

# The Pack

Utah Riders Association of Triumph's Official Newsletter

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## Happy New Year!!

-David Barth

There may be snow on the ground but that doesn't mean the (U)RAT is hibernating. Your officers are continually thinking about what's coming up and the next time that the rubber can hit the road. We probably think about the latter a bit too much (while we're supposed to be working, when our spouses and children are talking, pretty much anytime we are breathing). We are currently planning the remaining winter activities including winter seminars and a screening of the movie *Brittany* in February. Discussion of the rides and events for the upcoming riding season are just beginning. We will, of course, ride the Salt Lake Area classics but are open to new rides. We are even considering an overnigher to get us out of town. Have some event ideas for us? Drop us an email. We'd love to hear your ideas! ■

## Recent Ride

-David Barth

Prior to the cold moving in, I was able to get out on a great dirt ride with member Jeremy Roberts. For this November ride we headed to the Cedar Mountains which separate Skull Valley from the Great Salt Lake Desert. In Pleistocene times, this desert was a vast glacial lake by the name of Lake Bonneville. Now it is the salty home of the Bonneville Speedway where daredevils attempt to break speed records in all sorts of vehicles (see Craig's article on page XX).

Breaking speed records was not our goal for the day but exploring was. After a quick bagel, we straight-lined it on I-80 to Delle. If you blink you will miss Delle as it consists of a defunct motel, a closed auto shop, and a Sinclair station. From the gas station parking lot you head south-west on one of the many random roads that crisscross the desert. This section is fun as there are many non-mandatory "jumps" that one can partake.

Just keep your eyes open as there can be cross traffic in the form of RZR's, four wheelers, and dirt bikes.

Eventually the web of paths met up with the main dirt road that took us south on the shoulder of the range. The beginning of this section of road is fairly smooth but contains some random inch to six inch diameter rocks



strewn about the road as you get closer to Hastings Pass. The rocks shouldn't cause too many problems as long as you are paying attention.

A right turn onto Skull Valley Knolls Road took us to the base of Hastings Pass. This section of the route is part of the (in)famous Hastings Cutoff of the California Trail. This cutoff, created by Lansford Hastings in 1845, left the California Trail at Fort Bridger, Wyoming. It passed south-west through the Wasatch Range, skirted the south side of the Salt Lake through 80 miles of waterless desert, and bypassed the Ruby Mountains to the south before meeting back up with the California Trail near Elko, Nevada.

Even though the first emigration that used the route found it trying, the trail continued to get use by other parties. One such party was the doomed Donner-Reed ⇨

Party. Following the Hastings Cutoff greatly slowed their 1846 emigration. They did not arrive at what is today Donner Lake, California until November. An early snowstorm brought heavy snow and they were trapped. Food supplies ran low and the party was forced to resort to cannibalism of the dead to survive. Rescuers were sent from California but were not able to reach



the party for 4 months. Only 48 of the original 87 members survived to leave the Sierra Nevada's. The section of the cutoff west of Salt Lake continued to get use during the California gold rush but was eventually abandoned in 1850 when the Salt Lake Cutoff was created to avoid the Great Salt Lake Desert. Now it's just off-road vehicles and motorcycles.

After a few photos at the trail kiosk, we were on our way up and over the Cedar Mountains. The surface of the road stays much the same as before with mostly avoidable mid-sized rocks. I could see sections of the road becoming fairly difficult during rain or after a wet period as the road runs on a dry creek bed at times. No problems though.



backside moun-passed and came south. As we headed south on Cedar Mountain Road, we began to realize that we were very alone and highly outnumbered by cows. Mistakes this far out require a long wait and then a long ambulance or helicopter ride out. While the road was pretty buff, it did have the occasional sandy spots.

The real danger was high speed complacency. The road crosses many drainages coming off of the mountains. To prevent steep entrances and exits to the drainages, the road takes a 90 degree turn into the drainage, makes another 90 across the bottom, and makes another 90 in the other direction up the other side of the hill. On the straight sections approaching drainages you can really fly and the drainages cannot be seen from afar. 400+ pound bikes do not slow down quickly on dirt! Having ridden this road in the past I was ready for the turns. One turn did call out Jeremy, though. Jeremy went down

but was not hurt. His bike took minor damage in the form of a flattened rear brake pedal, slightly turned forks, and a broken windshield mount. After a dust off and a minor reshaping of the pedal we were ready to roll again.



About 20 miles south of the turn from Hastings Pass, the road turns back into the Cedar Mountains and climbs over Rydalch Pass. The road through the pass is more of an ATV road than a 4x4 track but is plenty wide and not overly difficult. The route spits you back out in Skull Valley north-west of Dugway. We headed further South along the front of the range. This section of the road seemed to be less traveled and suffered from some erosion and ruts. Tiredness finally caught up with me and I rode right into a large rut that I was trying to avoid. The bike toppled over and the crash bar did its job perfectly.



I quickly picked up the bike as only my pride was hurt.

From there we continued south to White Rock.

White rock is a smooth, sandstone rock formation that looks like it was just dropped there. It is certainly a cool site and allows for some easy scrambling. The road past White Rock is wide and well maintained. The last five and a half miles to Skull Valley Road (UT-196) is straight as an arrow and allowed for speeds over 80 mph on the dirt. Maybe not smart but definitely thrilling! Thus ended the dirt section of the trip. We cruised south to Dugway and then took Johnson's Pass and 5 Mile Pass back to the Salt Lake Valley. It was a great day ride with very little carnage. Our bikes got some badges of honor and we further ad-



vanced our big bike dirt skills. If you are unsure about riding your adventure bike off-road I definitely recommend trying it. The bike is fully capable and after a few miles you'll quickly find that you are, too. ■

# Winter Party!

January is often the dull drums of motorcycle riding. That doesn't mean you have to give up motorcycle related fun, though. That's why URAT scheduled its first Winter Party. Per our party survey, Mexican food was the cuisine of choice. The party was held at La Hacienda in Salt Lake. We had a good sized crowd with even some new members showing up. The food was good and our prizes were better. Contestants were called up by raffle ticket number and then got to spin the URAT prize wheel. Prizes included shirts, a tin Triumph sign, the book *Jupiter's Travels*, multiple Fly bags, a wood handle knife, and many others. A huge thank you to Harrison Eurosports for their generous donations to our party. We hope to make this an annual event that will grow and grow. Many thanks to those that came and made it so fun! ■





# Rider Down!

## A Crash Course in First Aid: Part I

*-Paul Adams*

"It's not IF but WHEN." How many times have you endured this fatalistic phrase from friends, family, and fellow riders? Have you ever repeated it with a little gallows humor between friends as you stand around your bikes? Or, have you even heard it in your own head after a near miss? Perhaps the phrase sticks around because it hints of a truth we prefer to ignore. Riding a motorcycle can be dangerous to limb and life. A possible crash is something we as riders have considered and accepted for whatever reasons. But, what we don't always honestly address is how we will deal with a crash if one occurs. This is not a riders' safety article. It is a given that everyone is individually responsible for their education, training, and wearing of proper safety gear. These three needed safety principles manage, and hopefully reduce, the IFs. I'd like to address the WHENS with you. I'm not speaking of your WHEN (I hope you never have a WHEN). I'm addressing your fellow rider's WHEN. What can you do after a friend, family member, or even stranger goes down in front of you and needs your immediate help? Starting in this URAT newsletter and continuing into our next two publications, I'd like to provide you with a few tools, techniques, and information that you can use to help an injured cyclist while keeping yourself safe at the scene of an accident.



Are you mentally and physically prepared for a motorcycle accident? They happen – a lot! The CDC stated that motorcycle related deaths have increased by 55% from 2001 to 2008 with more than 34,000 killed and 1,222,000 injured. In 2010, more than half of the people who died in crashes were 40 or older. Motorcycle accidents are not just a problem for the young and reckless. We can't blame all of our accidents on busy city streets, either. According to the National Highway Traffic Safety Administration (NHTSA), roughly half of all crashes occur on rural roads. The economic burden from crash-related injuries and death in one year alone totaled 12 billion ⇨

dollars. It's hard to review these statistics (and the piles of others not mentioned) and not ponder the IF but WHEN philosophy. Why not hope for the best but prepare for the worst? There is no need to feel confused and helpless at a bike accident if you've spent a little time preparing yourself through self-study and equipping yourself with proper safety and first aid equipment.

After you've witnessed a rider go down, a few things need to happen very quickly to provide the best outcome for him and the safety of those on scene who have committed to help. The more riders you have in a group, the better. Your capacity to provide aid and keep yourself safe from traffic will be very challenged if there's only one or two of you. The first and most important principle is making your scene safe. You'll be of no help if you end up injured yourself. Traffic in both directions needs to be alerted and slowed. Send two riders or recruit others who have stopped to alert and slow traffic from both directions. Make sure they are at least one or two corners away from the accident in curvy canyons. Turn on everyone's emergency signals to improve visibility. Road flares, traffic vests, and reflective triangles are a great way to guarantee you'll be seen. Shut the crashed bike off and remove the key. Look for leaking fluids. While it is best to not move an injured person, removal will be necessary if there are leaking fluids flowing towards the victim. With possible scene threats assessed and managed, you can now place your focus on the downed rider. With that said, **DON'T GET TUNNEL VISION**. Your eyes and ears need to continually reassess the safety of your scene while you're assisting.

911 needs to be called the first moment you've determined that further aid is needed than you can provide. You may



need to send someone to a different location to access reception. Have you been paying attention on your ride to mentally calculate where you are? What's your location on the map? Do you see any mile markers? 911 dispatchers are going to need to know. A GPS tracker could be very useful right now. Now that you've determined your scene is safe and paramedics are on their way, it's time to grab your first aid kit and put your newly learned knowledge and skills to the test. Wait, you don't have a first aid kit and you've never learned how to provide basic care? Don't rely on someone else to take care of these situations! You've chose to participate in a statistically dangerous activity. You know it is. That's why you bought the expensive helmet and clothing to protect yourself. Go a little further now and find a way to squeeze some essential first aid gear in your saddle bags or back pack. Then, learn how to use it.

In our next newsletter, I'll provide a shopping list of emergency gear you might like to start carrying with you. Finally, I'll address how to safely provide first aid for a motorcycle crash victim in part three of this series. Until then, ride safe! ■

# In Pursuit of the Record

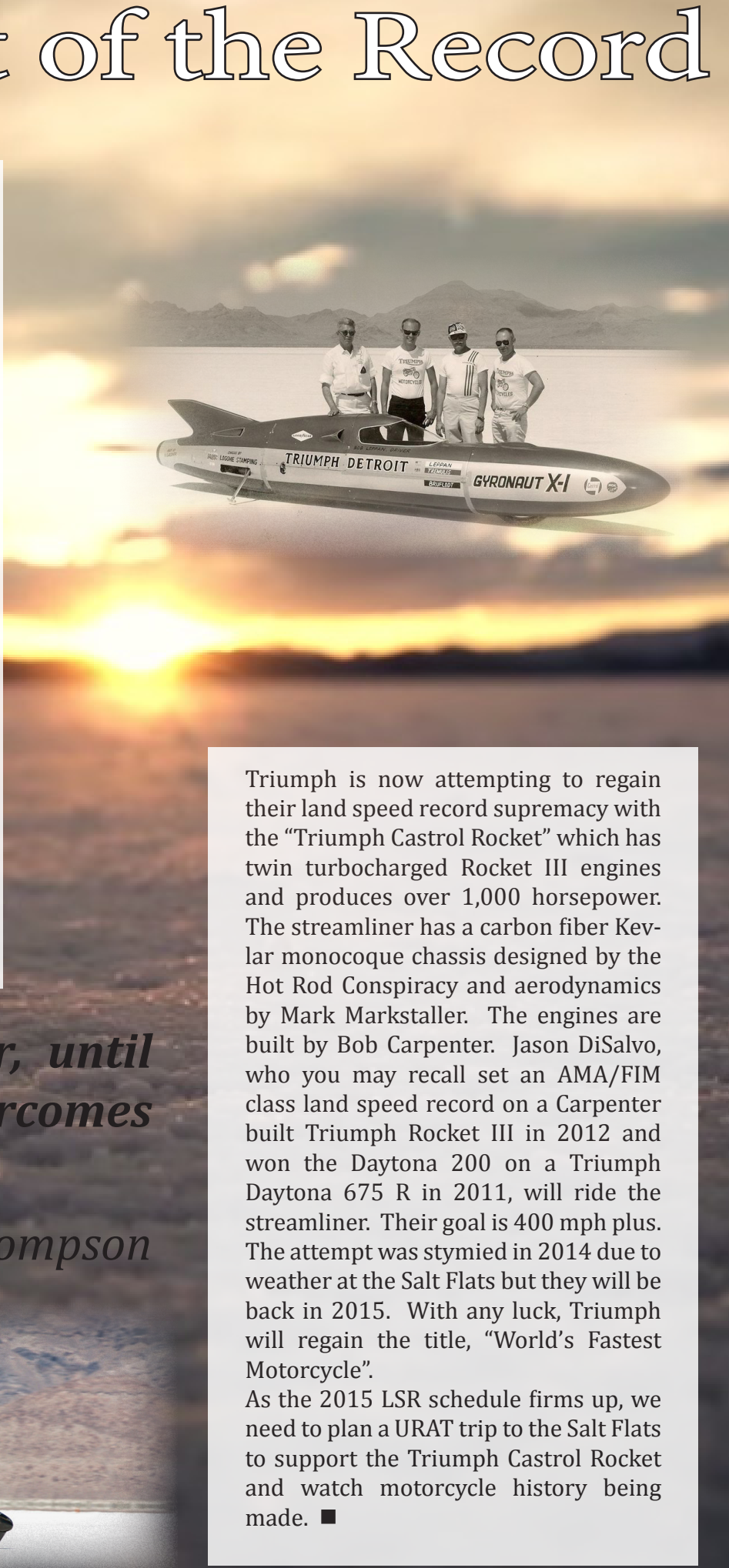
-Craig Mossberg

Between 1955 and 1970, with the exception of a brief thirty-three day period, Triumph motorcycles held the land speed record as the “World’s Fastest Motorcycle”. A Triumph Tiger set records in 1956 and 1962 at the Bonneville Salt Flats. The 1962 bike ridden by Bill Johnson to 224.57 mph became the basis for the Triumph Bonneville. Triumph powered streamliners that held the Land Speed Record were the “Devil’s Arrow”, the “Texas Cee-Gar” and the famous “Gyronaught X-1” which set the LSR at 245.67 mph in 1966. The Gyronaught X-1 has been restored and is currently on display at Triumph functions throughout the country.

Unfortunately, Triumph did not retain the title after this time. The record was held by a succession of Japanese and American powered streamliners. The current land speed record for a motorcycle is held by Rocky Robinson riding the twin Suzuki Hayabusa engine powered “Ack-Attack” at 376.36 mph. The current record was set at Bonneville in September 2010.

*“Faster, faster, faster, until the thrill of speed overcomes the fear of death.”*

*- Hunter S. Thompson*



Triumph is now attempting to regain their land speed record supremacy with the “Triumph Castrol Rocket” which has twin turbocharged Rocket III engines and produces over 1,000 horsepower. The streamliner has a carbon fiber Kevlar monocoque chassis designed by the Hot Rod Conspiracy and aerodynamics by Mark Markstaller. The engines are built by Bob Carpenter. Jason DiSalvo, who you may recall set an AMA/FIM class land speed record on a Carpenter built Triumph Rocket III in 2012 and won the Daytona 200 on a Triumph Daytona 675 R in 2011, will ride the streamliner. Their goal is 400 mph plus. The attempt was stymied in 2014 due to weather at the Salt Flats but they will be back in 2015. With any luck, Triumph will regain the title, “World’s Fastest Motorcycle”.

As the 2015 LSR schedule firms up, we need to plan a URAT trip to the Salt Flats to support the Triumph Castrol Rocket and watch motorcycle history being made. ■





# Member Profile

## Your New Treasurer: Mike Evans

I grew up in the road racing world of the SCCA. I traveled around with my dad who raced the first race car I knew: a 1957 Maserati 200Si. When my uncle came back from Vietnam, my dad retired from racing so he could help my uncle. I continued to love anything with wheels, especially British cars. To me there really are no other sports than motorsports. Unfortunately, at that point I was still too young to drive. So that is why I picked up a camera. I started taking pictures when I was 8 and never stopped. In 1983, I joined the US Army as a photographer doing all types of photos. For the last twenty years I have been mostly focusing on auto racing.



I started riding motorcycles around 13 on a Penton 125 dirt bike. About that time my dad bought his cousin's 1975 Norton 850 Commando. At 15 I started borrowing the Norton which got me into street riding. That really started my love for bikes. For my graduation gift my mom and dad paid for half of a brand new 1983 Suzuki GS550ES. I bought my next new bike two months later: a 1982 Suzuki GS550M Katana that I planned to keep as a collector's item. Less than five months after I got the ES I decided to try to roll it up in a ball in my neighborhood at 100 mph. I worked on rebuilding that bike every time I came home on leave over the next few years and finally finished it a couple years later. My collector's item Katana did not last long, either. After my dad dropped it on a road trip to Mexico I was ready to put it out to pasture. I sold both bikes and then went without a bike for 11 years. My next bike was a 2006 Honda VTX which really pushed me into finding a better bike. That led me to BMW and Triumph. I decided to go back to the Brits and bought a new Trophy. It has been one of the best rides I've had the pleasure to ride. One day I hope to have the Norton back together and sitting next to the Trophy. Oh, by the way, the Trophy is governed at 137mph. Just an FYI. ■

# The Last Mile

**Sometimes a photo speaks for itself.**



Northern Idaho

Photo courtesy of Jon Dzedzic

**Next issue Jon Dzedzic brings us his story of an epic trip to Canada.**



Want to submit an article? Have a suggestion for a future article? Send us an email at: [President@utahrat.com](mailto:President@utahrat.com)