

The Pack

Utah Riders Association of Triumph's Official Newsletter

Volume 1, Issue 2
July 2014

Welcome Back!

-David Barth

Welcome to our 2nd issue of *The Pack*! Hopefully you enjoyed the first. This issue includes the ride review from the last few group rides, a great list of Triumph related books, a how-to for heated grips, and much more. Remember, we are always looking for articles. Contact president@utahrat.com if you would like to submit one. The club is growing quickly and is already gaining recognition from outside RAT clubs. Currently we have 36 members riding everything from a modern Daytona to a cafe-racered-out 90's Thunderbird. A t-shirt design has been finalized and we put in the order. Expect to see the shirts in a couple weeks. If you didn't order one but wanted to, do not despair. We will be having a few for sale at Triumph of Utah. We'll post on our media outlets once they are in. See 'ya on the road soon! ■



Recent Rides

-David Barth

We've had 3 great rides since the inaugural, rainy ride; URAT to Eureka, RAT vs. the Wolf, and RAT vs. the

Count. Each brought a great group of riders with many different ability levels. The first ride, URAT to Eureka,



was almost squashed before it even began. After coming up with the route and creating maps we found out that Intermountain Harley-Davidson had moved its annual "Ride to Light Up Eureka" to the weekend of our ride to Eureka. They would be taking the same route as us. Riding with hundreds of Harleys was something that no one wanted to take on. Thus we had to come up with a new ride, quick. A couple scribble lines later we had the new route that would take us to the Stockton Miner's Café prior to Eureka. This would give Eureka time to clear out.



The ride to Eureka is a good early season ride in either direction. Eureka itself is a town filled with history of a foregone day. Incorporated in 1892 as Ruby Hollow, it was the financial center of the Tintic Mining District. The area once was one of the top producing mining areas in the county. Many of the relics of its past are still scatter throughout the town. Eureka once was home to the second-ever opened JCPenney. Today it has a few good little roadside cafés and a couple gas stations.

Just before reaching Eureka we did have a Bonneville run out of fuel. Luckily, I carry a Rotopax with an extra gallon of gas for such a situation as this. Unfortunately for the rider, my gallon is \$20 and a cold beer! Jokes aside, the rest of the ride went as planned with smiles all around.

About a month later the RAT took on the Wolf: Wolf Creek Pass, that is. It was another beautiful day in the Wasatch Range. For those that have not ridden Wolf Creek, put it on your to-do list. The pass, which is ↔



typically closed for winter until the end of May, rises above Francis to altitudes of about 9500 ft. The temperature drop alone is a nice respite from the summer city heat. The pass features miles of forested, sweeping curves. After we made quick work of the pass, the group grabbed lunch at the roadside Hanna Café. Some greasy goodness was just what the doctor ordered. We then continued on past Tabiona to UT-208. This short section of road is interesting as it takes you

through various landscapes from the lower rocky desert to the higher pinion pine plains near Strawberry Reservoir. From there the group headed up and over Daniel's Summit and back to town.

The most recent ride was the RAT vs the Count (of Monte Cristo Pass). This ride drew quite a crowd. Leaving from the shop we headed up Emigration Canyon to East Canyon. This road is heavily used by cyclists and runners and thus requires care by drivers and motorcyclists. Plus, the Unified Police runs cars up and down the canyon on weekends. No tickets for this group! At the top of the East Canyon we met up with some more members. Alas, summer is the time to resurface roads beat up by winter storms. Many of the sections on both East Canyon and Monte Cristo had just been re-graveled, tarred and sealed. While the road was not in bad shape and was well packed, no rider likes the



uncertainty of a potentially loose surface. The group had no problems with either pass.

Lunch was at the Shooting Star Saloon in Huntsville. The Shooting Star was built as a trading post in 1865 and was converted into a bar in 1879. It is the oldest continually operating bar in the state. It is a unique, eclectic mix of a pioneer dive bar and a Ripley's museum. Affixed to the ceiling are hundreds of individual dollars lovingly defaced by patrons throughout the years. Then there is "Newfy". Newfy is the giant, bear-like St. Bernard head above one of the booths. When he was alive, Newfy was in the Guinness Book as the largest St. Bernard at a massive 298 pounds! If you think that is odd, a couple of booths down is a mix between a boar's snout and a deer's behind. Did I mention they serve food and beer?? Their (in) famous coup-de-burger is the Star Burger. This oversized artery blocker contains two patties, a knackwurst split down the middle, the special sauce, and all the fixings with a side of chips. Not bad.

Food coma in full effect, it was time to roll again. The next stage of the journey was the 50 mile Monte Cristo Pass to Woodruff. This pass has great long sweeping curves with decent visibility. While not heavily traveled, we did have to follow several ATV laden trucks for a bit. After they moved off we had miles of delicious curvy pavement. Stories of the ride were shared and Gatorade was gulped at the only store in Woodruff. Then it was time to head home. Riders said their goodbyes and we headed back over the passes. Every ride we have done thus far has surpassed the last in good times. I expect our August 9th run of the Energy Loop to be no different. ■



-Dave Kizerian

When most people think of Triumph Motorcycles, they think of one or more of the following:

- The Classics – Tigers, Trophies, and Bonneville of the 60's and 70s. You know, the bikes that everyone you meet has a brother/uncle/friend/neighbor that had one.
- The Hinckley Twins – Modern interpretations of the classics. The new Bonneville, Thruxtons, and Scramblers can easily be mistaken for much older bikes, and Triumph has been selling a ton of these bikes.
- The "Moderns" – From Sport, to Touring, to Adventure bikes, Triumph has you covered. Bikes such as the Daytona, Speed and Street Triple, Tiger 800, and Trophy, all make up the modern side of Triumph's fleet.

The one type of motorcycle that Triumph makes that is often overlooked, are the cruisers. There is an extensive lineup of cruisers available from Triumph to fill your stable, here is a quick rundown of what's available:

America, America LT, and Speedmaster



With an 865cc air-cooled parallel-twin engine with 270 degree firing order these two bikes are smooth and easy to ride. Low seat height, aluminum wheels, and great paint options make these easy to live with as daily riders, or weekend cruisers.

The Thunderbirds

1600, Storm, Commander and LT – Water-cooled parallel-twin engines separate the Thunderbird lineup from the cookie-cutter V-twins prevalent in so many parking lots each summer. Large, dual front brakes, along with ABS stop these sizable bikes with ease. Whether you're looking for a weekend

bar-hopper, or a light tourer capable of a week-long trip, there is probably a bike in the Thunderbird range that fits the bill.



Rocket III

Roadster or Touring – 2,294cc water-cooled triple, that's over 750cc's PER Cylinder! Does much else really need to be said? In Roadster form, it's a strange mix of sport bike and cruiser, with just a hint of Mack Truck. In Touring form, it's a locomotive, pulling you, your passenger, and all of your luggage for an extended journey down the highway.

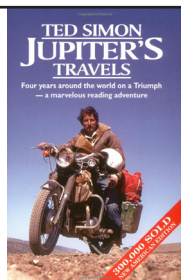
As one of the few URAT members with a Triumph cruiser, I may be a bit biased, but I will say that if you're looking for a cruiser, Triumph may have just what you're after. ■

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Great Triumph Reads

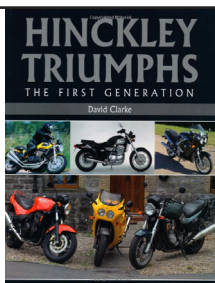
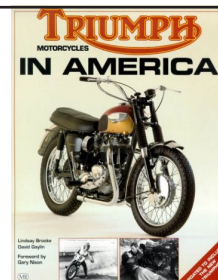
If you're looking for a good read about our favorite motorcycle, here's my top ten favorites. They are listed in no particular order and some may be out of print or hard to find but I think you will enjoy each of these titles. If you can't ride or work on your bike, these may be an excellent way to spend an evening or a cold winter's day.

-Craig Mossberg



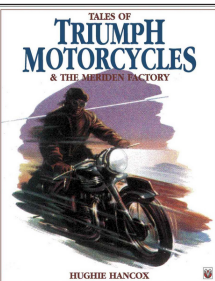
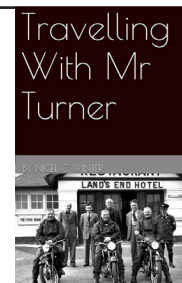
1. Jupiter's Travels- Ted Simon. The adventure riding book that started it all. Around the world on a Triumph in the early 70's.

2. Triumph In America- Lindsay Brooke and David Gaylin. A book about marketing and racing Triumph motorcycles in the United States in the 60's and 70's.



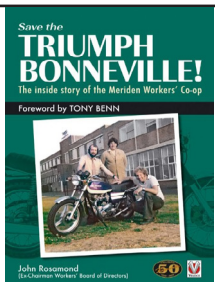
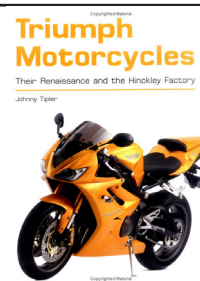
3. Hinckley Triumphs- The First Generation- David Clark. Informative book about Hinckley built bikes in the 90's and early 2000's.

4. Travelling With Mr. Turner- Nigel Winter. The author recreates the classic 1953 ride by Edward Turner, President of Triumph, on a Terrier from Land's End to John O'Groats on a modern Triumph. Interesting history of Triumph.



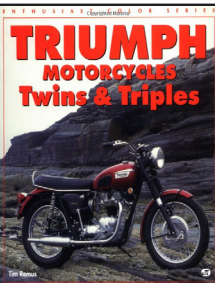
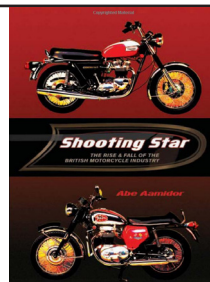
5. Tales of Triumph Motorcycles and the Meriden Factory- Hughie Hancox. Memories of Triumph's chief tester.

6. Triumph Motorcycles- Their Renaissance and the Hinckley Factory- John Tipler. Details about the purchase and business practices of John Bloor. Interesting history of Triumph.



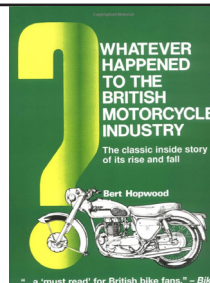
7. Save the Bonneville! The Inside Story of the Meriden Worker's Co-Op- John Rosamond. The details of the worker's attempt to save the factory in the early 80's.

8. Shooting Star- The Rise and Fall of the British Motorcycle Industry- Abe Aamidor.

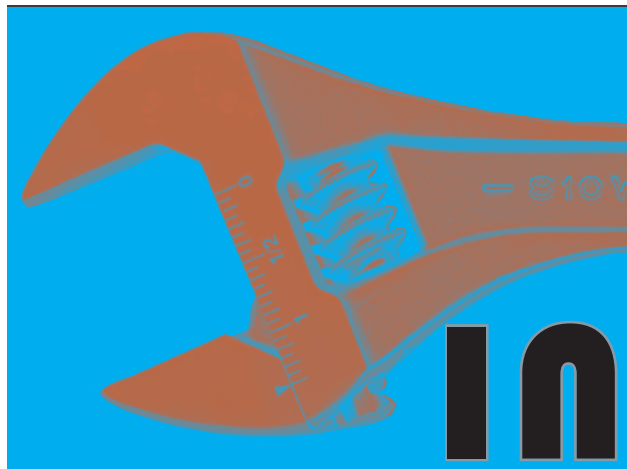


9. Triumph Motorcycles Twins and Triples- Tim Remus. Details twins and triples up to the 90's.

10. Whatever Happened To The British Motorcycle Industry- Bert Hopwood. Hopwood was a top manager in Triumph and BSA. The book describes how poorly the Brits judged the threat from the Japanese manufacturers.



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INSTALL

Heated Grips

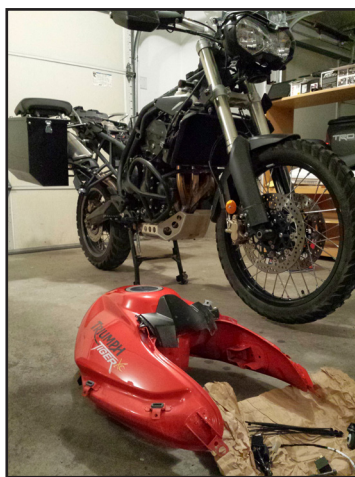
-David Barth

What better time for an article on heated grips than the middle of the summer! While cold temperatures seem like a distance memory, fall will be here sooner than you think. After going a couple years without heated grips through snow storms and cold morning rides to work, I decided that it was finally time for the upgrade on my 2012 Tiger 800 XC. To keep the "factory" look I decided to go with the Triumph grips. There are a bunch of cheaper aftermarket heated grips but I didn't



like the cable routing on those. So I dished out a couple hundred bones for the kit.

While this would seem like a simple install, it requires removal of much of the front of the bike for cable routing. I began by removing the seat, disconnecting the battery, and removing the fuel tank. Fuel tank removal requires removing the front beak, side plastic (turn signals), "800" seat trim, and ignition switch trim. When pulling the tank out, you pull it backwards just enough to get the tank on the higher front perch. This



allows (tight) access to the fuel lines, power cables, and vent hoses. After a few scratches on the arms, I was able to lift the tank out and set it aside. The fuel inlet has a valve that closes when the line is removed so there isn't much fuel spillage.

From there, you remove the switch housings, handlebar weights, and old grips. Sometimes you just can roll off the grips. I've had to use compressed air or hairspray in the past. When you remove the right hand controls you have to take care not to invert the master cylinder as air could be introduced to the brake line or the fluid could leak. When taking apart



the right hand controls the throttle cables are exposed. Make sure you don't get them mixed up. Next is probably the hardest part of the install. You must thread the heated grip power cable and connectors through a small hole at the end of the handlebars. Once in the handlebars, the cable has to be pushed to another hole near the controls. You then must pull the two connectors through the tiny hole. I used dental picks to push the cable through. A set of dental picks is available at about \$8. ➡

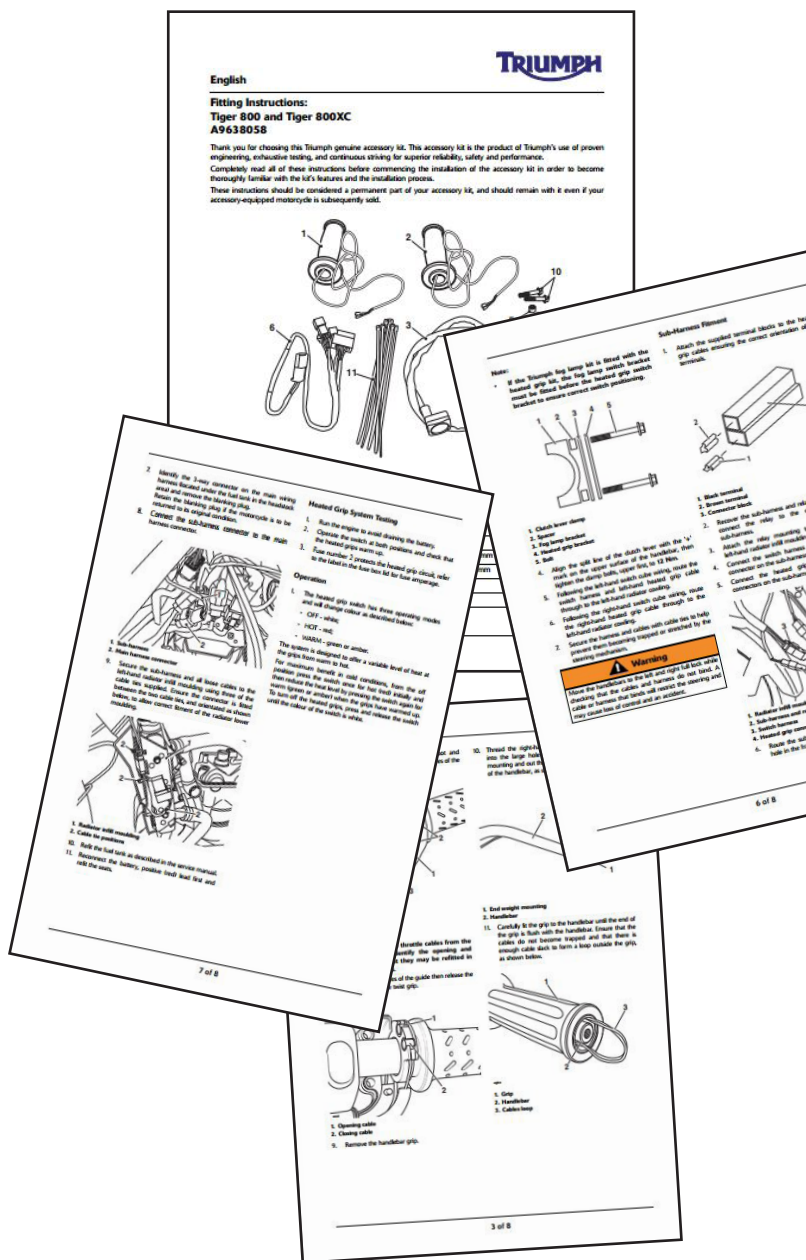
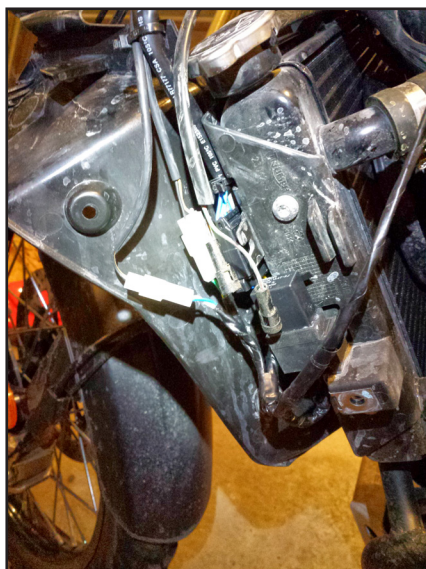


Once you get both grip cables pulled through you have achieved the hardest part.

For the right hand grip, you reconnect the throttle cables and reassemble the hand control. Make sure your electrical cable has a bit of slack at the end of the grip to prevent binding when the grip is turned. The left hand grip is secured with a couple of self-tapping screws that screw into existing holes in the bar. Now you are ready to affix the switch and remaining power cables. The switch attaches to the left mirror screws. If you have the factory fog lights their switch will share the screws.

The sub-harness for the kit is routed through the head-stock area of the frame and down the left side of the radiator. The connectors from the grips and switch are strapped to the radiator infill molding and then attached to another wiring harness that runs through the frame and under the tank to the existing bike power plug. At this point everything is hooked up and ready for a test. Don't leave the grips on too long without the motor running as they will run the battery dead.

The grips have two heat settings as indicated by either an orange or red lighting of the control switch. If they heat up and there are no sparks, the last step is to put everything back together the in reverse of disassembly. In all it took me a couple hours for the install. I would rate the install as easy/medium only because threading the cables can be a real pain. I've used the grips a few times since the install and I love them! No more riding while alternating hands on the motor! ■



The Last Mile

Hey, we're on Google+ now! What is Google+ you ask? Google+ is very similar to Facebook but with some better features, less ads, and a better look. Since many people do not like Facebook and do not want to use it, we have decided to use a Google+ Community to allow our members to post ride requests, ask technical questions, post classified ads, post events, and just make general posts. Once you sign up in Google for an account or ask to join the Community you are set.

In the community you will see 3 columns. The first column tells you where you are at and what type of posts you are looking at. Make sure you see "Notifications on" so you are updated via email or app when someone posts to the Community. You can click on the categories to filter the right 2 columns by category. This is handy if you want to quickly find ride requests, classifieds, or an answer to a technical question. You can, of course, always use the search field at the top of the page to search for a post. As you have probably figured out, the right 2 columns show posts, events, etc. At the bottom of a post is a comment field where you can type in a comment on that post. The "+1" button works like the "Like" button in Facebook. From the "Share what's new..." box you can add a new post, photos, links, videos, or events to the Community.

Posting

From the "Share what's new..." box in the middle column you can add a new post, photos, links, videos, or events to the Community. Once you click in the text box you will be able to type whatever you want to post. Keep it appropriate as we will moderate as necessary. Once you have a comment typed you will need to select a category in the "To:" field. A description of the category uses are in the next column.

- **Ride Requests:** Used to ask if anyone wants to ride. Use this when you don't have a place or time in mind. You can post an "Event" when you know where and when you are going and just want to invite people to join you.
- **Classifieds:** If you are looking to sell or buy something bike related post it here.
- **Suggestions:** Use this category to make suggestions to

the Admin board on things you would like us to do. Think of it as the suggestion box.

- **Technical Questions:** How do I adjust the headstock bearings? How often should I oil my chain? Why don't I get better gas mileage? This is the category to get your questions answered by other members.

- **General Post:** Just like it sounds, this category is for general posts about anything bike related. See a cool picture of a modified Triumph? Post it

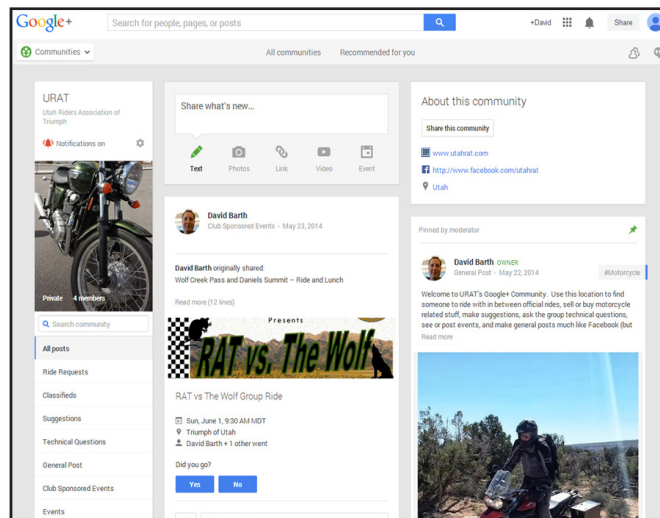
here. Just want to say hi? Yup, this is the category.

- **Club Sponsored Events:** This category will contain rides or events that are official listed by the club. Examples are our monthly group rides or bike related movie screening.

- **Events:** Going for a ride? Making a bike trip down south? Post your bike related events here. People can use your event to tell you they are going.

Hopefully this gets you started. There are more settings and advanced features that you can try out on your own. For instance, when you create an event, you can choose an animated banner for it or use your own picture. Under the gear icon in the left column you can set the amount of posts to show on your home page. Play around and have fun. Enjoy your new Community and let us know if you need any help. ■

-David Barth



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