement to get there.



### April 27-30 Moab Ride

Wow is all I can say about the trip to Southern California and Moab. I talked my recently retired friend Dave into taking a "Road Trip" with me. So the dog, Dave and me loaded the 5<sup>th</sup> wheel up and headed to Death Valley the first day. We traveled 640 miles and still had daylight left. After cooking up some pork chops we went for a moonlight ride through Death Valley. The next day we caught some of the great sites around Death Valley and I made the critical mistake of not buying diesel that night. The next morning all the pumps worked except the diesel pump. We coasted into Trona on fumes! Later that day the goal was to be at the Burbank airport just as Sherry landed and we would pick her up and travel to BMW of Ventura County. Well I was on time and Sherry's plane was late and we had another issue with luggage. The original plan was for her to just have carry-on luggage since everything else she owned was in the 5<sup>th</sup> wheel. Well my first trip through the airport required placing the tires on the curb, sidewalk and an occasional planter. Those people around Burbank sure are friendly they were all honking and waving at me. I found what I thought was an out of the way spot and parked. Then this cop on a bicycle peddles up and rests his arm on the passenger door and talked with us. Mostly it was about that we could not park there and we agreed, he did not even mention those planters we left our tire prints on. The second trip through was more exciting since I ended up a little turned around (it was due to the haze and I could not get a bearing on the sun). Finally we picked up Sherry and made it out to Highway 101. I felt a little like a male dog since I had left my mark on almost everything around the airport.

The Friday night at BMW Ventura was a special event with Glen Heggstad. I had talked with Glen when we helped outfit his bike for his South American trip in 2001 but I had never met him. The Saturday open house was attended by over 900 customers. Those guys know how to throw a party. On our way to Moab we dropped Dave off in Mexican Hat so he could ride the West of the Green River and on to Moab. Dave ran into a testy NPS employee who was bound and determined to give him a ticket for not having a camping permit. After several trips to the Park Supervisor in Moab the issue was resolved in Dave's favor. We boondock camped with the 5<sup>th</sup> wheel on a ridge on the way to Dead Horse point for several days and had a great time. Dave and I road the Whiterim Trail and had a special lunch of smoked steelhead, cream cheese and a bagel while dangling our feet over a 500 foot ledge.



#### Bikes for sale;

1983 XL Honda 600 Great condition and good tires. \$1995.00 [tim.bernard@happy-trail.com](mailto:tim.bernard@happy-trail.com)

2006 KLR 650 15500 miles and loaded with extra. \$5356.00 [tim.bernard@happy-trail.com](mailto:tim.bernard@happy-trail.com)

### July 28-30 Happy Trails Burma Road Adventure

We had a great group of riders this year. Roxanne Jenkins rode a Honda 230 the entire route! The first day going to Atlanta was a great day and not hazy. Day 2 to Challis proved quite interesting for some. There were several flat tires and rumor has it that someone started out with the wrong tube from a prior repair and things got worse from there.

A fire caused some creative routing for the trip home on Day 3 but that did not slow anybody down. I was with a group that went up to the Livingston mile and up Railroad Ridge to view the China Wall. Riding your bike at 10,400 feet and having breathtaking views in the Whitecloud Mountains is just priceless. We will definitely be riding in the Challis area some more.

### September 22-24 GNATSASS RIDE Hosted By Bert Fox

The trip down to the GNATSASS was spectacular as expected.

Southern Idaho has some of the loneliest areas you can ever be in. We saw sage hen, chucker, antelope, deer and cougar! The BigCat riders have nothing on us when it comes to spotting the cats in their environment. I had a friend hit a Mountain Lion this summer over by Palisades Reservoir. It was a glancing blow so he did not go down and the cat kept going. The cat did leave his mark with crap all over it.

Ed and I opted for a more technical ride on Saturday from Taylor Canyon to Jack Creek, and on to Charleston. From Charleston we went through the Prunty Ranch to the Bruneau River. This is one of my favorite areas to ride and is both rugged and beautiful. We took the power line out of the Bruneau Canyon and were in for a special treat of deep cuts and some technical riding. I found a way around one section of the ruts and improved my hill climbing skills. Once we were over the top of the ridge and in the Jarbidge drainage we were treated to other spectacular views. We met up with Bert and Susie Fox riding their Ural Patrol in Jarbidge and thought the other riders were ahead of us. We found out later that 2 of the riders on the "B" loop had been injured. One



required the Life Flight helicopter for a broken leg and the other needed a pickup ride due to some broken toes. This is 2 years now that the "B" loop has not been completed but Bert says he will try it again next year. Bert always puts on a great ride and Taylor Canyon.



Upcoming Dates:

HAPPY TRAILS TECH DAZE FOR WINTER 2006 & 2007

#### October 21: TIRE TECH

A look into what it takes to be trail savvy with your tires. What tire should you run, what tube is best for you, what spares you should pack and the HOW TO of tire repair on the trail will be covered.

#### November 18: VALVE DAY

A look at valve adjustment do's & don't on different bikes.

#### December 9: GENERAL MAINTENANCE

Everything you should know and maybe a little bit more about the general maintenance of your bike. We will take a look at chains, air filters, oil changes and what tools to pack.

#### January 27: WELCOME THE NEW YEAR AND CHECK YOUR DOOHICKEY

This will be our winter open house and famous chili cook-off along with the KLR Doohickey Tech day. Lots of good food, trail talk and door prizes.

#### February 24: SUSPENSION TECH DAY

We are on the rebound from last year with this tech session. Figure out the best way to set up your bike.

## Tim's Trail Tips

I often am asked the question of how do I corner on Major dirt roads from riders that are posing a cornering question to me. They have had a bad experience in a corner and their bike is not responding in a manner they are comfortable with. With my limited ability to articulate things like this I will give you my explanation. To understand some of the terms and my methods you might need to first read Proficient Motorcycling & More Proficient Motorcycling by David Hough. I do have several copies of these books in stock. Although they are based on street strategies the concepts are the same and with a little tweaking they strategies work well.

### PUSH

This is a term that I first heard in racing. Some people also call it under steer. The symptom is the front tire is not going in the direction your input has directed it to.

The front end is not going where you think it is do different factors. Some might be;

- Lean angle to great
- Speed is to great
- Not looking through the corner
- Target fixation
- Too much front brake
- Rider position incorrect

The cures are easy;

- Keep the bike more upright
- Bike more upright
- Concentrate on where you are going
- Keep your scanning ahead where you are going
- Brake earlier
- Position yourself to add traction

If you can not cure the symptoms it can result in a slide or an off road experience. Either way it is detraction from the goal you set out for that day.

Street riders are looking for a smooth segue out of the corner to the straight road. In Off pavement riding our needs are different but the goal is the same. The primary goal is to execute a safe corner in a controlled manner. The secondary goal is to enjoy and experience the corner. Russ Darr told me that the 11<sup>th</sup> commandment is "Thou shall not waste corners."

So let's take a look at what we need to do.

Address the corner and salute it. This gives the corner your attention and the respect it needs.

First we need to

- Pick a line
- Reduce throttle
- Applying braking
- Be ware of front end dive
- Be prepared to move on the bike

Plan an early exit route

I yell to myself there is an ATV, crazy bear hunter or logging truck coming to get me. So I plan exit route if my space becomes occupied.

Divide the corner into segments and section the corner. Unlike street riding where we are looking for a smooth arc cornering in the dirt sometimes requires other measures.

Reducing the lean angle can be done in several ways. One is reduced typically require less lean angle. Standing on the pegs raises the center of gravity and the higher the center of gravity the less lean angle is required to negotiate a corner.

Use a delayed apex technique to establish your corner entry point that David Hough talks about. I call this a PEAK-A-BOO cornering method.

Finally when the coast is clear apply throttle as the fun meter indicates while scanning for the next corner.

Let's review what I have just muddled together only this time I will try to put it in more orderly fashion. The Process I will use is called SIPDE. This breaks down in **S**can **I**dentify **P**redict **D**ecide & **E**xecute.

**Scan:** Looking into the corner well ahead of time and addressing the corner. I call this aggressive riding. This does not mean you are riding beyond your means but that you are in control you are the aggressor, not passively accepting the corner.

**Identify:** Yes it is a corner. What are the current soil conditions? What are my current friction zone indicators?

**Predict:** Making a corner strategy, Planning an early exit route if the corner if my space is occupied. Calculating current speed and calculating appropriate speed for the corner. Imagining what the corner is like and sectioning the corner in my mind and keeping in my mind that it might be a decreasing radius corner.

**Decide:** Picking a line. Adjusting my speed with throttle and/ or brakes with the skills I have been practicing. Committing to the corner, but keeping my early exit strategy available.

**Execute** Putting the Prediction and the Decisions into effect. I have set my line to enter the corner allowing for an exit route if my line becomes occupied. My speed is correct and the attitude of the bike is still neutral due to the fact that I decelerated in a Predicted manner. I am looking through the corner and past my first section in marker and on to the next be careful not to focus on any one point. Applying throttle as needed. I am Scanning for my next circumstance.

Scan Identify Predict Decide Execute

Happy Trails

Tim Bernard