

The Pack

Utah Riders Association of Triumph's Official Newsletter

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Fall 2017

Never Enough Time

-David Barth

Is it fall, again? Seems like the season was just starting days ago. The lack of leaves on the trees says otherwise. We may "race" on the bikes, but the real race is against the ever-spinning wheel of time. For me, this season was somewhat of a wash. In March I had my first baby, Brittan, and I also was talked into building a large deck myself. Between the two, I only got a couple rides in this year. This is a story everyone probably knows all too well. The constant struggle between your passion and real life. Balance is important. Don't forget, your motorcycle makes you a better person! Not enough time on the bike makes David a dull boy! Hopefully, next season I can shift the balance back closer to the center.

While I may have been stuck with a hammer in my hand, the club was putting the hammer down on the road this summer. We



had a mixed assortment of the Utah classics: Wolf Creek Pass, Monte Cristo Pass, East Canyon, Nebo Loop. This year we threw in a new ride in May: Chalk Creek. This short but sweet road takes you from Coalville on I-80 up a curvy road to the Utah/Wyoming border. For those not adverse to a maintained dirt road, you can continue for another 10.4 miles and meet up with the North end of Mirror Lake Highway.



For us, it was an out and back that day. The lack of traffic and the fun curves make it worth turning around. Billy Blanco's is a great food stop on the way back to Salt Lake. They specialize in Mexican cuisine and burgers. Their theme is everything motorized with cars and motorcycles all around you. Terrific place to try out if you haven't been there before.



Our overnighter this year was once again to Torrey. Unfortunately, I had broken spokes and couldn't ride. Still, I joined the group in my Jeep. As always, we had a great group of riders. We did have

one person overshoot a corner and go down, though. While he did damage the bike pretty bad, luckily, he only came out with a broken collar bone. This still required an ambulance ride to Panquitch and a bike towed home. Remember, "All the gear, all



the time"! We are considering a new ride in Southern Colorado next year. We'll keep you posted. Until

then, go find some time to ride your bike while the roads are dry and the weather is unseasonably warm. ■

FOR THE RIDE: 2018

ANOTHER YEAR OF AMAZING BIKES

-David Barth

Triumph is really on a roll! 13% growth, record sales, 17 new models in the last 2 years! This year is no different. Here is a summary of the new bikes we'll see on the showroom floor for 2018.



Tiger 800 XC and XR

A significant update to the middleweight adventure champ, the Tiger is back with more than 200 upgrades to the chassis and engine.

New Features

- Updated triple engine
- Lighter, improved exhaust
- Shorter ratio 1st gear
- 5" TFT instrument display
- LED lights/backlit switches
- New bodywork and decals
- "Off Road Pro" riding mode
- Adjustable windscreen
- Higher spec Brembo brakes
- And more...

Tiger 1200 XC and XR

Redesigned to be the most advanced Tiger ever.

New Features

- Up to 22 pounds lighter
- Arrow exhaust
- Clutchless shifting + hill hold
- 5" TFT instrument display
- LED lights/backlit switches
- Adaptive cornering lighting
- New bodywork and decals
- New seat compound
- "Off Road Pro" riding mode
- Keyless ignition
- Updated cruise control
- And more...



Bonneville Bobber Black

A darker, meaner, and stronger version of the Bobber. Same great 1200 engine with a more aggressive stance. Fat 16" front wheel with 47mm forks. Totally blacked out with higher spec Brembo brakes, higher spec Showa cartridge forks, LED headlight with DRL, and cruise control.



Bonneville Speedmaster

All new for 2018, the Speedmaster gets the 1200 HT engine with the Bobber tune and much more torque than the 2015. Full LED headlight with DRL. Ride-by-wire with 2 modes and switchable traction control. The new model comes with cruise control and a torque assist clutch. Tons of accessories will be available soon.



Pikes Peak Hill Climb

Adventure



-Craig Mossberg

Probably, the closest thing to the Isle of Man TT in the United States is the Pikes Peak Hill Climb. The Hill Climb has been running for the last 95 years and is one of the least commercialized events in American motor sports. Most of the teams participating are not factory sponsored, high budget organizations and drivers are not big-name NASCAR type hot shoes/riders. The hill climb starts at 9,390 feet and finishes at 14,115 feet; a distance of 12.42 miles with 156 turns. Many of us have read about the hill climb since we were kids but most people have never attended.

Four URAT members, Bob Truelsen, Jim Lund, Newell Thornton and I, decided it was time that we attended before the insurance companies, attorneys, and related do-gooders decided that the event was too dangerous to continue.



We wanted to take advantage of a wonderful mountain roads in western Colorado and make a week-long adventure along with attending

the race. We planned our trip to arrive each day at a city large enough to have a micro-brewery and good eats. No reason that we should deprive ourselves of life's pleasures on our 1,700-mile trip.

The first day we left Salt Lake and rode Big Cottonwood, Guardsman's Pass, Wolf Creek Pass to route 40 through Vernal, and on to Rangely, Colorado where we picked up Colorado 139 down Douglas Pass to Grand Junction for the night. The second day we rode Route 50 past Delta where we picked up Route 92. 92 heads east past the Gunnison Gorge and through the

Gunnison National Forest and has some of the most beautiful country and tight twisties that we had on the ride. 92 eventually



reconnects with Route 50 and we continued on to Gunnison for lunch. After lunch, we headed east and over Monarch Pass (11,312 ft.), where Newell felt he needed to race a Corvette Sting Ray that had the audacity to pass us (he was successful). It felt good to be warm again after the pass. From there, we rode to Poncha Springs and headed north on Route 285/291 and then east on Route 24 into Colorado Springs.

Colorado Springs was buzzing with spectators. On Friday evening, the downtown area is blocked off to traffic for a street festival which featured many of the cars and bikes that would be competing in the hill climb as well as extreme motorcycle sports. On Saturday, our plan was to ride to the top of Pikes Peak and also to scout out our viewing location for the next day's hill climb. We wanted to leave early enough to avoid the campers that could arrive starting at noon. The road to the summit was awesome. It is fully paved but



has so many turns and switchbacks with cliffs on one side. Reaching the summit was amazing. The air was thin and you could see for hundreds of miles from the top. The summit could be reached by cog railway but that's just not the same as riding to the top on your motorcycle. On the way down, we decided where

we wanted to watch the race from on Sunday. ⇨



The big down-side to the hill climb is that you have to be in place on the mountain before 6:00 am and really a lot earlier if you want a decent viewing and parking

spot. At 6:00 am the road is closed and you are on the mountain until all vehicles have run. We left our hotel at 2:00 am and joined a very long queue to wait our turn to go up. Watching the sunrise was beautiful and luckily, the concession stand was open with lots of coffee.

Racing starts at 8:00 am with motorcycles running first and then cars. It was in-



credible how fast the vehicles were travelling and how they negotiated the turns. Everyone had their one run by about 4:30 that afternoon and then the racers all paraded down the hill high-fiving the spectators. Once the racers are down, spectators can go down the mountain. As you can imagine, it took quite a while to get down. If you're a motor sports enthusiast, put this on your "must attend" list at least once.

On Monday, we re-traced our route on 24/291/50 west bound. It was still as chilly at the top of Monarch Pass as it was on Friday. We stopped for lunch in Gunnison and shortly after, picked up Route 149 south through the Powderhorn and Uncompahgre Wilderness Areas to Lake City, the site of the famous Alferd Packer cannibal/murder scene in the 1870's. This beautiful road continues to Creed and South Fork where we picked up Route 160 westbound. 160 takes us over another Wolf Creek Pass (10,850 ft.) and into Pagosa Springs and finally into Durango. We encountered some rain on the final part of this trip and it was very nice to reach Durango for the night.

On Tuesday, we saw some of the prettiest scenery of

our trip. We took Route 550 north from Durango to Silverton and then continued on the "Million Dollar Highway". Those of you that have ridden or driven this route know how beautiful it is. Traffic was reasonably light but we did meet up with a group of Europeans driving vintage sports and touring cars from the 1960's. They



started in North Carolina and were driving across the United States as part of a sponsored rally organized in Holland. It was fun to see these classic cars negotiate the mountain roads. At Montrose, we picked up Route 50 and travelled east until it meets Route 92. Travelling on 92 northbound is just as fun as when we rode it southbound on Friday. At Hotchkiss, we rode north on 133 through the Grand Mesa National Forest. This is apparently the largest mesa in the U.S. and the roads were awesome. From Grand Mesa, we headed west and back to Grand Junction for the night.

In order to beat the heat on Wednesday, we left Grand Junction early and headed home. We rode I-70 to Green River. Bob headed towards his home in St. George and we headed north and rode Indian Canyon and Wolf Creek Pass home to Salt Lake.

If you haven't seen this country, you really need to do so. Good roads through gorgeous scenery is a wonderful way to spend a week. ■



IN THE EYE OF THE RIDER

-Jeff Thurmond

Images and perception. Interesting things. We just finished Halloween and that is filled with images. Most of those images are intended to give a perception of things creating fright. Scary images, and sounds created to make you scared. Or at least the kids visiting your doorstep to be a bit scared before holding open a bag for your candy donation.

Clearly a lot of money is spent on creating the desired image for vehicles, and I would guess that millions of dollars are spent on trying to generate just the right perception, as envisioned in some marketing executive's mind. The automobile industry probably spends as much or more on establishing an image as is spent on creating the desired perception of women's clothing and makeup images.

Pickup trucks are a large part of the sales market, and there is a constant battle between Ford, Chevrolet, GMC and Toyota. Who can pull the most, who can



the voice over has to create an image of masculinity. Real-men drive big trucks. Real trucks make noise. You have to step up two feet to get into the cab of a real truck. Image.

Motorcycles are much like the car world. In a way, the motorcycle world is more image conscious than the car world. Harley-Davidson is the pinnacle of motorcycle perceptions. There is a certain look to a Harley, and many other marques have copied that look. The Harley logo is as well known worldwide



as Coca-Cola. How much chrome and polish is consumed on these v-twins to perpetuate the image? The image of the big v-twin has created a clear perception of what a cruiser bike looks like. Of course, the cruiser image also has to have the right sound. Remember the movie Wild Hogs? That was all about image.

As much effort appears to go into the creating the right image of the rider. Sadly, the attainment of the proper image for the cruiser rider is counter-productive for practicality, safety, and comfort. A bandana around the forehead may stop sweat from falling into the eyes but offers slim protection when hitting bugs.

Fingerless gloves don't really give a better feel to the hand controls but sure leave a lot of skin and blood on the ground. Chaps are great if you are on a horse in a saddle and seeking protection from sagebrush, but the exposed butt of the chap wearer is worthless if you come off your motorcycle and slide across the asphalt. Short sleeves and a sleeveless vest may be a cool image but again are worthless if you crash. They are also darn cold when the temper-

GET TRUCKIN! GET A GMC.

'76 Pickup news from Ford

The 1973 Chevy Pickups.

Build the way you need them.

fashion the largest dominating looking grill, who can carry the most weight? An image is carefully crafted of a pickup pulling a boat up a hill on a nice two-lane road, or a pickup hauling hay across a farm field, or for the Holidays a pickup with a nice pine tree in the truck bed. And

ature drops. But apparently attaining the right perception, the correct image of the he-man rider is more important than practicality and safety. I love the sign just inside the door of the Old Towne Tavern on Main Street in Midvale: Harley-Davidson - Helping fat old men get laid since 1903.

There are five basic categories of motorcycles: the cruiser, the sport bike, the dual-sport adventure, the serious dirt-bike, and the touring. Each has its own image and the manufacturer of these motorcycles go to great lengths to create and sustain the image, the right perception for the would-be buyer. We all know what the proper sport bike looks like. The Japanese have long held the market for this image, but for those really in the know, the image is clearly cast with the Ducati Panigale Superleggera, the BMW S1000RR, and the MV Agusta F4. Though the Suzuki Hayabusa, and Kawasaki Ninja H2R also cast a cool image. Sleek and low, these sport bikes look fast just resting on their side-stands without even moving. You have the image of them on a Moto GP track in Italy or Germany. And the riders in full leathers with knee pucks. The perception is that if you ride one of these sport bikes you are skilled, fast, daring, amazing, untouchable in corners, and will be just a vanishing spot in the distance on straight roads.

Serious dirt-bikes are in a very unique class of their own. The image here is a young rider tossing a rooster-tail of dirt or sand, wearing enough protective gear to withstand any tumble, and leaning hard for the next obstacle. Mostly 450 cc or less in size, these are for single-track go anywhere riding. Light, very nimble, with low gearing for slow speeds through sand, over logs, up rocky hill sides and muddy trails that are too narrow for a Jeep. Steve McQueen set an image for dirt-bike riding on his Triumph. Today there are large dirt-bikes like the Honda CRF450 and small ones like the Kawasaki KLX. These rides are usually trailered or driven in the back of a pickup truck to wherever



you are going to ride as they are simply not practical to ride very far on paved roads to get to the wilderness or sand-dunes. The pickup with mud on

the side and a couple of very dirty dirt-bikes just adds to the image. If you are serious about off-road, find something in the 250 cc size, buy a used pickup raised about a foot with two-foot wide knobby tires, and you can be James T. Kirk on the ground and go where most men have never gone before.

If I close my eyes and let my mind drift back a few dozen years, I can see the image of the proper touring motorcycle I so wanted back in the 1970's. Back then it was a BMW R75/5 or R80 or maybe an R90/6 rolling down the two-lane with camping gear and Krauser side cases, the rider in black leather boots, an old WWII brown leather flight jacket, helmet, deer skin gloves, and almost no noise. The touring motorcycle was created by BMW, and though many other



manufactures have emulated the touring image, I think only the Goldwing has come close. Though the Triumph Trophy was as good as the BMW, for whatever reason it never sold well. There are a number of touring motorcycles available today, and each manufacturer has attempted to create about the same image. Look at the Ducati Multistrada, the Kawasaki Concours, Yamaha FJR, Honda Goldwing, and Triumph Trophy. Adequate fuel capacity for over two hundred miles between stops, comfortable seat with upright seating position, side fairing and wind-blocking windshield, quiet engine, seating for two, and adequate luggage for a few weeks on the road. The touring bike has its own image and looks quite different from a cruiser or sport bike. The exception is the big H-D full-dresser like the Road Glide, but this is still a cruiser with the forward leg position.

The perception of the rider of touring bikes also seems to be crafted by the clothing. My first memory of this was in the mid-60's when I rode a 1961 Triumph Trophy 6, which was a 650cc with one carb; the Bonneville version had two carburetors. I was walking into a fast-food place with my Bell three-quarter helmet in hand, a brown leather jacket, Levis, and engineer boots with the one buckle. The guy at the counter simply said, "How do you like your Triumph?" He assumed what I was riding. The second time I was →

identified by my appearance was a day back in around 2005 when Marcia and I were taking a long Labor Day weekend in Yellowstone NP. We had stopped at Upper Yellowstone Falls, left our helmets and gloves on the motorcycles and were walking toward the path to the scenic attraction. Three guys were walking toward us, and one stopped and simply asked what kind of BMW we were on. I told him, and then asked how he knew we were on BMW's. He looked us both up and down and said, are you kidding ... textile riding pants with knee armor, good boots, and well armored textile riding jacket. It became clear that our image was unmistakable.

BMW has a lock on the image for dual-sport adventure bikes with the GS Adventure. Most people do not need the added suspension travel, the larger fuel tank or the standard crash-bars and knobby tires, but then again, the Adventure option of the GS has the sought-after image. Of course, the perception is that you can ride this across Africa and over the Himalayas. And it somehow fits the image to ride standing up on paved roads. You need textile riding apparel for these, a helmet with the enlarged elongated faceplate to allow for goggles in case you find yourself in the blowing sand on the Mojave Desert, and boots that have a dozen buckles and steel trim to give better support when angling up the rock face of Everest. Though you may not use the massive aluminum side cases on a daily basis, you simply must have them on all the time to perpetuate the image that you are packed and ready to ride cross-country down to Brazil at a moment's notice. Add a few thousand dollars of Wunderlich and Touratech bling and soon the perception of a man of the world who is rugged, self-sufficient, and gave up a career as a Navy SEAL to ride a GS Adventure comes into focus. Oh, there are other adventure motorcycles out there, like the Africa Twin, the Tenere, the 990 Adventure, the Tiger Explorer and Triumph Tiger, and so on. All posture for the right image of devil-may-care hard core adventure. Look at the magazine ads. You won't mistake a dual-sport for a rice-rocket.

Here is the thing. Millions of dollars are spent on creating an image, of putting the motorcycle in just the right perspective for the buyer. And less than half the time does the image fit the real rider. Yes, you too can ride around the world if you have a KTM 1090 Adventure. Can you touch the ground flat footed with both feet? How does it feel with a full tank of fuel and fully loaded with camping gear for a week? Will you ride across Siberia? Maybe a smaller, lower, lighter, nim-

bler steed is a better choice.

Then again if you enjoy going from here to Bangor, Maine, the light and quick GSX-R may not be the best choice even though the image you will cast in downtown Boston may be great with the younger crowd. If you want to have an image of a real bad-ass, you ride in on a very loud 20-year-old H-D with 50 inch front forks way out front, and of course get a red bandana with skulls on it, a black vest, black chaps, and have a Crocodile Dundee Bowie knife in your belt. But unless you are only riding from bar to bar, though the image is right for the tough biker-saloons, if you want to ride Mirror Lake Hwy to Evanston for lunch that Knucklehead Bobber may be a bad choice. Then again, if you pull up to the Knuckle Saloon in Sturgis on that bike, and tell folks that in one day you just rode in from Salt Lake, the perception of you will be one hard-core rider.

The latest image in the motorcycle world is the retro look. Triumph has held the top position on this with the Bonneville, and now there is the Triumph Thruxton and the Bobber. Moto-Guzzi came out with the V7 Racer a few years back. Honda has the CB1100 reminiscent of the in-line 4 CB's of year's past. The new Norton 961 looks like the vintage Commando of the '70's. And of course, we have the BMW R nine T in the latest Racer model. Now that is one sexy looking ride. The Triumph Bobber is probably the best capture of the motorcycle of older designs.

I have to admit that when I am on my RT or even my 22 year-old R1100 Roadster, I seldom get even a glance. But if I ride my CB400 Supersport or R65LS, it is very common to have car drivers look over and give me a thumbs-up. Then again, these are not retro-look but clearly classics well over 30 years old. The new retro bikes seek the image of these true classics. And in talking to the buyers of the Triumph Street-Twins, the Bobbers, the Thruxton's and even the Guzzi V7's, it seems these riders are seeking the perception of a simpler time; of pure riding pleasure unhampered by windscreens and fairing. I suspect that some have the image of themselves riding along with Steve McQueen on some scenic country road. Not a bad image to have. Maybe that is why, on a crisp fall day, I specifically choose to wear my deer skin gloves, old riding boots and my vintage brown leather flight jacket. ■

The Last Mile

Upcoming Events

It may be winter but some great events are still coming up! Here are some of them.



Triumph Back-in-Black Tour- Dec. 12th, 6-9 PM

Triumph Motorcycles of Utah is taking over Lake Effect in SLC to show off the new 2018 models including the new Tigers, the Bobber Black, and the Speedmaster. Drinks and hors devours. 21+ and you must RSVP here:

<http://fortheridetour.com/consumer/utafr17co>

URAT Winter Party- Jan. 10th, Time TBD

Join URAT for its annual party at The Bohemian Brewery and Grill. Great food, drinks, friends, and giveaways. More information to come.



URAT Movie Night- Feb. 10th, Time TBD

Too cold to ride? Why not come watch a motorcycle movie with us at Harrison Eurosports? Drinks and popcorn will be provided. The time and movie will be announced soon.



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