

The Pack

Utah Riders Association of Triumph's Official Newsletter

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Winter 2017

Real Winter

-David Barth

Looks like we're going to have a real winter this year. Record snows in the west have socked us in and kept our bikes patiently waiting in the garage. Once the spigot turned on this year it hasn't really let up much. My rides in December added up to riding the bike down the street to our new house during our move. And even



Bike Abuse

So what do we do outside when the weather isn't inviting our bikes to come and play? We either head south as some of the riders on Harrison Eurosports first winter ride did or we get together for the 3rd annual URAT holiday party.

This year we held the party upstairs at The Bohemian Brewery. The new venue offers a more centralized location, a private cozy room including some cool old scooters, and some great food and brews. The menu included schnitzel, buffalo burgers, or Portobello mushrooms. We had a good sized crowd of over 30 people attend this year.



As always, we had some great prize giveaways. The British "Wheel of Fate" was back this year. Members' whose ticket got called got a chance to spin



the wheel to see if they ended up with one of the "good" prizes or the "Noid" prize. Some of the prizes this year included shirts, buffs, coffee mugs, and even a helmet. Even the Noid prizes weren't bad. Those that spun a zero still got their choice of Triumph pins, key-chains, and compasses. As always, no one left empty handed. It was a great party again with an awesome group of



Triumph enthusiasts. A big thanks to Triumph of America and Harrison Eurosports for donating many of the prizes!

So what's coming up on the schedule? Tri-

umph of America is holding a release party for the new Bonneville Bobber from 6-9 PM on January 30th at Twist in SLC. Register at <http://www.forththeadventure.com/bobber-eventpr-calendar>. URAT will also be sponsoring a movie showing at Harrison Eurosports end of February/early March. Drinks and popcorn will be supplied. Keep your eye on your email and social media for more information. Our first official ride of the season is coming up quicker than you think. Right now we are scheduled for some time in April. More information coming soon. So fret not, the cold and snow will be gone before you know it and we'll be spinning the odometer soon. ■





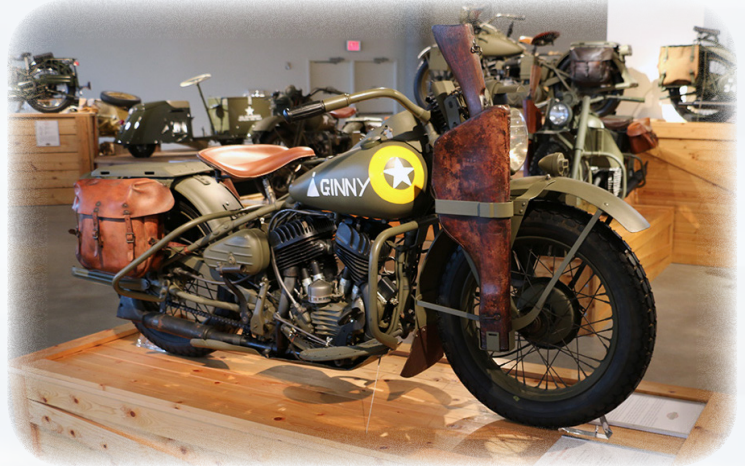
-Craig Mossberg

If you are a motorcycle fan, you must visit the Barber Vintage Motorsports Museum in Birmingham, Alabama. Fellow URAT-ter, Ted Smith and I volunteered to work at the museum during the Barber Vintage Motorcycle Festival in October and then planned to ride the Dragon's Tail, Skyway and other iconic roads in the Smoky Mountains in Georgia, Tennessee and North Carolina after the Festival. Unfortunately,



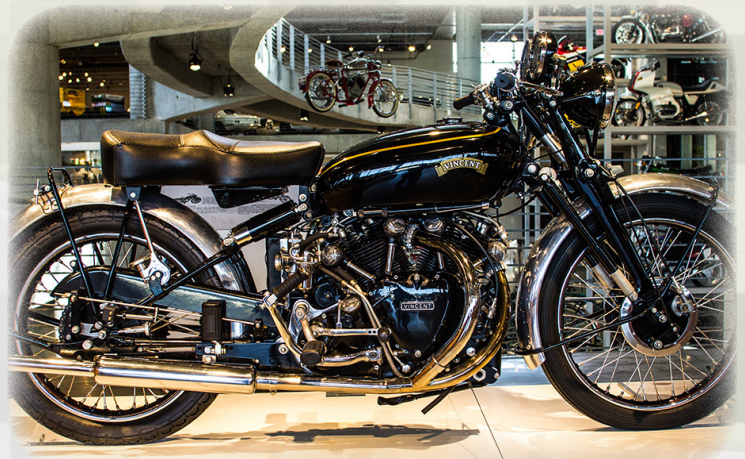
a charging problem on Ted's Triumph Sprint, that I was using, caused us to cut our trip short. Our time at Barber, however, made the trip well worthwhile. The Barber Vintage Festival is the biggest historic motorcycle race in the US, with great American Historic Racing Motorcycle Association (AHRMA) racing, displays from Triumph and other manufacturers, an awesome swap meet and the Ace Corner, a joint venture between the Ace Café and Dime City Cycles. At the entrance to the Barber Motorsports Park is the Barber Vintage Motorsports Museum which was the highlight of the trip.

George Barber, a wealthy Alabama businessman and former Porsche racer, decided he wanted to start a museum for Lotus racecars. Fortunately, he was persuaded by a friend to switch his collecting focus to motorcycles as there were already many auto muse-



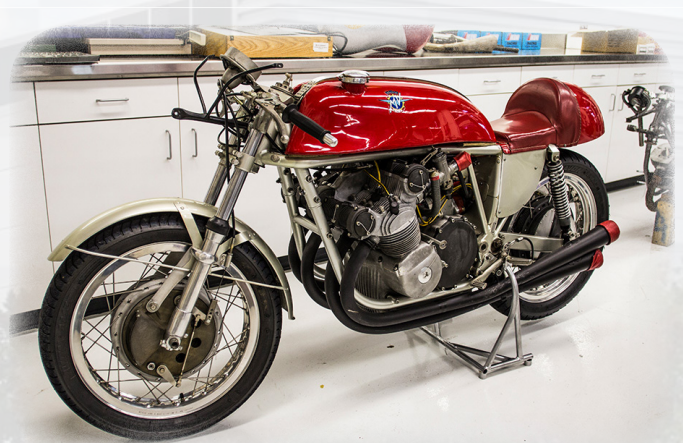
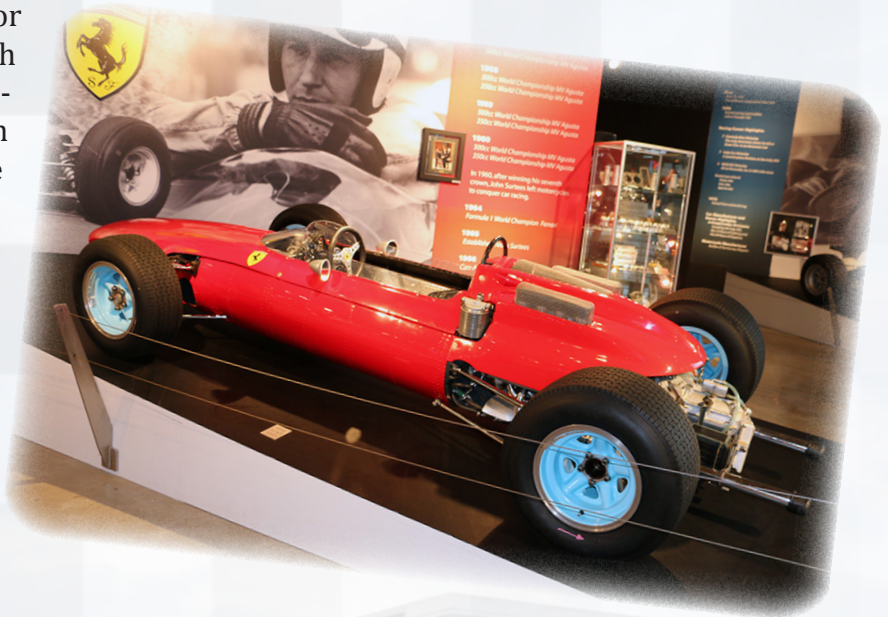
ums throughout the United States. Barber established the museum as a 501(c) 3 non-profit organization in 1994 with the museum originally located in downtown Birmingham. In 2003, he started construction on the 870 acre, 16 turn, 2.38 mile Barber Motorsports Park which is home to Indy Car, MotoAmerica, and Vintage car and bike racing during the year. The museum is now an integral part of the park and is open year round except for major holidays.

Barber's goal is to have the largest and most complete motorcycle collection in the world. They have over 1,400 bikes and over 650 are displayed at any time. The collection of bikes spans over 100 years with bikes from 20 different countries and over 216 manufacturers. The four floors of the museum contain the displays and the basement is for storage and restoration work. Virtually, all mechanical restoration work is done on-site by Barber employees. The museum is currently undergoing an expansion which ➡



will significantly increase the space available for display. There is also a reference library with over 800 books available for research purposes. In addition to the bike displays, the museum also has an amazing Lotus collection and the 1964 Ferrari F-158 that John Surtees drove to the 1964 Formula 1 World Championship.

Put this trip on your "bucket list". You'll see bikes you've only read about like a Hesketh Vampire or a Britten racing bike. Lots of Triumphs are on display too. This was my second trip to the museum and I'm ready to go back again. Just be certain to give yourself plenty of time. You won't regret it. ■



Shafts, Chains, & Belts

Some Really Kinky Stuff



-Jeff Thurmond

Shafts, chains, leather straps, belts. Gee, the basic stuff for an underground stone chamber in a castle someplace in medieval times. Though that may be a good start to a story of torture and how the good and noble knight saved the day, I was just looking at some motorcycles and thinking of how the engine power got to the rear wheel.

When the first motorized cycles were produced, the power was taken to the rear wheel via a strap of leather connected end-to-end into a belt. Back then there was not a transmission and the output shaft of the engine turned the pulley that held the belt. There was a tension device that increased/decreased friction/tension on the belt. The rider "slipped" the belt to get the machine up to speed and to eliminate stopping the engine at stops.

Then along came the intermediary between the engine and the rear wheel – the transmission. Add a wheel with teeth at the rear wheel and another toothed wheel at the transmission, and then put a chain between them. Light weight. Cheap. Easy to change gear ratios by adding or subtracting teeth in either of the sprockets.

But someone always has to be different. Over in the automotive industry, the engineers were experimenting with universal-joints and shafts to deliver power from an engine to a geared arrangement on a rear axle. By 1903 the drive-shaft was common on automobiles, both gasoline and steam powered. Here is where the has-to-be-different comes in. The motor-bike community was happy with sprockets and chains. But when BMW made its first two wheeler, the R32 in 1923, it decided to use the shaft drive technology.

That had to be a hard decision. Chain and sprocket technology was well known and proven to work. It

was cheap. It was light weight. But the shaft drive choice was based not on being different as a marketing tool, but on reliability, low maintenance, longevity, and cleanliness. Those four things are still viewed as the primary reason to use a shaft to get the power to the rear wheel.

Today the three methods used to transfer the power are the chain and sprockets, belt and sprockets, and shaft drive with universal joints and final drive with gears. Harley-Davidson started using the belt in the



early 1980's. Hard to keep all that chrome clean with a messy chain. And the belt offered very low maintenance and high longevity. And less cost than a shaft.

Today, Triumph, Honda, Suzuki, Yamaha and BMW use all three methods: The sport bikes of Triumph (Daytona, Speed Triple, etc.), the Bonneville & Thruxton, plus the Tiger 800, use chains. The Trophy, Explorer and Rocket III use a shaft, and the Tunderbird uses a belt. For BMW, there is shaft drive on all its boxer engines plus the touring K1600 models, and sport-touring K1300. Chain drive on the sport and sport-touring S models like S1000 series, and chain on the F and G models as well. And the belt is used on the F800GT that is touring oriented. Ducati is the king of chain ➡

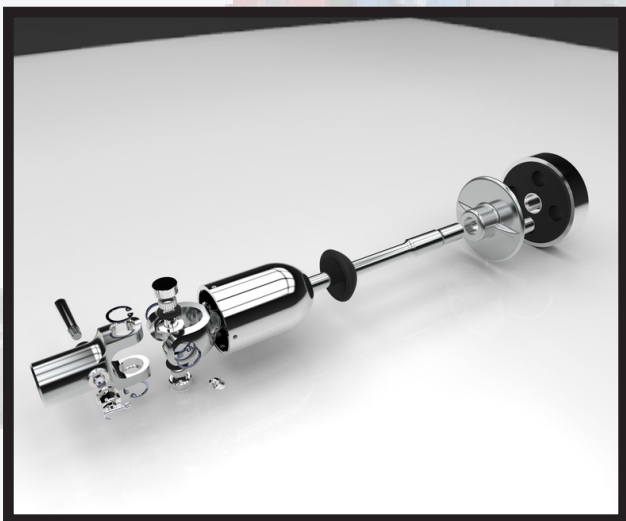
drive, but the Xdiaval uses a belt; no Ducati has ever used a shaft drive. The Japanese manufactures put belts on the metric cruisers, such as those from Yamaha and Suzuki and Honda. Buell uses a belt drive.

All the Japanese motorcycle manufacturers have shaft and chain drive. The shaft is for the touring and chain for the sport and dual-sport. Moto-Guzzi likes shaft drive. The Aprilia and MV Agusta are chain driven.

If you are looking at saving weight, the chain is best, followed by the belt. Low cost? The chain drive is the least money. Easy to change if broken? The chain.



Highest maintenance? The chain. Lowest loss of power from engine? The chain. If you want quiet, the belt is the winner. Interesting, because most v-twin cruiser riders like noise. The belt is right up there with the chain in low loss of power from the engine to the drive wheel. And the belt is even lower maintenance than a shaft drive. However, the belt is not as long lasting as the shaft drive, but replacement cost for the



belt is less than if the shaft drive fails.

Though BMW started the shaft drive on motorcycles, most of the other manufactures, with the Italians (Ducati, MV Agusta & Aprilia) and Harley-Davidson being exceptions, put shaft drive on the models they market as long-distance high-mileage touring and sport touring. If you want to ride from Bangor Maine to San Diego with no maintenance and high dependability, the shaft drive is your choice. If you loved the book *Zen and the Art of Motorcycle Maintenance*, and like to spend a half hour at the end of a long day's ride with a bunch of rags, a dirty chain, and a can of chain lube, then the chain is your friend. And if you do the math, it may well be that there are as many or more belt drives on U.S. roads as chains since that is the drive choice of Harley and they do own the American market. Then again, there are a lot of sport bikes and so chains may be more plentiful.

If you want the classic motorcycle look, you put up with the flinging oil, the mess of the exposed and greasy chain, the high maintenance, the nightmare of having to remove the rear wheel if you have a flat on a tube-type tire, and the on-going cost of chain care and replacement. For the true classic look, you get a chain drive with spoke wheels, like the Triumph Thruxton. And for those who like the race track, the chain drive is the only choice. If you are looking for something you seldom ever have to think about, the shaft drive is your style. And the belt is not a bad way to go either. Triumph makes motorcycles with all three choices. Enjoy these while you can as the electric drive will have a motor in the rear hub for instant torque. ■



The Last Mile

Your New VP: Mark Chmielewski

I started riding in 2010. Just as I was about to retire out of the Army I bought myself a 2010 Matte Green Triumph Scrambler as a retirement gift to myself. Absolutely loved that bike. I did mostly short rides of less than 100 miles. In 2014 I attended the Hells Canyon Motorcycle Rally in Baker City, OR. I put roughly 1200 miles on in three days and discovered I liked going on longer distance rides much better than shorter rides. Of course that means I need a bigger, faster more comfortable bike. I brought my scrambler up to Spokane, WA for service and while it was being worked on I test rode my current bike, a 2013 Triumph Tiger 1200 XC. I got about a mile down the road before I found myself doing a u-turn back to the dealer to buy the bike.

I moved to the Salt Lake Area in 2014 and was thrilled they had a Triumph club. Since moving here I also have purchased a 2010 BMW K1300 GT that I use when my wife wants to ride with me. I went from putting about 3500 miles a year on my bike to just over 16,000. Besides flying, riding is my favorite hobby and since living in Utah I have been on a lot of great rides exploring the Southwestern United States. I look forward to serving on the board and riding with the great people of URAT!



Atop Royal Gorge Bridge
Cañon City, Colorado



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