



The Crab Pot

*The Silky publication of the mid-Atlantic's most
Woolly moto club*

November 2007

The Motorcycle Club Newsletter of Record

DRIVEL FROM THE CRABDicator

Thanksgiving. Food. Cold(er) weather. It can only mean: the CRABS Christmaspalooza is almost here! Mark your calendars. 🏍️

KEEP YER Thong ON!!

And sweatshirts, and stickers, and buttons, and stuff with Jen Seidel's brilliant CRABS logo aboard, all available at www.cafepress.com/chesriders. Get yours today just in time for HalloThanksChristmaHannuK waanzaakuhYears! 🏍️

CRABS Christmas Party!
SUNDAY 16 DECEMBER

3 PM UNTIL ???

Don't bring anything, just a festive attitude.

We'll have the usual crap: food, tree, train, fire, and annoying little white dog.

2116 Rosebay Way

Leonardtwn, MD 20650

N38°15'04.3" W76°36'44.5"

(Free motorcycle parking to the first couple thousand to arrive)



The "Road" to Ushuaia
By Shira Kamil

Triumph rocket III touring
By the Crabdicator

What do you get when you take Triumph's over-the-top 2,300 cc power cruiser and turn it into a touring bike with a windshield and bags? A pretty damn nice ride, that's what! I've never been a big fan of cruisers, but this beast won me over.

First, Triumph didn't just bolt some cheap, hastily-acquired, outsourced bags and plexiglass to their standard machine and call it a "touring cruiser." They designed the thing from the ground up to be the version of the massive Rocket III that would allow you to actually ride somewhere distant without needing a chiropractor at the end of the trip.

They did build it around the torque monster they call the Rocket III motor, a 2,300 cc inline three that makes 154 ft-lb of torque at just 2,000 RPM, but it's tuned differently for the touring bike than it was for the naked roadster. Other than the taillight and a couple other details, however, the big mill is the only commonality.

They had to slim down the huge rear tire to allow the thing to hold saddlebags, but all of a sudden not only do you have room for bags, you have a bike that actually knows how to turn. That's not a joke: yes, a cruiser that weighs in around

800 lb actually knows its way around a corner. Who knew? (Apparently, the boys from Blighty did.)

Not only do you have some decent ground clearance, but if the footboards do deck out (and it takes some angle to do so) they're hinged to fold up and they have a replaceable scuff strip that serves as a toeslider for the bike. No muss, no fuss, no levering the rear off the ground. Leverage is just what the big bars give you because the big girl lays over with a light touch.

Did I say "footboards?" Yeah, I'm a footpeg guy myself, but these were not only hinged, but they were set back far enough that they actually placed my legs in a pretty comfy, all-day position. I hate those "forward controls" they put on some cruisers (or at least my lower back does) but the boards were sweet. The saddle didn't suck either and the all-day Triumph test ride gave me plenty of opportunity to complain, but I had none.

If you want to know more, then there's a pretty good chance you can check out the January issue of Backroads. Or if you dare, corner me at the Crabs Christmaspalooza. 🍷

Upcoming dates:

CRABS Christmas: 16 Dec
DC Moto Show: 11-13 Jan