

# The Pack

Utah Riders Association of Triumph's Official Newsletter

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## What a Great Year!

-Craig Mossberg

Welcome to the third issue of the Pack. We hope you enjoy the articles and updates contained in this newsletter. It's been an amazing year for URAT. Who would have believed when we had our first organization meeting in February that we would have come this far in such a short time? We've drafted bylaws, became a Utah non-profit corporation, provided members with club membership cards with dealer discounts and club decals, set up a financial account, sold club t-shirts, administered a member survey, published a quarterly newsletter and conducted at least seven awesome rides.

Much of the success is due to our members who have enthusiastically supported each activity and have made many excellent suggestions to improve the club. This is especially important from a membership base that ranges in age from their 20's to their 60's and rides everything from adventure bikes to cruisers to classics. The common thread is an interest in Triumph motorcycles and the desire to have fun.

We won't go into hibernation for the winter. We have activities in mind such as seminars, movie nights, and a holiday party. Let us know your ideas for next year's activities and if you have an interest in holding a club office in 2015, contact any of the officers as soon as possible. Let's keep the momentum going for 2015. It's going to be a great year. ■



## Recent Rides

-David Barth

If you missed the most recent rides you certainly missed out! Several rides were held since the last issue: RAT Rides the Energy, RAT Finds Nembo, RAT Gets Dirty, RAT vs The Mirror. We even had a couple dinner rides: one to The Garage and one to McCool's.

RAT Rides the Energy took the group to US highway 6 and then south on US-89 to Fairview. After lunch at the Home Plate Café in Fairview, we turned east and climbed the curvy Fairview Canyon. The road winds its way to about 8,850 ft where it meets up with Skyline Drive. For those dirt riders out there, this portion of Skyline Drive is a fun, easy to moderately challenging dirt road that follows the high ridge tops until it meets up with US-6. For this group it was pavement only, though. After a missed turn and a quick U-turn, the group was back en route Scofield. From the Skyline Drive dirt, the road drops to Electric Lake and then quickly switchbacks up the mountain to a summit of 9,400 ft. More switchbacks drop you into the coal country from whence the Energy Loop gets its name. The road passes the Skyline Mine and its equipment that is squeezed into the valley. A hard left by a silo and coal piles took the group to Scofield reservoir and eventually back out to US-6 to the Utah County Valley.







September's first ride was a quick lap of the Nebo Loop. While we didn't find Nemo, we did find an exciting ride with breathtaking views of the back of Mount Nebo. Being that this ride was on a Sunday, our choices for lunch were limited. We decided to try some Mexican cuisine from Mi Rancherito in Payson. The food was pretty good and the decorations, including a couple birds cock-

fighting, were festive. The real ride started once we left Payson and headed to higher ground around Payson Lakes. The Nebo Loop is another serpentine road that rolls on high mountain ridges around 9000 ft. In the warm summer months it offers a great break from the valley heat. Each and every pull off offers a new view-

point better than the last. The parking lot at the vertical maximum of the road gives you a full view of the towering Mount Nebo range. A few more turns downhill and you'll find the Devil's Kitchen. The Kitchen is a miniature Bryce Canyon with pillars of rich reds contrasted with green foliage. After the Kitchen it is a quick ride back down to Nephi in the valley. We didn't want to take I-15 all the way back home so we detoured at Mona to travel through Goshen Canyon. It's a nice, short, less traveled road that cuts through the small Goshen range from Mona to Goshen. From Goshen it was back to the highway for the high speed journey home.



We had a second ride in September. It was URAT's first dirt ride: RAT Gets Dirty. It was a small showing but hopefully we can get more of you dirt riders out in the

future. The ride consisted of National Forest roads through American Fork Canyon, above Timber Lakes, and Willow Creek. A tasty Mexican lunch was had at Tarahumara in Midway. The weather was beautiful and only competed with the views. Keep your ear to the ground for more dirt rides in the coming season.



The last official long ride before old man winter comes a' knocking was Mirror Lake Highway during RAT vs. The Mirror. A quick back-road ride through Brown's Canyon took us to Kamas where we fueled up for the ride to Evanston. The ride is another Utah classic that winds its way past the many lakes of the Uintahs. Along the way the group made a quick stop at Provo Falls. Here the Provo River cascades over stony drops to crystal clear pools. The water is refreshingly cold on a warm summer's day. Once back on the road we climbed another 1,360 ft to the summit at 10,730 ft. It was a bit nippy on this day in October at that altitude. Needless to say,



we didn't stay up there too long. From the summit you lean your bike into corners past Mirror Lake. Losing altitude all along the way, we eventually ended up in Evanston, Wyoming. Lunch was at Jody's Diner. While the diner isn't anything exciting on the outside, it hit the spot of the group of cold, hungry riders. The fare is of the typical diner selection ranging from burgers to bacon and eggs to chicken fried steak. After a good meal we said our goodbyes and headed back home; some went back over Mirror Lake Highway and others took I-80 the quick way back.

For those that didn't necessarily want to ride 200+ miles, we did a couple of dinner rides (see, we did read the survey results!). The first took us up Parley's, down Emigration Canyon, and out to the bar The Garage on Beck Street. The second left from the shop and traveled through Dimple Dell to Wasatch and north to McCool's for some Irish food and ale. The rides were short and sweet with a delectable ending.



All of the rides were a blast! But the more rides I do with the club the more I realize it's not about the route or the destination, but the individuals I get to do it with. You, the members, are what make us great! So if you haven't been on a ride with us or just haven't made one since the beginning of the year, give us a try next season. I know I will be anxiously awaiting our next time together like a kid waiting to open presents. ■



## Cold Weather Riding Gear

-Dave Kizerian

“Winter is Coming”. These words cause many to push their motorcycle to the corner of the garage, hook up the battery charger, and forget about the bike till the warmer days of spring. Don’t do this! There are many good days to ride through the winter; all you need is a little preparation, and some gear.

Just like in real estate, riding in winter is all about the three L’s: Layers, Layers, Layers.

**Base Layer:** A high-quality synthetic or merino wool base layer is ideal, they will wick moisture off your skin, keeping your core dry and warm. Cotton should be avoided, as it will just hold moisture against your skin.

**Mid Layers:** Insulation and warmth are provided by your mid layers. On warm days, a single mid layer may be all you need. On colder days, or if you’re going to be out after dark 2-3 layers may be needed to keep comfortable. The idea in the cold is to be able to add or remove layers to maintain your comfort. It’s always a good idea to pack an extra layer, just in case.

**Shell Layer:** Motorcyclists ask a lot of their outer layer, not only does it need to provide protection from wind, rain and snow, it also needs to be abrasion resistant, and should have good impact absorbing padding. Waterproof and breathable materials like Gore-Tex are favored here. Make sure when you purchase a shell for cold weather riding that there is enough room for multiple layers underneath.

**Socks & Boots:** Keep your feet and hands happy, and you’ll probably stay happy too! Get quality, moisture-wicking socks, and a pair of boots that are at the very least, water-resistant. If you’re planning longer rides, where it’d be easier to get caught in changing weather, upgrading to water-proof boots is a great idea.

**Gloves:** There are tons of options when it comes to winter gloves that are suitable for motorcycles, make sure you get a pair that fit well, and it’s always a good idea to carry a pair of glove liners to help if the temperature drops below the comfort threshold of your gloves.

**Neck and Head:** A wind-resistant neck warmer, or a silk or wool scarf will keep your neck and chin warm. If you find that your head gets cold in your helmet, a balaclava can provide an additional layer of insulation.

**Heated Gear:** Nearly all of the above mentioned items also come in electrically heated versions, some people love them, some people don’t. Still others worry about the complications of adding electrical draw to the charging system. I don’t have experience with heated gear, yet.

This winter, why not try to get in at least one ride per month? With just a little planning and dressing the part, cold weather riding can be enjoyable and comfortable. ■

### Other Items to consider:

- Cold weather will decrease the traction available to your tires; combine this with the addition of road salt and sand, and you need to remain vigilant in your awareness of the road condition. Please ride appropriately.
- Wind reduction can greatly help with personal comfort; consider adding a windshield, or upgrading to a larger one for the colder weather. Hand guards with large covers can help your fingers stay warm as well.
- Heated grips and seats. Many modern motorcycles have optional heated grips and seats available, as well as aftermarket versions that can be added to most bikes with a few hours’ worth of work.



# Member Profile

## Member #22: Jeremiah Clayton

-Paul Adams

Are you curious to know more about the club member you're riding with? We are. That's why you can expect to see ongoing URAT members' profiles in future editions of this newsletter. We're hoping these little windows into each other's lives and interests in motorcycles will become another way to bring us together as a club. Please don't be shy to tell us more about yourself when I contact you.

Jeremiah Clayton was our first club member (victim?) to graciously allow an interview with me. Jeremiah has been a constant presence on our first year's rides. With his steady and easy going personality on and off a bike, it has been a real pleasure for everyone to ride with him in the canyons and sit with him when it's time to visit in a restaurant.

Jeremiah was raised with his father serving in the U.S. Air Force and occasionally relocated home towns as duty asked his family to move. He was born in Minnesota and graduated from high school in South Dakota. Jeremiah has also chosen a career with the Air Force and currently works in project management with computer programming. He is currently stationed at Hill Air Force Base and lives with his wife in Roy City. Jeremiah has lived in Utah for 5 years, spending recreational time on motorcycle rides, hiking, and snowboarding in the winter months.

Do you keep seeing a kickin' 2012 Scrambler on the North end of the Wasatch Front? You know the one. Matte Khaki Green with a dropped front end, D&D exhausts and Norman Hyde handlebars? That would be Jeremiah's bike with his own creative tweaks that have turned this already beautiful Triumph classic model into a more aggressive looking bike that is ready to take on any challenging curve our mountains have to offer while also looking dapper on a city street. Jeremiah has also improved his ride's comfort and increased its performance with upgraded front and rear suspensions and an air box removal. The only thing Jeremiah feels like he's missing from the garage is a possible cruiser that he'd like to have one day for those longer, straight rides.

Beyond his involvement with URAT, Jeremiah also rides and volunteers his time as webmaster with another motorcycle club, the Rocky Mountain Green Nights who are a chapter of the Green Nights Military Motorcycle Club.

We've all had a great time riding and visiting with Jeremiah and I personally hope that the Air Force doesn't ask him to leave Utah any time soon. Our riding season is coming to an end but I'm already looking forward to next spring when we can ride with Jeremiah and all of our other URAT friends again. ■





# The Last Mile

This has been a great initial season for URAT. Even though the first ride was cold and wet, you stuck with us through the rest of the year and we had some excellent rides with terrific people. We exceeded our first year membership expectations with over 40 paid members. Just because the weather is getting colder and snow is on the way doesn't mean we are packing up shop and boarding up the doors, though. We still have some great events planned for the winter including seminars, motorcycle movie screenings, and a holiday party. We'll have more information on that, soon.

When we created the club, we became the initial officers by default. While it was a lot of work, it has been a fantastic experience for all of us. As part of our bylaws, we decided it would be best for the club if we voted for officers yearly in December. Shortly, you will get an email soliciting for those of you that would like to run for an office. The current officers in the positions of President, Vice President, Secretary, Club Ambassador, and Webmaster have decided to stay on for another year (if elected). Any member can, of course, run against the current officers. We are looking for a new Treasurer for next year. Travis Soto did a great job for us but, due to other commitments, can no longer serve. Brief descriptions of each position are listed below. In December we will email out a link to a Google form that will allow you to vote.

We had an amazing year and are looking forward to this winter's activities and next summer's rides. We're glad we had all of you along for the journey and can't wait to see what is around the curve!

## Duties of Officers

**President:** The President shall preside at all Club meetings and activities, approve all expenditures in excess of

\$300.00, and call meetings of the Board. The president shall organize and create the newsletter, create ride posters, and create ride maps. These tasks can be delegated as necessary.

**Vice President:** The Vice President shall exercise all of the functions of the President in the event of the President's absence. The Vice President will count ballots in the general elections of officers.

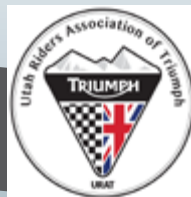
**Secretary:** The Secretary shall keep minutes of all business meetings, handle correspondence for the Club and keep records current. The correspondence and record keeping may be delegated as appropriate. The Secretary, along with the Vice President, will count ballots in the general election of officers. The Secretary will also serve as Club Historian.

**Treasurer:** The Treasurer shall keep an accurate record of Club accounts, establish and maintain a club checking account, collect all dues, and pay all obligations. During the first quarter, the Treasurer shall present an annual summary financial report to the Club membership. The Treasurer will also maintain a list of club members in good standing including name, address, phone number and e-mail address as may be available. The Treasurer will issue membership cards and handle mailings of membership packages. This membership card and member package mailing process may be delegated as appropriate.

**Webmaster:** The Webmaster is responsible to establish a web domain name, set up and maintain a Club website and coordinate announcements on the website and Facebook/Google Communities.

**Club Ambassador:** The Club Ambassador is an advisory officer who uses his/her club knowledge to make suggestions on rides, events, and general club operations. He/she acts as a liaison between sponsors (i.e. Triumph of Utah) and the club. ■

*-David Barth*



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