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www.triumph.co.uk

TORQUE is published quarterly by the Riders Association of Triumph Ltd, PO Box 83, Hinckley, Leics, England, LE10 3ZP. Individual issues cost £3.75.

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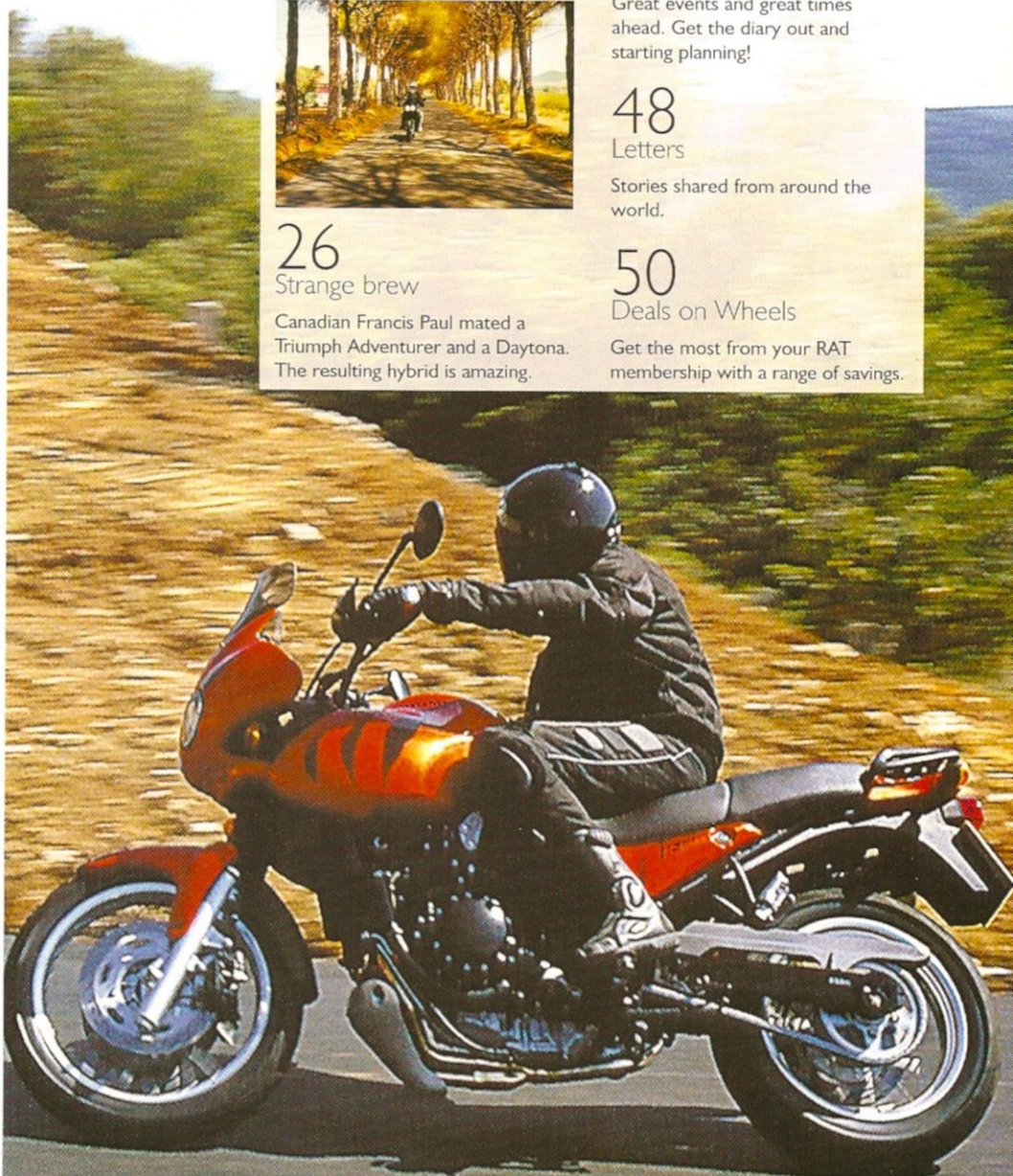
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Get the most from your RAT membership with a range of savings.



Triumph back in racing with Daytona 600 British Supersport championship bid

Triumph are launching a factory-backed race team to campaign the new Daytona 600 in this year's British Supersport 600 Championship.

The Hinckley factory's first official racing programme comes in co-operation with well-known team owner Jack Valentine who has signed experienced rider Jim Moodie and 18-year-old young hope Craig Jones for his ValMoto team in 2003.

Twice British Supersport champion and six times an Isle of Man TT

winner, 36-year-old Moodie is delighted with the deal.

"I've been working with Jack for a long time and I'm totally committed to him," he said. "When he started ValMoto I made it clear I was 100 per cent with him whatever he decided. The prospect of being involved in Triumph's return to racing is very exciting."

Jones is equally motivated by the prospect of riding in a team alongside one of his heroes.

"I have looked up to Jim since I was small and now I'm alongside him in the team it's great. I've followed all the team's racing achievements in recent years and it's just amazing to be part of such a successful set-up and a project such as this."

The 12 round series shares the programme with the British Superbike Championship at all the major British circuits this Summer, with the first round at Silverstone on March 30 and the final race at Donington Park on September 28.

Talks to secure live television coverage for the series are nearing completion.

"We're really pleased to be involved with such a professional team for Triumph's return to racing after an absence of 30 years," said Triumph export manager Ross Clifford who helped set up the deal.

"We are confident the Daytona 600 will attract a lot of support from British race fans and Triumph owners in particular and we are looking forward to seeing it in action at such a high level of competition."



Team owner Jack Valentine (centre) signs up riders Jim Moodie (left) and Craig Jones.

Sitting pretty



Make long rides on your Sprint ST or RS an even greater pleasure with the new Gel seat developed specifically for these models by Triumph.

The seat features two comfortable gel pads on both the rider and passenger seat sections. The gel is thin enough not to increase the seat height, but offers much greater long distance comfort to the standard item.

The seat can be ordered from your Triumph dealer using part number A9701150 and fits all model year Sprint ST and RS's.

Win your dream bike !

Riders in Belgium and Holland visiting their Triumph dealer on April 26 could win the Triumph of their choice, absolutely free!

'Triumph Riders Day' is being held at dealers in several continental European countries that day, with hundreds of prizes up for grabs in a massive prize draw, including a star prize of a Triumph motorcycle.

Interest Free Triumphs!

What do Daytona, ST, Speed Triple, Speed Four, Tiger and Trophy have in common? Apart from all being brilliant machines they are all now available in the UK on the highly successful 0% interest free scheme.

Twelve months interest free credit can be gained on these machines subject to a 10% deposit.

Other low cost rates are available for payment periods of up to four years. Contact your nearest Triumph dealer for a quote.

Miniature classic

Perfect for Bonneville fans is this highly detailed new 1:12 scale model of the classic 650cc T120. Available from all Triumph dealers.



Triumph Rider Insurance

With good quality insurance at reasonable rates becoming increasingly more difficult to find in the UK, Hinckley Triumph owners can benefit from the exclusive Triumph Rider Insurance programme.

Administered by the Cox Group, the cover automatically includes full cover on Triumph accessories, free green cards and personal injury cover. Discounts are available, especially for RAT members who gain a massive 15% discount. Further savings can be made by fitting approved security equipment and for completing a recognised rider training course.

New for 2003 is a single policy, which can cover up to four separate machines. Also new for this season is 'Agreed Value'. Triumph Rider will agree the value of your machine annually, which, should the worst happen, removes the wrangling over the bikes worth.

If you are due to renew, or for more details of 'Agreed Value' or 'Multi-Bike' policies, please contact Triumph Rider Insurance on 0970 241 1676 for a quotation. Remember to have your RAT number to hand.

RAT has also recently negotiated 15% discounts with the Cox Insurance Group off Motor Car and Household insurance. For a no obligation quote on either of these types of cover, ring 0870 608 3612 with your RAT number.

Hurricane for the wall



Stylist Craig Vetter has released a superb poster image of his timeless 'Triumph Hurricane' design.

"We shot the photo for a book in 1977, but never published the side view of the bike on a white background," explained Vetter. "In my view it is the most beautiful image of the Hurricane ever taken, so I decided to commission a small number of specialist prints and offer them for sale. They are so clear that you can even read the serial number of the steering head!"

Other projects in the pipeline include a Vetter Design Hurricane jacket. See www.craigvetter.com for more information.

Classy cruisers

If chrome and cruising are your thing, take a look at the latest range of goodies released for the America and Speedmaster models.

A chrome Lifter Arm Cover, Battery Box Cover and Sprocket Cover are now available, as well as a Clutch Cover Finisher and new Fly Screen option.

Following the introduction of the Speedmaster, Tachometer, Wheel Conversion kits and Brake

Conversion kits are also now available for the America. No two Americas or Speedmasters need ever be the same!

All these products are available from your authorised Triumph dealer.



UK Dealer Update

Highly respected Gloucester dealer

Bransons welcomed Triumph to its stable in December 2002.

The shop has well travelled Triumph mechanic John Smith in the workshop. John has racked

up previous service experience at Fowlers, Triumph Australia, Triumph New Zealand and Jack Lillies and is highly rated in the industry.



Simon Wasley gearing up for Triumph at Bransons

GT Motorcycles in St Austell are new Triumph dealers in Cornwall.

Owner is Mike Grainger, who held the British and European land speed record of 222mph! The company has taken over a massive 3000 square feet of workshop space at their new premises. Visit the shop in Clifden Road or give them a call on 01726 759999. An open day is planned for late Spring.

Black Country Motorcycles in Dudley have been appointed as official Triumph dealers. The well-laid out showroom is only five minutes from junction two of the M5 and features an extensive full range of Triumph clothing. Black Country can be contacted on 0121 522 2525.



Black Country's John Rose and Jason Duffell.

Business as Usual

Following a major fire in March 2002, Triumph staged one of the most amazing fightbacks in Britain. Brian Tarbox visits the Hinckley factory to see how the company has bounced back from potential disaster.

Tuesday September 17, 2002. A Tangerine Speed Four rolls off the assembly line at Triumph's Hinckley factory. By the close of business that day, another 20 machines had been checked off for despatch to dealer showrooms.

'Business as Usual' at Triumph Motorcycles, but business as usual after a remarkable fightback from what is believed to have been Britain's biggest peacetime industrial fire.

A multi-million pound blaze on March 15 had wiped out the manufacturing heart of the company's 20,000 square metre 'T1' factory on the Dodwells Bridge Industrial Estate, near Hinckley, Leicestershire.

The entire centre section of the main T1 building was lost. Nothing remained of the assembly line, offices or reception, and recently installed injection moulding equipment, for the in-house manufacture of bodywork components, was also destroyed.

Both outer wings of T1 were saved, but soot and ash blanketed all the highly sophisticated equipment housed in those sections - the paint shop on one side, the engine assembly line and its machine room on the other.

The extent of the damage was devastating, but Triumph owner John Bloor and the company's directors were hatching a recovery plan within a matter of hours.

The clean-up operation began immediately and two promises were publically stated: No job losses and a return to production within a matter of months.

Even Triumph's most ardent supporters had their doubts. The challenge facing the company was enormous. Amazingly, Triumph were back in production 185 days after the disaster and none of the 625 Hinckley staff lost even a day's wages. What's more,



The aftermath - March 15, 2002.

the R&D team had developed two new models to add to the range - the Speedmaster and Daytona 600.

The new Speedmaster went into production in December and by the time you read this, Daytona 600s will be ready to start rolling off the assembly line too. Triumph's 15-model 2003 range is their most extensive ever - made up of an exciting array of twins, triples and fours for sport, classic and touring rider.

Triumph's comeback has been a truly remarkable feat. Triumph dealer Carl Rosner, of Croydon, Surrey, said:

"What they achieved is truly amazing. I am sure the disaster they suffered would have put many companies out of business.

"I went along to the plant shortly after production resumed and was amazed so much had been done in such a short space of time. I was quite confident they would come back because I know John Bloor and his resolve.

"He was there at the scene on the night of the fire and he was already starting to get things organised then. I didn't doubt that he would win through, but I

June 2002. The rebuilt factory takes shape.



Industrial history. Disaster.

didn't believe Triumph could come back so strongly as quickly as they did."

The cause of the fire remains unknown. It broke out in or around the end of the bike assembly line which was completely destroyed as the huge fire took hold within minutes.

It was 8.40pm on a Friday night and only a handful of staff were in the building. The fire and rescue service were on the scene in nine minutes, but the centre third of T1 was already a raging inferno. A total of 25 appliances and more than 130 fire-fighters tackled the blaze. Flames and smoke could be seen for miles.

It soon became obvious that the centre section of T1 could not be saved, so the focus of the operation switched to keeping the fire from spreading to the two wings. Walls of water were used to shield them and the blaze was under control by the early hours of the following morning. Two firemen suffered slight injuries but no staff were hurt.

Twenty fire-fighters remained at the scene the following day, damping down, and Triumph staff began the clean-up operation that same weekend.

The first job was to assess the damage. Team leaders, section leaders, department managers and manufacturing managers all turned out to inspect the damage in their areas - to see what had been destroyed, what needed replacing and what could be refurbished. That weekend a plan was made to get back into production in the shortest time possible.

Prince Andrew toured the site on March 23 in his role as Britain's special representative for trade and industry. The Royal visit underlined the company's importance to the country's export efforts with 85 per cent of Triumphs sold overseas.

"This is a great British company and I wanted them to know how important they are to the economy," he said. "It is a tragedy this has happened to something so successful."

A key component in the recovery plan was the T2 factory. Situated at a different site a few hundred metres from the main complex, it had been in use for two years. Frames were robot-welded there, but much of the building was given over to the storage of motorcycles prior to their shipment.

Prefab buildings were set up on the site to serve as temporary sales and administration offices and dealers helped free-up space in the building by taking extra



September 2002. Business as usual just six months after the fire.

machines into their showrooms.

Salvaged machine tools were moved to T2, cleaned up and checked and the engine assembly line recovered from T1 was set up nearby.

Pre-production engines, made to test the machine tools and line, began to appear in June. Meanwhile, building work was well underway on T1. What little remained of the fire-damaged structure was torn down. Its replacement was standing ready for fitting out just 100 days after the blaze and by mid July, pre-production motorcycles were being made on the new assembly line.

A total of 250 motorcycles were made before September 17. Built for test and then used for exhibition display, none of these machines has or will be sold. Their destiny is the crusher.

The Triumphs now standing in your local showroom have passed through extensive checks. These apply throughout the manufacturing process and conclude with a session on the rolling road at the end of the assembly line.

Triumph have come a long way since production began at Dodwells Bridge in 1991. A special edition 1200 Trophy for the German market was the first of 2000 bikes built that year. Sometime towards the end of 2003 the 200,000th Hinckley Triumph will be hitting the street.

The fire on March 15, 2002 - the marque's 100th anniversary as a motorcycle manufacturer - was Triumph's biggest challenge. September 17 was a red letter day. And now it really is business as usual again at Triumph Motorcycles.

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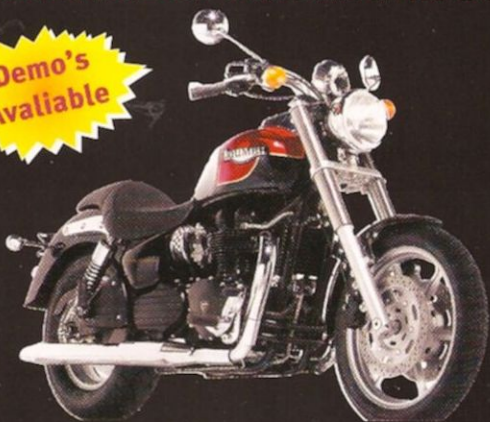
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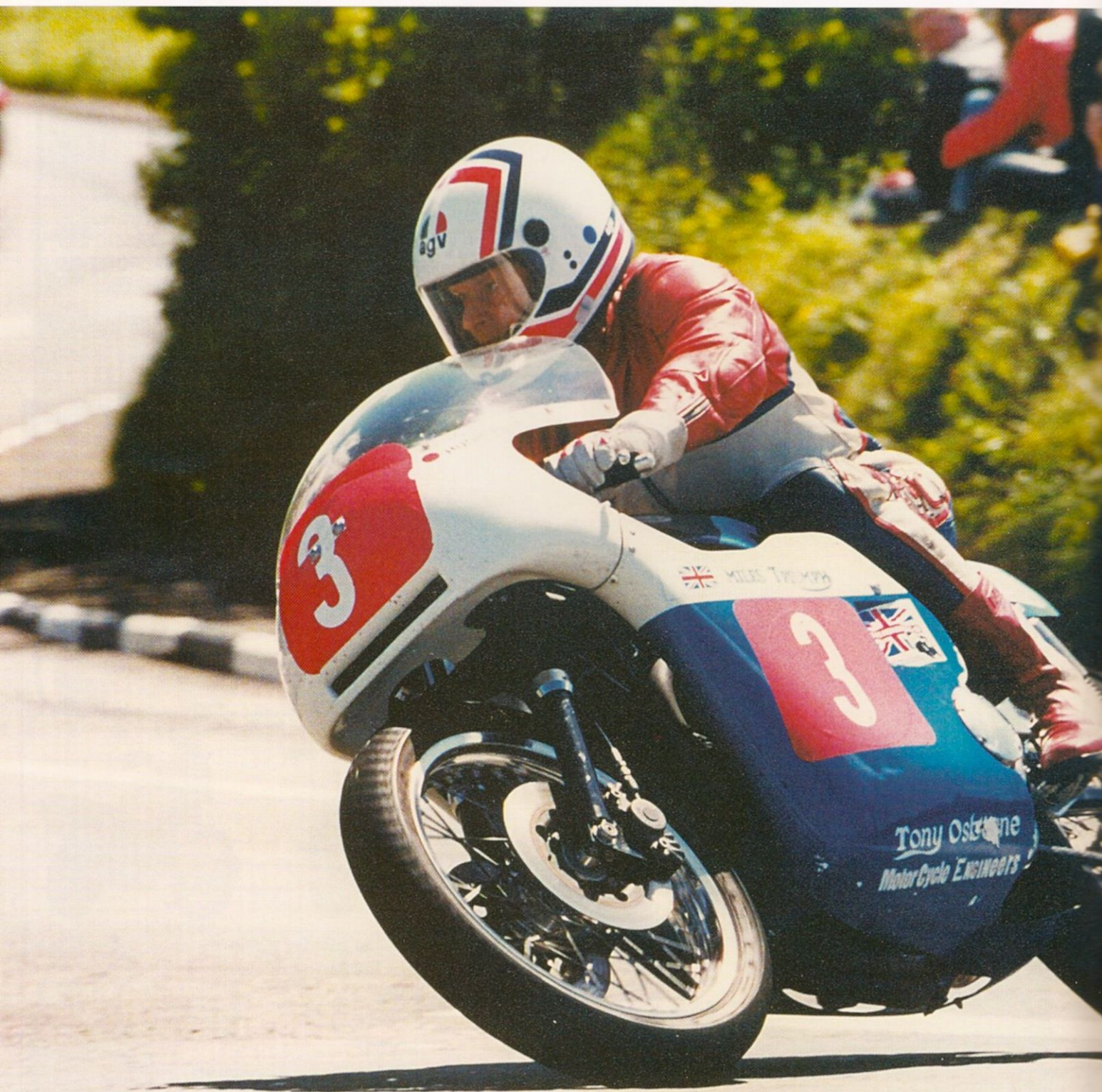
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Thirty years of racing Triumph machinery ha



OSBORNE - Mr. Triumph

Not diminished Tony's enthusiasm for taking to the saddle and he's now a regular at RAT events.



Powering through Church Bends at the 1989 Unlimited Classic TT.

WHOS that old fella on the 'Trophy?' is a cry that has often been heard on RAT events. Stalwart Tony Osborne has surprised many riders over the

last five years at RAT events with his smooth, quick riding technique, always with his wife Helen on the back of their 16,000 mile Trophy.

Few realise that he enjoyed a racing career steeped in Triumph tradition spanning three decades. With the promise of a fascinating array of on - and off - the circuit stories, Simon Carter travelled to Essex to enjoy one of Helen's legendary dinners and enjoy an evening re-living a splendid history of Triumph racing.

Tony has been riding bikes since the age of 12 and, by today's standards, made a late start into racing, lining up on his first grid at the age of 19. Taking part at his favourite circuit, Brands Hatch, he scored an impressive fourth place. This was enough for Tony to make the decision and commit himself to racing full-time.

Like many road racers, finding time outside his day job to prepare and race bikes (and to court Helen) was difficult. They scheduled their marriage for the end of the 1969 season, but not before Tony had stated his motivation for racing bikes. "If you have any thoughts or desires on changing me then you may as well walk away now," he told Helen. "Because if it's a case of you or the bike - you will go!"

These harsh words did not put her off however and despite Tony breaking his wrist prior to the wedding - and having to cut the plaster off so that it would not spoil the photographs - the marriage went ahead. Their honeymoon was spent building a bike for the forthcoming season!

The couple celebrated their 33rd wedding anniversary at the RAT Christmas party in December 2002.

1970 saw Tony on his first serious bike having secured every racer's dream - sponsorship. Whilst working for Rugs of Woodford as a mechanic, he secured a ride on Malcolm Uphill's Bonneville, the first production bike to record a 100 mph lap at the TT.

Rugs owned and ran the bike and despite scoring an impressive double win on his first outing, Tony had to share riding the bike with another rider, one Steve Harris who later went on to form Harris Performance parts.

In that racing era there were few riders who



Tony with Gibson 29 on the back of his leathers and Les Williams warming up Slippery Sam at Mallory Park.

secured a works contract and in most cases even this was no guarantee of a lucrative income like the factory riders of today enjoy.

Famous Triumph works riders of the time included Percy Tait and Uphill, and Tony recalls how the rest of the paddock enjoyed a good relationship with the factory stars. "There was no jealousy or resentment towards the works riders - I was confident I was going to be in their place one day."

It was on the Uphill Bonneville that Tony had his first, and near fatal, visit to the TT in 1973. Sponsorship demands - and the lure of scoring the bike's second victory at the TT - meant that Tony had little choice but to race in the Isle of Man.

The pressure was on him for his debut TT ride. "I was a good rider on the short circuits but I had not ridden the road circuits," he said. "Before I went out I had a lecture from Malcolm Uphill about how to get around the course - spots to avoid, guttering, damp patches etc.

"On the first lap of practice I went down Bray Hill absolutely flat out. I had listened to all that I had been told but I wanted to learn the circuit quickly. Coming up to Braddan Bridge the fuel tank split, dumping fuel all over the tyres. The bike spat me off through the windscreen and into a tree that is still there to this day.

"I hit the tree and went flying up thinking, 'I hope this is going to break'. Of course it didn't so I came

back down and landed on the kerb. I knew instantly that something was wrong."

A policeman was the first to Tony and after opening his visor, offered him a cigarette! "All of these orange stars flew out and at that point I knew it was fairly bad. Not only that, I didn't smoke." Looking back, Tony laughs about it now - especially being scolded by one of the hospital nurses for hitting the oak tree as it had a preservation order on it!

THE Bonneville has been rebuilt and is now on display at the Donington Motor Museum where Tony has visited it more than once.

"I'm very fond of that bike. I won an awful lot of races on it and I had it for a long time. It's the bike that helped build my reputation. When I was racing that bike people were starting to line up on 350cc and 1000cc Yamahas. I would be on the grid next to them on a production Bonneville."

The result of the crash was a broken back and severely damaged internal organs, enough to keep Tony out of action for the next year. Entombed in a plaster cast that stretched from his neck to his groin, returning to work was clearly not an option and it was up to Helen to support them through a testing 12 months.

The TT and the Manx have tested more than one relationship over the years, and for a place that proved to have a near-fatal attraction for her husband, Helen is

IT WAS DURING THIS TIME THAT TONY HAD HIS ONE AND ONLY RIDE ON THE FAMOUS PRODUCTION RACING TRIUMPH TRIPLE, SLIPPERY SAM.



Tony with the laurels in 1989 when he claimed third in the Unlimited Classic at the TT.

remarkably positive about the Island. With more of a smile than a grimace, she says, "The Island is a wonderful place - apart from when your husband is roaring around it."

It was on his comeback that Tony entered the golden phase of his career. Riding mainly in the UK on the short circuits against racing legends including Mike Hailwood, Ron Haslam, Joey Dunlop and Mick Grant, highlights included a superb fourth at the famous 24-hour endurance Bol d'Or in a team of just two.

It was during this time that Tony had his one and only ride on the famous production racing Triumph triple, Slippery Sam. Asked to ride the bike at Mallory Park in 1977 on a parade of works bikes, Sam was insured for an astonishing £50,000, enough to make Tony more nervous than for any race he competed in!

Despite the nerves, Tony nursed Sam around the tight Leicestershire circuit without incident and describes the experience as a privilege.

Despite the many highlights, 1980 saw Tony retiring from racing. The financial burden and growing needs of a young family were beginning to cause problems.

A respectable fourth place in the National Formula One series at Brands Hatch did not scoop enough prize money to fund a trip to the next round at Dundrod in Ireland. Raising two children from the back of a Transit van with just a single gas ring to cook on, aided his decision to sell the bikes and give up racing.

BUT the retirement did not last long! The offer of a sponsored ride on a Triple Cycles classic triple was too tempting to refuse and meant that he could return to racing without the high pressure of paying for the bike himself.

On his second outing he beat respected racer Dave Degens on a 'works' Miles Engineering Rob North III bike. This was a huge achievement as Tony was riding a virtually standard road bike.

This effort guaranteed Tony the seat on the bike for the next decade, racing against the likes of Phil Read, Dave Pither, Richard Peckett and John Surtees. It was therefore a considerable achievement to win the prestigious Norman Hyde Classic Bike series, which carried British championship status, in 1988/1989.

This was by no means his only success, as his groaning, trophy stuffed, mantelpiece at home will testify! Success was enjoyed at national levels of classic racing club championships and the McIntyre Memorial series.

Prior to hanging up his racing leathers, Tony had a happier return to the Island, scoring third in the Unlimited Classic at the 1989 TT. Getting on the podium at the island, which had so nearly caused his permanent retirement from racing 20 years earlier, was a fitting finale to his career.

The spectre of reaching 40 and the increasing demands from sponsors were beginning to take their toll and Tony finally called it a day in 1990. Since then his Triumph motorcycling has been done with RAT!

TONY and Helen have attended RAT event all over Europe from the Highlands of Scotland to Monte Carlo,

The glamorous life of a racer with the Uphill Bonneville in 1969.





Tony and Helen at last year's Highland Raid.

and both are positive about the club. "It's a good level of riding and a good social event," he says. "It's what you should be doing with a motorcycle."

One RAT trip in particular stands out from the rest, The RATS at the Nurburgring in 2000. Tony explains, "On the boat, Lee Parslow and the rest of the RAT guys were winding each other up about the 'Ring.' I was keeping quiet for various reasons.

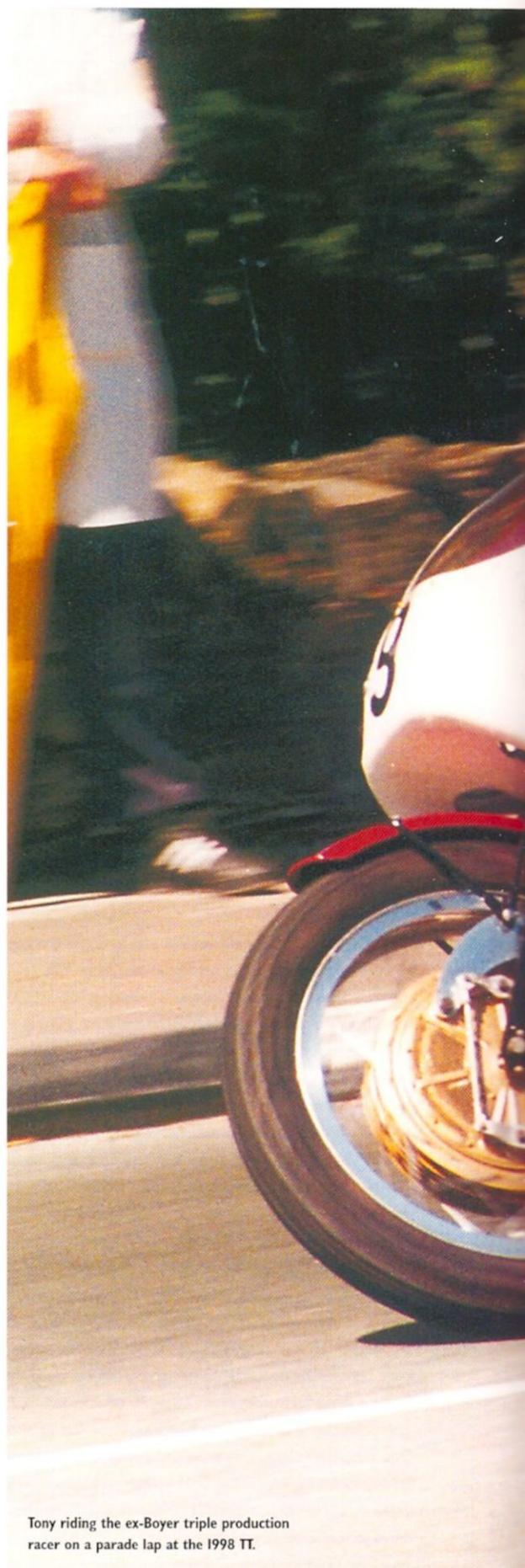
"One of them mentioned that I had been around there and that they would follow me. I advised against this because it had been a long time since I had been there and couldn't remember the way around. When we went out, going down the first hill I hit a patch where an aluminium car sump had dragged along the floor and it was just starting to rain.

"The whole bike slid and I lost the front end. I got it back on line and started to have a go. Because I was on the race track my brain went into race mode and I was analysing the bike and how it could be improved.

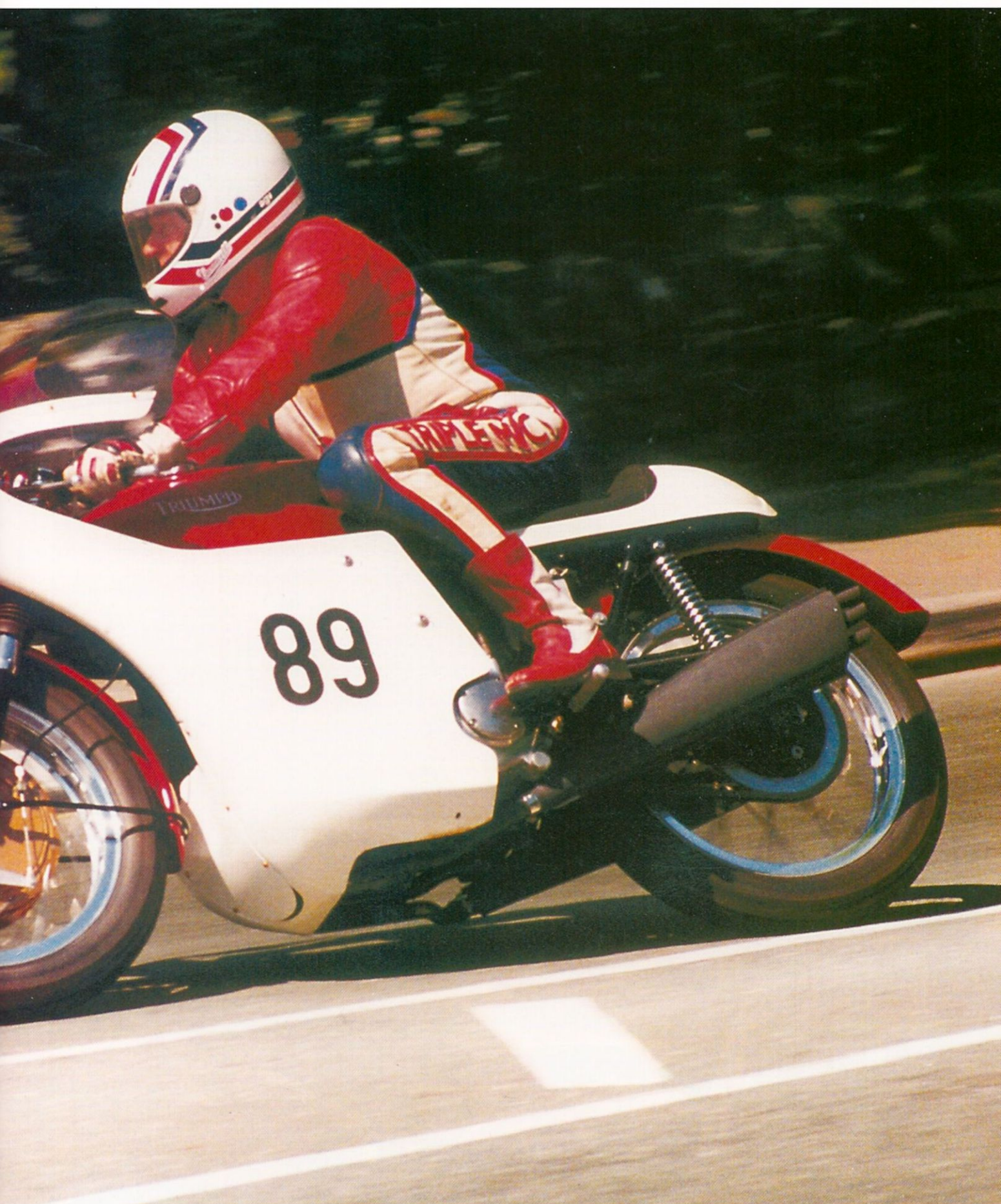
"I was busy considering tyre options and suspension settings before I said to myself, 'Hold on what am I doing here?' All of this on a Sprint executive with panniers!"

So next time you marvel at the skills of that two-up Trophy it could be Tony. Once a racer always a racer!

THE WHOLE BIKE SLID AND I LOST THE
FRONT END. I GOT IT BACK ON LINE
AND STARTED TO HAVE A GO.



Tony riding the ex-Boyer triple production racer on a parade lap at the 1998 TT.



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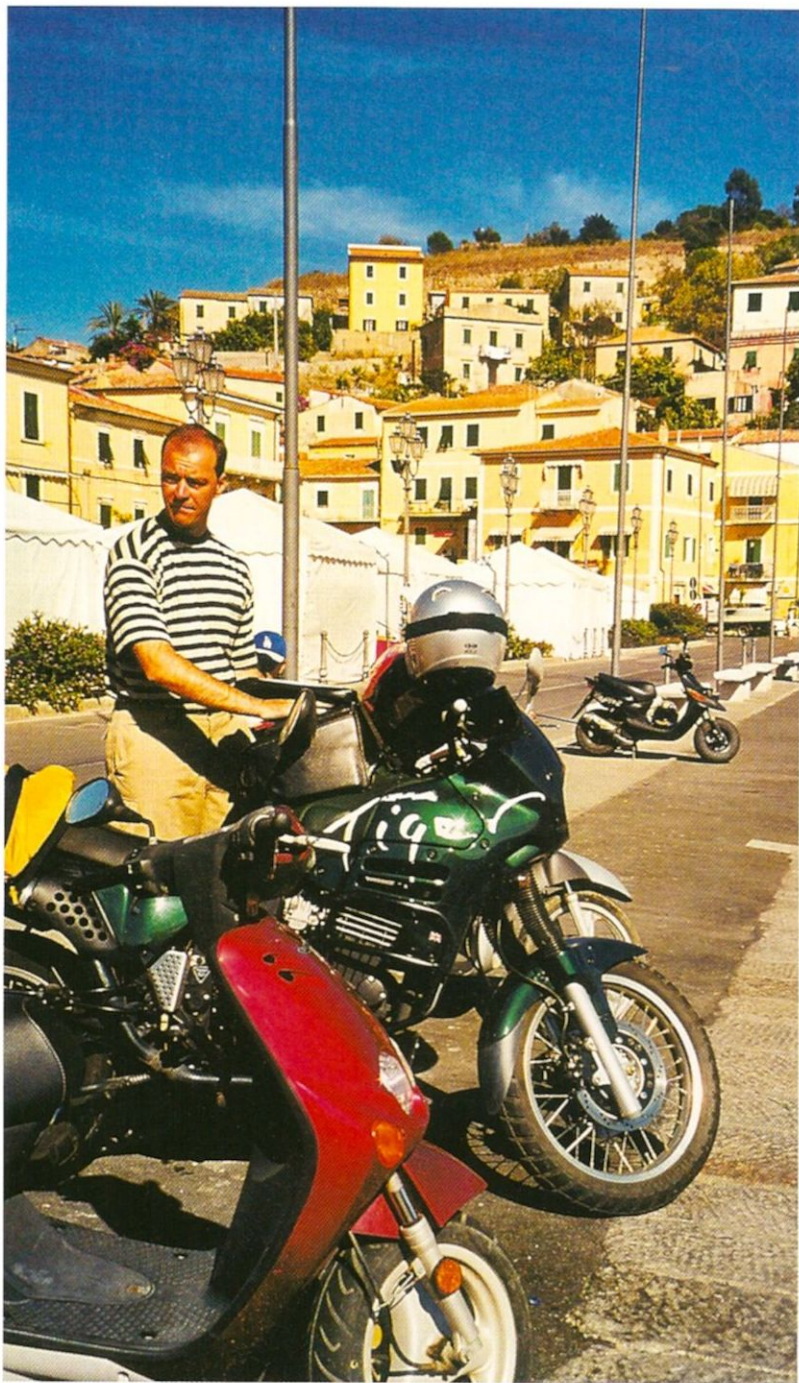
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FOR the fifth time we were on our way to Italy aboard our Triumph Tiger, driven by our manic desire to head south to experience the culture, tasty Italian cooking and, of course, the riding.

It started a few years ago on a blue 1993 Tiger, one of the first built. Loaded with two aluminium panniers, a luggage roll, the tank bag and the two of us, we headed for the delights of Tuscany.

With the panniers fixed low down and wide with their contents, we had to be careful not to touch them down on sharp bends. Adjusting the suspension to firmer settings improved matters but riders behind us said they were very nearly grounding on the tarmac.

In 1998 we bought a new Tiger in British Racing Green, one of the last carbureted bikes, and between the two we have visited Tuscany, Veneto, Trento, the Dolomites, Elba, Rome and Sardinia.

Having visited northern Tuscany before, we now planned to see the southern parts. Late Summer appeared to be the best time to go and we were welcomed by the typical hilly landscape with already harvested fields - looking a bit like a crude moonlike landscape.

To ease the long journey we used the car train from Munich direct to Tuscany. Although we missed the excitement of crossing the Alps, this was something we had done several times before. Instead, we left the train quite relaxed - only a little stiff from sleeping on the hard and narrow beds on the train.

The journey had been uneventful apart from us nervously watching the bikes bounce around on their centre stands as the train crossed the railway points on the way.

We rode out of the seaside resort of Rimini, passing numerous hotels before climbing the first hills and suddenly being surrounded by Italians on racing bicycles. It seemed as if everyone was on their bikes for



Tiger in Tuscany

Marina Burow and Peter Harbusch let the train take the strain from Munich to Rimini and then unleash the Tiger for a leisurely tour of beautiful Tuscany.



Port of Marciana Marina.

the weekend, indulging in their third passion after football and Formula 1 car racing!

Our route was only roughly planned and one week would give us enough time for a relaxed ride and plenty of sightseeing. We had not brought a tent but in the off-peak holiday season, finding a hotel room each night should no prove a problem.

While I waited outside the hotels with the bike, Marina would go in and practice her Italian language skills to find a room. And it worked out well. In most cases we not only found a room but shelter for the Tiger as well in the hotel owner's garage.

Our first stop was Urbino and time for the first cappuccino in the busy old town quarter. Further on we

crossed Marken and Umbria. Passing by the idyllic city of Cortona and the marvellous Lago Trasimeno we reached the first of the typical Tuscany hills.

Following the Val d'Orcia we headed for Montalcino and looked for a roof over our heads. The 'Agriturismo' signs point us towards old and pretty reworked farm houses where you can always find a pleasant and inexpensive stay for the night.

The next day saw us on a variety of roads in the area - from twisty and well built roads to off-road gravel surfaces, everything for the ambitious Tiger rider to tackle.

Our next stop was Saturnia, a small town close to some mineral springs with a pretty market place

THE NEXT DAY WE FILLED THE TANK AT THE 'ALIMENTARI', THE LOCAL GROCERY, WHERE THE OWNER STOPPED CUTTING SMOKED HAM AND CAME OUT, STILL WEARING HIS APRON, TO SERVE US.



A stop at the historic quarter of Massa Marittima.

surrounded by shops, bars and restaurants. Everyone should find suitable accommodation here but in high season a reservation is advisable.

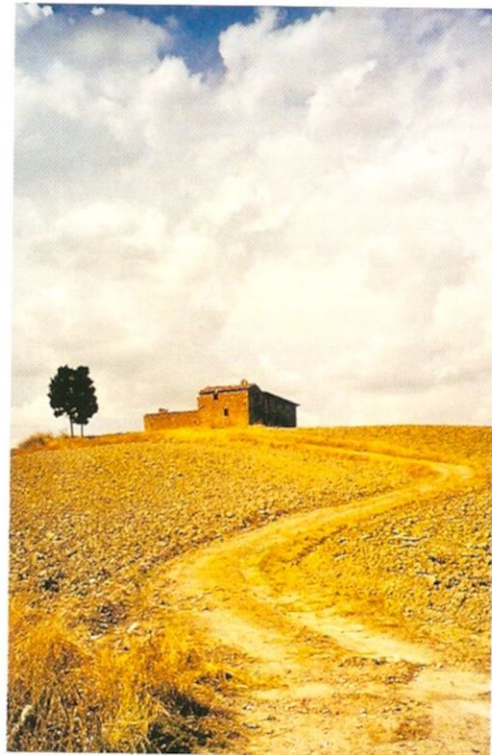
Don't miss a bath in the thermal springs with their natural cascades where people sit close together on the steps enjoying the warm water - very good for tired bikers' aching bones after a day in the saddle. In the evening enjoy a dinner in one of the very good small restaurants.

The next day we filled the tank at the 'Alimentari', the local grocery, where the owner stopped cutting smoked ham and came out, still wearing his apron, to serve us. Our circular route was through the old Etruscan cities of Pitigliano, Sorano und Sovana and leaving our luggage in the hotel made it easier to explore these small cities.

The roads are quite empty at this time of the year as people get on with their normal lives and we rode on towards the coast, detouring through Monte Argentario, a peninsula south of the Maremma, before finding a hotel close to Grosseto near the sea.

In the Maremma National Park the bike got a rest while we spent some days on the beach. If you get up early in the morning there are guided tours into the national park by bus or on foot. We always got up too late...

Typically Tuscan landscape.





The grocer's shop fuelled up the Tiger as well.

Shady alley in the Maremma.





Winding roads in Val d'Orcia.



THERE WERE BICYCLE RACES IN THE WHOLE REGION AND EVERY FEW MINUTES WE HAD TO STOP AND ALLOW THE RIDERS TO GO BY.

The next day we took the ferry to Elba, no problem in the low season to get a place for a bike and two persons. Our hotel for this night had been booked in advance over the Internet.

From the port of Portoferraio we rode across the island to the fantastic bay of Fetovaia. On Elba there are superb roads along the coastline and the perfect end to the day is the sunset on the west of the island.

And we spent the entire week like this, lounging on one of the best beaches on the island and taking short trips on the bike or a boat tour to a shipwreck where you can go snorkelling amongst the colourful fish.

NOW it was time to return to the mainland, riding miles through cypress-lined roads near Bolgheri and Massa Maritima. It reminded us of the old Nurburgring-Nordschleife circuit.

On this Saturday afternoon the roads were crowded with bikes as we headed up and down through the winding hills and forests from Massa Maritima to Volterra. Groups of local riders pass and some come around bends in the opposite direction on the wrong side of the road!

We survived, but often wished we were free of our luggage to join in the race fun. We stayed the night in Volterra - the city of Alabaster - where everyone was on the street late into the night having a festive time in this historic city.

The next day we were once again surrounded by racing cyclists on our way to San Gimignano. There were bicycle races in the whole region and every few minutes we had to stop and allow the riders to go by. It only got better when we arrived in the meagre hills of the Crete with hardly anyone on the road.

Unfortunately accommodation was getting harder to find. After visiting the Abbazia di Monte Oliveto Maggiore we followed the 'Agriturismo' signs but the places we found were either closed or unsuitable.

Then we stopped at a farm entrance to turn around and found another sign for the neat farm of the Bennati family who obligingly showed us to a comfortable room

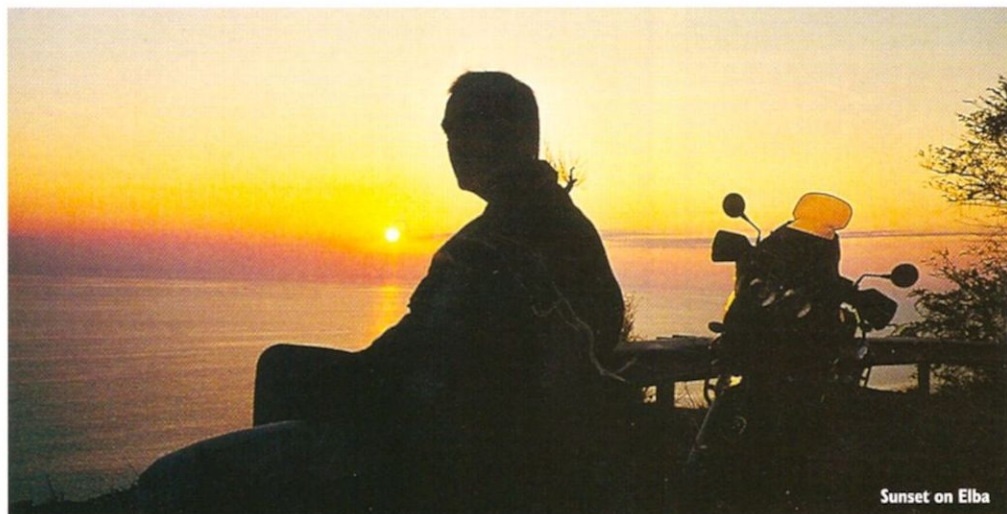


'Mobylove' taking us to Elba.

in a house near their own. The Tiger got a safe parking in the barn next to the tractor.

Later in the evening a long table was laid out for dinner in the courtyard. We and the other guests enjoyed delicious Gnocchi, barbecued meat, wine, cheese and homemade grappa. Late at night the family said good night and left us alone - with the wine and grappa!

The last stage took us back to Rimini where we boarded the train again for our trip home. Since our trip we have bought a brand new 955i and are already planning the next holiday.



Sunset on Elba

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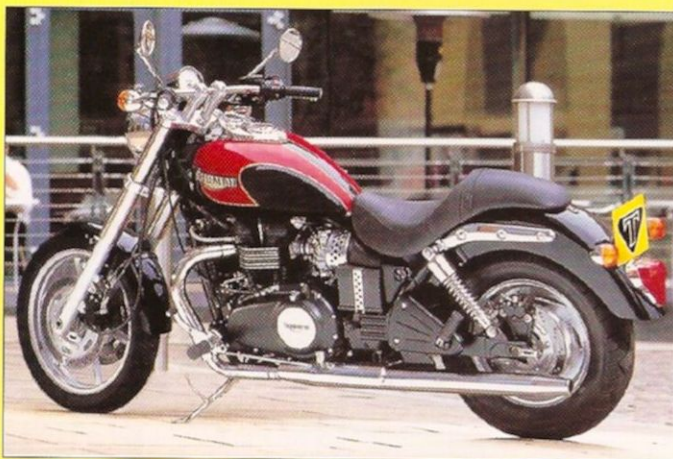
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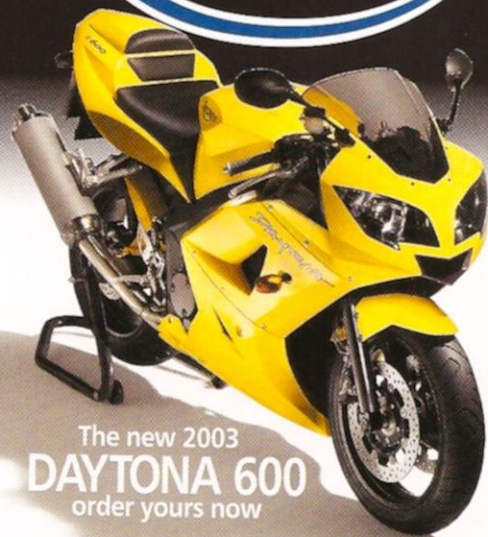
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Strange brew

Canadian Francis Paul doesn't always see things the same as other people. For him, the Triumph Adventurer wasn't a bike for gentle Sunday cruises around his native Quebec. Instead it was the inspiration for a wild marriage between two unlikely partners - the Adventurer and..... a Daytona!

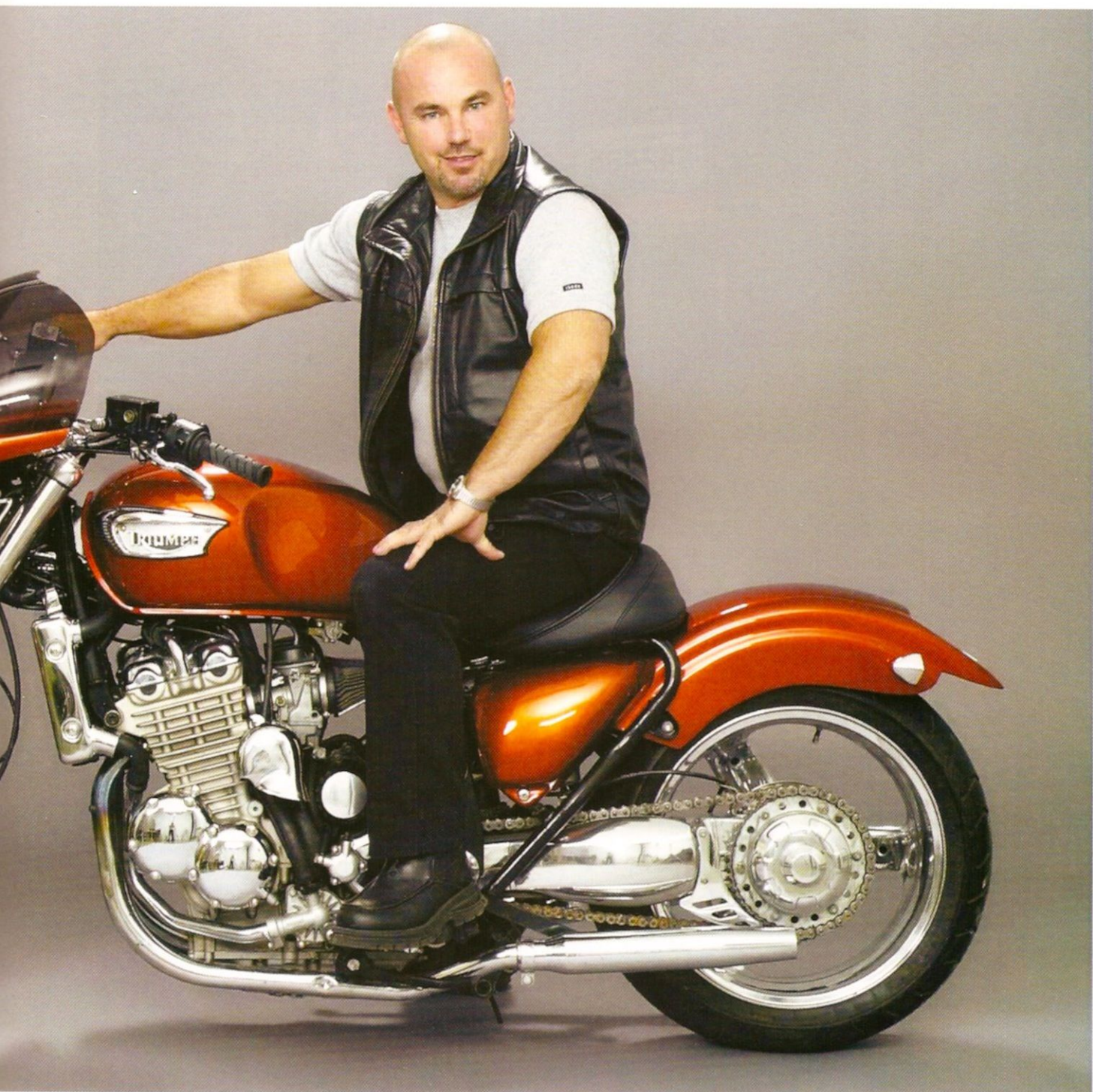
Francis's first customising effort - Hybrid 1 - generated a lot of interest when it was unveiled a couple of years ago. But far from satisfying him, it only encouraged an even wilder version - Hybrid 2 - the fruit of a wild leap of imagination and the support of a whole team of specialist helpers.

Welding expert Sylvain Genais set to work on the frame, lengthening the wheelbase by five centimetres and increasing the steering head angle. Jos Harley from MG Performance then adapted a Daytona single-sided swinging arm to fit - a major task which entailed restructuring the whole of one side of the bike to ensure the wheel was centred in the chassis. He also took advantage of having the chassis in pieces to lower the rear suspension and to create a rear mudguard incorporating the licence plate.

But Francis wasn't just a spectator while all this industry was going on. He adapted the sports wheels from the Daytona to fit what was once a gentle cruiser - retaining just a single disc brake to keep weight down

TO FINISH IT OFF HE FITTED FLAT
HANDLEBARS FROM A SPEED TRIPLE.







and the overall look as sleek as possible. He also integrated a small sports front mudguard into the modified front fork assembly and created a small café racer style flyscreen to carry small indicators and custom made rear mirrors (not fitted for the photo session). To finish it off he fitted flat handlebars from a Speed Triple.

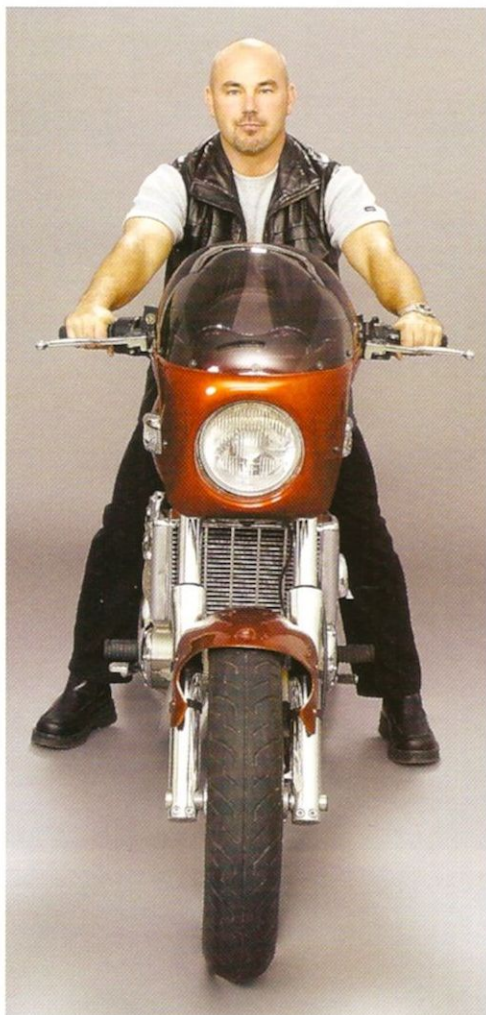
With the styling taken care of, he turned his attention to the motor. Replacing the original airbox with K&N filters helped the beast to breath more clearly, while setting up the bank of carburettors was left with tuning wizard André Loyal.

The three-into-two exhaust was self-designed to add to the aggressive overall style and the result passed all expectations!

Once all the parts were produced and built into the finished bike, it was time to start road tests. Francis was determined that the bike rode as well as it looked, so numerous set-up changes were necessary to achieve irreproachable road manners.

There only remained detail touches to complete. Once again Francis went back into the workshop. The bike was almost totally dismantled while he immersed himself in colour charts and design studies. The final choice was a pearlescent red, complimented with a number of chromed items from Triumph's accessories catalogue. The wheels, swinging arm and forks were

THE THREE-INTO-TWO EXHAUST WAS SELF-DESIGNED TO ADD TO THE AGGRESSIVE OVERALL STYLE AND THE RESULT PASSED ALL EXPECTATIONS!



THE FINAL RESULT WAS EXHIBITED ON TRIUMPH'S STAND AT VARIOUS CANADIAN SHOWS DURING 2002 AND NEVER FAILED TO GRAB ATTENTION.

polished to a mirror finish and the final touch was to add a smoked screen to the fly-screen.

The final result was exhibited on Triumph's stand at various Canadian shows during 2002 and never failed to grab attention.

The insurance valuation of \$ 25000 justly reflects the quality of the work that has gone into the bike and Francis has had various approaches from people asking if he could build a similar bike for them.

And next? One concept on the drawing board is a bike half-way between a roadster and a sports bike - a sort of new century café racer. The project hasn't been made public yet, but judging by past exploits, Francis is not the sort of guy to rest on his laurels. Our guess is that he has an even wilder creation already in the workshop..... Hybrid 3!



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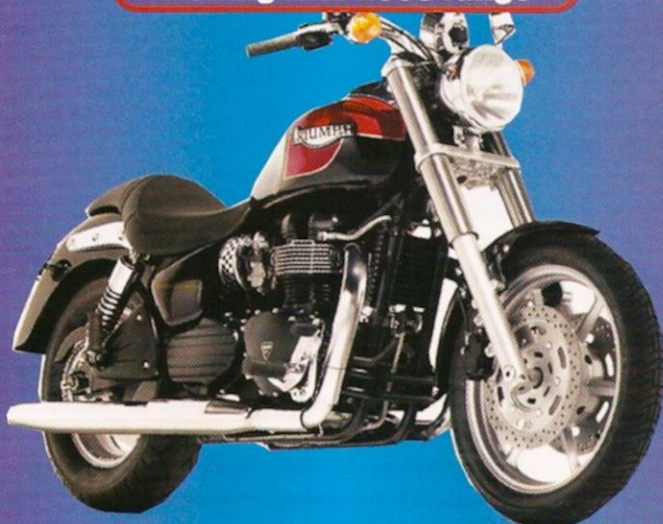
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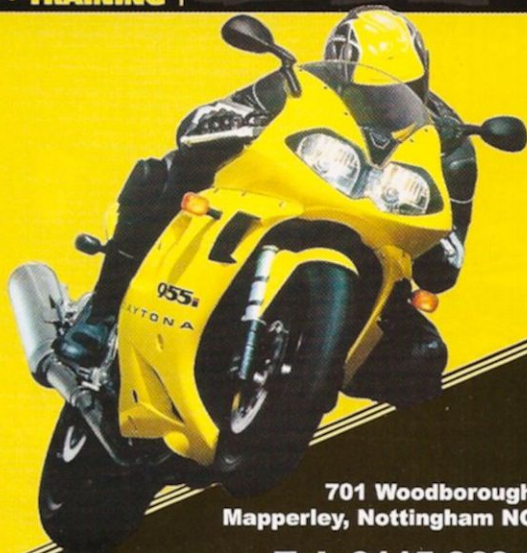
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DOUG HELE: building a

He was one of the British bike industry's outstanding development engineers on both road and track, always getting results. He had a deceptively quiet manner and willingness to listen, yet those who knew him anywhere and work any hours he asked. He was Doug Hele. Jim Reynolds tells his story.

BORN in Birmingham in 1919, Doug began to learn engineering in an apprenticeship at the huge Austin car factory in the city's Longbridge area. He worked there through the 1939-45 World War, then took up a job in the drawing office at the Douglas motorcycle works in Bristol.

But his ability to think laterally and ask questions wasn't welcome, and soon he was back in Birmingham at the strongly race-oriented Norton factory. In view of his wide racing involvement in later years, it may seem surprising that he didn't stay with Britain's leading race team.

But he was recently married and wanted to buy a house, so the offer of more money took him to the huge BSA factory in the Small Heath area of the city.

BSA was the biggest motorcycle manufacturer in the world in the Fifties, the right place for a bright talent to find plenty of projects to develop his knowledge. Chief designer Bert Hopwood gave Doug the job of sorting out the revolutionary MCI 250cc single-cylinder racer. He developed a monoshock rear suspension and tidied

up the valve gear to get the little racer working well enough to be a realistic threat to the dominant German NSU.

It was tested by world champion Geoff Duke at Oulton Park and looked like a real prospect, but some people in the BSA board could still remember the company's disastrous attempt at the TT races in the Twenties, when every one of their special bikes dropped out.

That sort of egg-on-face memory made them over-cautious and they asked Hopwood to guarantee that it would win first time out - rather like buying a lottery ticket and asking if you can have the actual jackpot winning number!

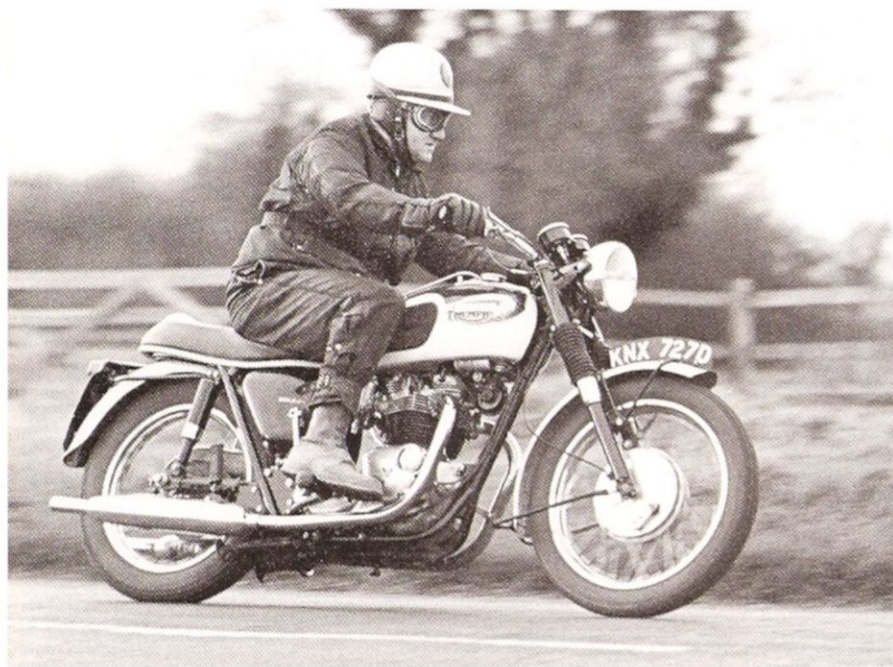
Hopwood wasn't going to put his head in that noose, so refused to give any such assurance. The result was a cancelled race project and one of biking history's great might-have-been stories. Doug was not a happy man.

Bert Hopwood had been tempted to rejoin Norton and he soon brought Doug Hele back, initially tasked with giving the immortal Manx racer a boost. The 1961 version of that model is regarded as the ultimate development of the model - that was his patient development work proving its worth. But he recognised the limits of the Manx design, the time it took to build the complex engine and the specialist skill needed to keep it at peak form.

There was an alternative basis in the twin-cylinder Dominator road bike, with its relatively humble pushrod engine that few people would see as a serious racing unit. With the right performance parts it might become a competitive racer, and it would be cheaper to build and easier to maintain.

The result was the 500cc Domiracer, using Hele's lower-built version of the excellent Featherbed chassis. It showed its potential in the 1961 TT when rising Australian star Tom Phillis finished third in the blue riband Senior race, averaging over 100 mph for the race.

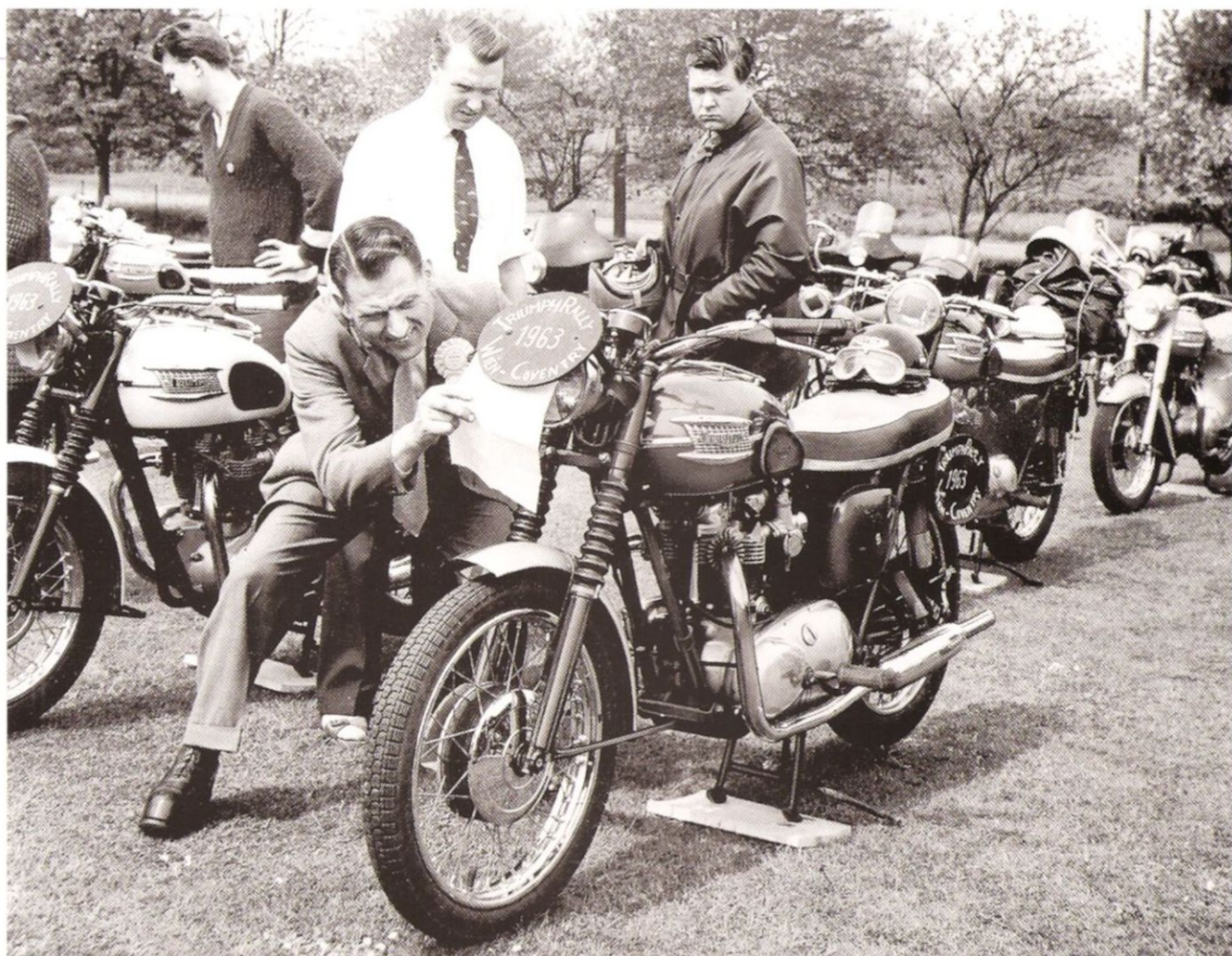
Suddenly there was a viable alternative 500 racer to the ageing Manx. But Norton's parent company, Associated Motor Cycles, were getting into financial bother and cut back on all racing. Another promising Doug Hele racing development was killed off by the bean counters.



A 1966 Triumph Bonneville - the bike Hele transformed into a legendary machine.

Triumph world beater

acing models, often working with modest budgets but
o worked under him would devotedly follow him almost



Doug Hele, shortly after joining Triumph, scrutineers a bike from the Triumph Club of Vienna at the Triumph Rally in 1963.

But lessons learned from the Domiracer were applied to the road models, and the 88SS 500cc version made its public debut in the important 500 mile production race at Thruxton airfield. Norton testers Dennis Greenfield and Fred Swift rode it and won their class; it was a very significant success, because the same tuning knowledge was then applied to the factory's 650cc twin and the 650SS was born.

Production racing was big news in the Sixties and victory in the Thruxton race did sales a lot of good. Southampton dealer Syd Lawton swapped from 700cc Royal Enfield twins to the new 650 Nortons and began a period of domination, winning the premier Thruxton title three years in a row.

But the Norton factory in Birmingham was closed by AMC in 1962 and very few personnel took advantage of the chance to move south with the company to Plumstead in London.

Doug Hele, happy in his new house and with two young lads to look after, opted to stay in the city where he was born. He thought about switching from engineering, as he'd been taking evening classes in technical drawing and enjoyed the experience; but to get proper qualifications as a teacher he'd have to retrain and was directed to a college in Essex.

Too near to London to appeal to a loyal native of Birmingham, he replied to an advertisement for a job with the Ford Motor Company, who had a factory at



The new three-cylinder engine attracting interest during its development into a winner on road and track.

nearby Leamington Spa. But when he went for interview, the post was at the company's main factory in Dagenham, in the same Essex/London area he wanted to avoid.

"I didn't really want to follow Bert Hopwood into another job, I wanted to make a name for myself as an individual," he explained years later. "But when all these alternative jobs were in the south, I did think the fates were conspiring against me."

Consequently, Hopwood offered him a job as head of development at Triumph's busy factory in Meriden, a few miles from Birmingham. There were bills to pay and mouths to feed, so fate guided him to Meriden in 1962 and a date with greatness.

Joining Triumph

HIS first project there was to sort out the fast but errant Bonneville, which had a reputation for interesting handling if there were bumps in the road surface. Norman Hyde was an engineer at the factory when Doug arrived and saw him apply a simple solution to the errant handling, properly supporting the lug that carried the swinging arms pivot and keeping it in line.

The Bonnie became a much more manageable bike with that and pretty soon Hele had it so well sorted that he called Syd Lawton in Southampton and told him it was about time he switched his team on to Triumphs.

"Doug Hele was a really straight chap and I knew I

could trust his word," Syd told me years ago. "So when he told me he thought the Bonneville was a match for the Norton, I ordered three there and then."

At Thruxton that year, the Lawton team were victorious again, as the Bonneville with Hele treatment stomped all over the opposition. With this convincing display of the revised bike's speed, handling and reliability, the Bonneville became the sports model of the moment.

In 1967 the popularity of production machine marathons was at its height and races were added to the Isle of Man TT programme. Naturally, Triumph were there in strength, with Percy Tait a favourite for the 500 class and aces like John Hartle (works rider for Norton and MV Agusta) on the Bonneville.

Percy's 500 went sick on the first lap but in the 750cc race, Hartle's class and TT course knowledge showed and he led the rest home at 97.1 mph.

There was a glitch in 1968, only team newcomer Malcolm Uphill getting on the leader board with fifth place in the 750 race after the clutch withdrawal mechanism failed.

Norman Hyde still speaks of Uphill's clutchless ride in tones of awe, as changing gear without it on the four-speed gearbox used that year was regarded as impossible by the factory testers. The Welshman's remarkable ride got him a certain place in the team for 1969.

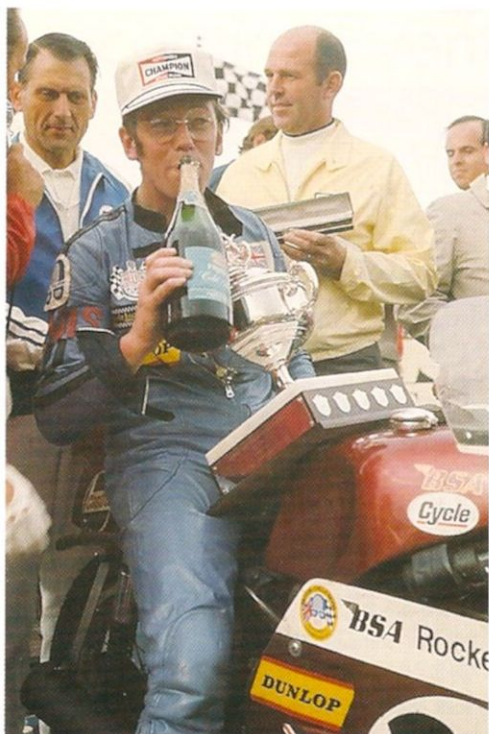
We've already told Malcolm Uphill's story, when he won the 1969 race with the first ever 100 mph TT lap by a production bike. At the Thruxton 500 mile race, Uphill and Tait teamed up to ride the winning bike and behind them Bonneville's were second, third, fifth, sixth and seventh. That comprehensive drubbing of the opposition was commemorated with the launch of the Thruxton Bonneville.

Hele was a very busy man at this time, working on the new three-cylinder Trident both as a road machine and a production racer for the 1970 season, while keeping on top of the Bonneville's.

He had a remarkably loyal team around him, who put in long hours but still managed to have a laugh in the development shop with its frosted glass windows to keep the curious at bay - only the upper panes were in clear glass.

And the fitters were amazed when a figure walked past those windows one day, his hat drawn mysteriously down over his face, but tall enough to be seen through those clear windows - about eight feet (2.4 metres) high. He walked into the development

HIS FIRST PROJECT THERE WAS TO SORT OUT THE FAST BUT ERRANT BONNEVILLE, WHICH HAD A REPUTATION FOR INTERESTING HANDLING IF THERE WERE BUMPS IN THE ROAD SURFACE.



John Cooper followed up a win over Agostini and the MV at the Race of the Year with victory in the 200-miler at Ontario, California.

shop and only then did foreman Les Williams reveal himself, sitting on a mate's shoulders under a long coat!

The Trident worked well as a production racer, Malcolm Uphill winning again in the TT. But there was a new racing class making the headlines; Formula 750 was aimed at the new generation of superbikes, and manufacturers were building bikes to contest it. The Trident engine was a natural, even if it was another humble pushrod unit matched against the overhead camshaft four-cylinders from Honda.

The domination of production and Formula 750 racing by the bikes turned out from Doug Hele's department was amazing. The legendary Slippery Sam production racer won five proddie TTs in a row and only retired when a new rule banned bikes over five years old.

The full race bikes, using chassis developed and built by Rob North in his small Nuneaton workshop, gave about 85 bhp and were timed at well over 160 mph on the banking at Daytona. Tony Jefferies won the first Formula 750 TT on one, they were the dominant bikes in the Trans-Atlantic Match races, and the team won races literally all over the world.

Derby's John Cooper took the most exciting annual Race of the Year at Mallory Park ahead of world champion Giacomo Agostini's MV Agusta, on a bike run in the BSA factory's colours but built at Meriden. In California, Cooper then won the Champion Spark Plugs 200 mile race at Ontario Raceway, beating Kel Carruthers' Yamaha.

The super successful Trident racers had an obvious appeal to every patriotic Englishman, as it beat Italian

and Japanese challengers, but it also had one of the finest exhaust notes ever heard from a motorcycle. To stand at the trackside and hear the factory team howl past, the motors revving to 8500 and the engines breathing through totally unsilenced megaphones was to savour one of the greatest sounds in motorcycling. If you ever heard that magnificent victory fanfare, you have Doug Hele and his team to thank for it.

But it had to end, as the growing losses of the parent BSA Group resulted in cutbacks and closures. When Meriden was shut, Doug and his team moved to Kitts Green in Birmingham, continuing the work of development the range.

One day new boss Dennis Poore was showing visitors around the research unit, including the prototype of the T160 electric-start Trident. Maybe they didn't notice the leads from the handlebar switch up to the control room above the bike they were admiring, but it was a very spooky moment when the bike fired up on its own. It was Les Williams again, up on the next floor with a remote control in his hand.

Inevitably, Kitts Green closed and the team was split up, Hele heading south every week to work at the British Seagull outboard motor factory in Dorset and driving home at the weekend. I never realised what a mark he'd made there until a phone call three years ago, from a chap restoring a classic Seagull unit and looking to make contact with this man Hele, who designed it.

His final working stint was as a freelance at the last fragments of Norton at Shenstone, near Lichfield, where he refined their rotary engine bike to make it acceptable for police work.

The virtue I remember most about this remarkable man was his modesty. I sat and talked to him five years ago, gathering wonderful nostalgic stories of his days at the heart of the British bike industry.

After three hours of his valuable time, he asked: "Was that alright? Is there something there that's any good to you?" Saying that we'll never see the like of any man again is an overworked cliché, but in Doug Hele's case I reckon it's true.

Percy Tait on the all-conquering Triumph triple at Sulby Bridge during the 1974 Isle of Man TT.





RAT World

RAT Summer Party

Ironbridge Gorge, Shropshire, June 28

This year's big Summer UK RAT event will take place at Shropshire's beautiful and historic Ironbridge Gorge in June.

We're hoping that hundreds of members will join us for a great day's riding and partying which will have the Iron Bridge - one of the greatest symbols of Industrial Revolution - as a dramatically suitable backdrop.

The day will begin with ride-ins to Ironbridge from all over the country. Once you have arrived, you will be welcomed at our base for the day, the Museum of Iron and Ingenuity at Darby House. After collection of your unique event souvenir, the museum's ten separate sites will be open for you to explore!

Highly recommended is Blists Hill, a unique working Victorian town, complete with its own smelt works. The daytime programme culminates in a Grand Prize Draw at the Museum of Iron at 4.30pm.

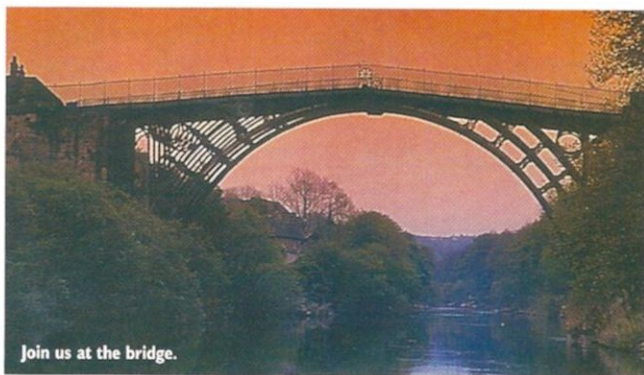
The evening party starts at 5pm, with exclusive use of the new interactive Ingenuity museum, a mens and ladies 'How Far Can You Move a Five Ton Train in a Minute?' competition and of course the bar will be open!

At 7pm we move into the Engine Shop for the main event, with a top quality three-course meal and dancing to 'Metropolis', a highly acclaimed 7-piece party band from London.

To guarantee your places please order your tickets now. Tickets MUST be pre-booked, and are in limited supply.



Don't miss this Triumph Day.



Join us at the bridge.

Tickets: Daytime entrance for RAT members is £10.50 (€16). Non-member tickets are £12.50 (€19). This includes entrance to all ten museums, prize draw and a unique souvenir of the day.

Evening tickets are £22 (€35) for members and £32 (€50) for non-members and include evening meal, entertainment, and optional entrance to the 'Engine Pull' competition.

Both tickets are required if you want to attend the day **and** evening events. Please send your cheque, payable to 'RAT' to Simon Carter, Summer Party, PO Box 83, Hinckley, Leics, LE10 3ZP.

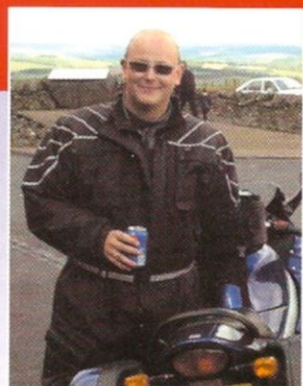
Ride-Ins: Visit www.triumph.co.uk/site/rat/news/news.cfm for the latest updates. There will be a definitive list in Torque in June. If you fancy organising a ride-in from your part of the country contact Simon Carter for details. There is a special prize for whoever organises the most imaginative route to Iron Bridge.

Accommodation: A list of everything from five star hotels to camping is available at www.ironbridge.ws. Alternatively, contact Simon Carter who can offer details of accommodation in the area.

Show us Yours!: We are planning a display of pre-1994 Triumphs - wherever they were made - with some great prizes on offer. If you want to take part, please contact Simon Carter now!

Up front

with Simon Carter



Here we go again - get ready for RAT 2003! We have upped the pace and are pleased to offer additional national events, extra pack runs and new discounts for members!

The popular Raid format continues with a healthy mixture of new and familiar venues. New for this year are RAT Summer Parties. We will be hosting a Summer Party in both England and Germany this year, with more countries getting involved next year.

We are also pleased to announce a schedule of 'Triumph only' track days for you to choose from. 'RAT at the Track' debuts in the UK at Cadwell Park in July, in connection with the European SuperBike School, and with Niall Mackenzie instructing, new and experienced track riders can be guaranteed an exceptional day's riding. If you want to stretch your legs further then we can also offer dates in France, Germany, Austria and at Assen in Holland.

The packs have drawn up a varied and fascinating variety of rides for the next couple of months, with something to suit everyone. Fancy experiencing life in a submarine? How about a week in a medieval castle, a trip spotting seals or a visit (and tasting session!)

to a brewery? These are just a few examples of some of the great runs planned, and are featured in the pack listings. If there is no RAT pack near you, and you have some time and the passion to change this, please get in touch.

RAT members get priority booking at all Triumph events, and will in most cases receive a discount off the full booking price.

During the winter we have added further insurance discounts for RAT members on household and car insurance policies, further proof as if that was required that it always pays to be a RAT!

Make 2003 a memorable Triumph year and make sure you get involved, but be quick! The secret is out and events will sell out swiftly. Have a terrific season.

Simon Carter
Riders Association of Triumph

Upcoming Events

Dragon Raid, Wales

April 25–27

We are heading for a new RAT Raid record attendance for our popular seasonal opener. Wales has brilliant riding roads. Combine this with a warm reception at our hotel, brilliant live entertainment and a high level of cuisine and you can understand why so many people are keen to 'Ride the Dragon' again!

This is our third year at the Metropole Hotel in Llandrindod Wells. Rooms are available from 4pm on the Friday and we will start things off with the customary warm welcome on Friday night, with a hot buffet meal at 8pm.

We will depart earlier than usual at 9.30am on Saturday morning for the day's adventure. There will be a choice of riding groups and the route has been designed to so that the mileage can be tailored to suit all tastes. Official RAT band 'Watch This Space', featuring member Mick Power, are returning for their hat-trick performance, and will be providing the music late into the night.

We will leave at the more sensible time of 10.30am on Sunday, with a gentle route planned to 'The Big Pit' museum near Blaenavon. This is a former coalmine, and offers the chance to descend to down the 300-foot shaft, to gain a taste of life as a miner. Lunch can be enjoyed at the mine if required before we head off for home.

Spaces on this event are already extremely limited. To guarantee your place you must pre-book your tickets. Priced at £40 per person for members and £50 for non-members, your ticket includes evening meals on Friday and Saturday night, entertainment, prize draw entrance, road books and the limited edition event T-shirt.

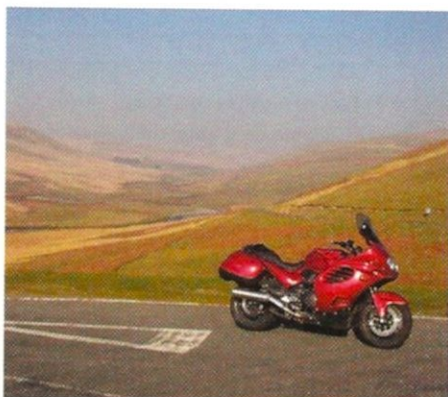
We have negotiated a special rate of £37 per person per night including breakfast with The Metropole. To reserve your room, call The Metropole on 01597 823700 quoting Triumph. Please note that there is a £10 single supplement per night. If you are willing to share and are after the details of any like-minded others, then please contact Simon who will put you in touch.

If you prefer to camp, Wyside camping park is about 11 miles away in Rhayader. Contact them on 01597 819183 for further details.

T-Shirt Competition:

Design the t-shirt for the 2003 Dragon Raid and win the cost of your £40 entry ticket to the event! Designs should cover the front and back of the shirt and need to be on based on a black, navy or white t-shirt using a

maximum of two colours. Please send an electronic version in .jpeg format to simon.carter@triumph.co.uk. Closing date for entries is 30 March 2003.



Welcoming Welsh valleys on the Dragon Raid.

Dorset Raid

May 23–25

A new event for 2003, based at the excellent Chine Hotel in Bournemouth - a super base from which to explore this popular resort.



Seaside fun on the Dorset Raid.

We will kick start things off with our traditional welcome buffet on Friday evening in the hotel's main restaurant with splendid sea views. After dinner there is a disco in the ballroom downstairs for those who want to dance the night away, although for those who prefer, drinks can be enjoyed in the bar until late. There is also a heated outdoor swimming pool.

We will leave at 9.45 am on Saturday for a tour of this beautiful county. There will be a choice of groups to ride with to suit all standards and there will be opportunity to cut the route short if desired.

Saturday night is party night! We have exclusive use of the Sea View restaurant for the evening, and after enjoying our 3-course banquet we will party late into the night with music being provided by a four piece 'rock n roll' band. Sunday's ride will be an altogether gentler affair and leave the hotel at 10.30am.

Places on this event are now very limited. Priced at £40 per person for members and £50 for non-members, your ticket includes evening meals on Friday and Saturday night, entertainment on both evenings, entrance to prize draws and road books.

We have negotiated a highly reduced rate of £45 per person per night including breakfast with The Chine. To reserve your room, call The Chine between 9am - 5pm on 01202 396234 quoting Triumph. Please note that there is a £15 single supplement per night, so if you wish to share a room contact Simon who will put you in contact with any like minded others.

Highland Raid

August 29–31

The Loch Rannoch Hotel was overwhelmingly voted as the best Raid venue in 2002.

Nestled on the shores of Kinloch Rannoch, the hotel provides an exceptional standard of catering and is eagerly awaiting our return for the third UK Raid of 2003.



T100 in the Scottish Highlands.

The event starts on Friday evening with a buffet meal, before we head off at 9.30am on Saturday morning for an awesome tour through the breathtaking scenery of Scotland. Raid regular Roy Skiggs is preparing what promises to be an outstanding route.

During Saturday evening we will enjoy a full Scottish Banquet with pipers and traditional music provided by a live band. Anyone who attends the evening in full kilt will receive a special prize!

On Sunday morning we will leave at 10.30am so that we can catch up from what will inevitably be a late Saturday evening! The short run will head south towards the border, and finish at a destination suitable to scatter to all corners of the UK from.

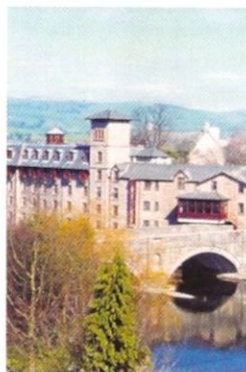
Tickets for this Raid are £45 for members and £55 for non members

and include your evening meals on Friday and Saturday night, entrance to Saturday evening's banquet, entertainment, prize draw entry and road books.

This is an absolutely superb hotel, and we have managed to negotiate a reduced rate of £47.50ppn, with a £20 single supplement. To book your room, please contact the hotel direct on 01882 632201 quoting 'Triumph'. If you prefer to source alternative accommodation the Pitlochry Tourist Board can be contacted on 01796 472215 or via email on pitlochrytic@ptb.ossian.net

Lakes Raid September 26–28

The final UK Raid of 2003 will take in the outstanding beauty of the Lake District. Our headquarters for the weekend is the historic town of Kendal, where we will have exclusive use of the Riverside Hotel, perched spectacularly on the banks of the River Kent.



Safe from flooding! The Riverside.

As usual, we will start on Friday evening with the welcoming buffet meal prior to retiring to the bar for the evening. We will depart for Saturday's ride at 10am, going deep into the Lake District. Our final Raid Party of the year will occupy us late into Saturday evening, prior to our departure on Sunday at 10.30am.

Places for the final UK Raid of 2003 are limited and must be booked in advance to guarantee your spot. Priced at £40 for members and £50 for non-members, your ticket includes evening meals on Friday and Saturday, entrances to prize draws and road books.

We have negotiated a reduced rate of £35 per person per night including breakfast at the Riverside. To reserve your place contact the hotel on 01539 734861 quoting Triumph. Please note there is a single supplement of £15 per night.

If you wish to source alternative accommodation then please contact the Kendal Tourist Office on 01539 725758.

To enter any of the UK Raids, please send a cheque for the relevant amount, made payable to 'RAT' to RAT, PO Box 83, Hinckley, Leics, LE10 3ZP. We are unable to accept credit cards for event booking.

If you only want to join the rides there is no charge. Arrive at the start point 30 minutes prior to the advertised departure.

Please note that in order to secure your place on the event, and where applicable gain an event souvenir; you must book your tickets for the event with RAT prior to travelling.

RAT at the Track Cadwell Park, July 25

Taste the adrenalin of riding on a famous race circuit AND improve your riding skills in this Triumph-only day hosted by the prestigious European Superbike School and star instructor Niall Mackenzie.

We will be using the popular 'Woodlands' circuit of the Lincolnshire

track, with riders split into three different groups depending on machine, ability and experience. There will be a minimum of three instructors per group.

Riders at any level of experience and on any Triumph model will be welcome. You only need one or two-piece zip-together leathers, an ACU gold rated helmet, boots and gloves.

If you fancy showing Niall the way round Cadwell on your Trophy, or seeing just what your T595 can really do, then get your booking in now!

Spaces are limited and for Triumph riders only. Priced at £85 for RAT members and £100 for non-members, your space can only be reserved by full payment. Please send your cheque, payable to RAT, to Simon Carter at Hinckley.



RAT at the Track

European Events

Get your passport out of mothballs and come and explore Europe with RAT. These are just some of the events on the calendar, check out our web pages for a full list and booking details.

Unless otherwise stated, please send a cheque payable to 'RAT' to our European office: Triumph/RAT, 19 Bvd Georges Bidault, Croissy Beaubourg, 77437 Marne La Vallée, France. Sterling cheques are acceptable. If paying in Sterling, please calculate the correct amount based on the current £ - € conversion rate.

Bertrand Goyez and Rüdiger Buck can be contacted on +33 16 46 23 83 2, or via email on goyez@triumph.co.uk and ruediger.buck@triumph.co.uk respectively.

Catalunya Raid, Spain March 28-30

Awesome riding, the hope of Spring sunshine and a warm welcome from the local Barcelona RAT Pack, organised by ex-pat Englishman Simon Brampton, make this a great start to the season

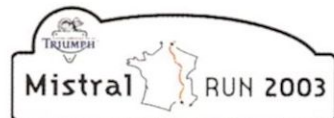
Time's running out, but there may still be time to book a last minute place. Prices for this event are €120 per person. Contact Rüdiger!

Mistral Run Marseille to Belgium, April 12

How does 1100km through France in a single day sound to you? Without using the motorway! If adventure is your thing then the Mistral Run is for you.

The run starts from Marseille on Saturday 12 April and finishes at Ath in Belgium some time later that day. You will have to visit a range of scheduled checkpoints during the route and you must be riding a Triumph!

There are prizes and a party at the finish, hosted by local Triumph dealer and enthusiastic RAT Pack leader Christian



Mourin. Everyone who finishes will receive a trophy and a gift and everyone will be entered into the star prize draw.

Priced at €100 per person for RAT members and €120 for non-members, the price includes your event road-book, Saturday dinner and accommodation for Saturday night. If you do not require accommodation on Saturday evening the prices for both members and non-members drops by €20.

This run is limited to a maximum of 30 bikes, so to ensure you reserve your place, contact event organiser Hervé Descamps now! Write to Hervé at: Pailhès, 30170 Monoblet, France. Telephone: 0033 466 854 296, fax: 0033 466 855 047 or email: herve.hdp@wanadoo.fr .

Elfstedentocht (Eleven Cities Tour), Netherlands

April 27

Following the route of a traditional ice-skating event, we will discover historic Friesland on this day-long tour of north-eastern Netherlands.

The starting point is Triumph dealer Motorado in Leeuwarden, and the end of the route is planned at a local camping site. Book direct with Joop Dijkstra at Motorado (info@motorado.nl). Tel. +31(0)58 288 2776 or contact Rüdiger.

Lorraine Raid, France

May 16–18

Discover the beautiful Lorraine region on north-eastern France, including the stunning Vosges National Park. Based just south of Metz, we will also venture near the German border and climb the 1000m Col de Donon.

The weekend is priced at €110 per person for members and €125 for non-members. Entrance includes two nights B&B in a double room and four meals. Please contact Bertrand for additional information and to book your place.



AssenTrack Day, Netherlands

June 6

Experience the world famous Assen GP circuit on this Triumph-only training day.

Everybody from nervous first-timers to experienced track riders will be welcome, with expert professional tuition. This is not a racing event and all bikes must be road legal, including legal road exhaust systems.

The event is priced at £100 for members and £160 for non-members. Camping and accommodation is available near to the circuit. Please contact Rüdiger for further information.



Rocamadour Raid, France

June 6-8

A week end in the glorious regions of Lot and Gers in south-west France, where wonderful scenery and superb food and wine will combine to make an unforgettable experience.

Hosted by members of the Nimes RAT Pack, the flexible programme has been designed to suit everyone.

Option 1. Lunch on Saturday, evening meal, accommodation for Saturday night, breakfast at the hotel and event souvenir. €65 per person.

Option 2. As per option 1 with evening meal and accommodation on Friday night and breakfast on Saturday morning. €100 Euros per person.

Option 3. As per option 2, along with lunch and evening meal and overnight accommodation on Sunday along with breakfast on Monday morning. €150 per person.

This event has limited availability. To guarantee your spot, and arrange payment please contact Jean Guy at j.guy.bernard@wanadoo.fr, call him on +33 (0)6 80 10 78 08 or contact Bertrand.

Ardeche Raid, France

June 13-15

Over the course of the weekend we will ride in the Diois mountains in the heart of the Ardèche, south-west of Lyon. We will be based in Valence, near the Rhône river, in a hotel with a swimming pool. The local RAT pack has organised the event and some surprises are store for you!

The price for this raid is €120 per person (€135 for non-members) which includes 2 nights B&B and four meals with drinks.

Contract Bertrand for further details and to book your place.

Tour of Belgium

June 29

A unique event. A 420 kilometre tour of Belgium, visiting all corners of the country in a single day !

Choose your start point at one of four participating Triumph dealers then follow the route to check in at the three others before returning to your departure point. When you arrive at each checkpoint, the dealer give you the road-book to reach the next control!

Start from either BMC in Ertvelde, Mourin in Ath, Triumph Marche at Marche-en-Famenne or Motor Service Streckx in Bertem.

No motorways are included and all participants will receive a commemorative medal as well as entry to a prize draw .

Entry is €15 for members (€20 for non members).

You can book at any of the participating dealers or with Bertrand.

Champagne Run, France

July 18–20

An ideal event for first-timers keen to take their Triumph over the water. This is an escorted trip from the UK, organised by the experienced Cheltenham RAT Pack and returning to the excellent

Auberge Champenoise which has hosted the popular **Champagne Raid** for the last two years.

We leave on the 9.15am Dover-Calais crossing on the Friday, riding to our base over little-known country roads and stopping for a lakeside lunch under the shadow of the amazing chateau of Pierrefonds.

Saturday's trip will take in the best roads in the region and include a visit to a Champagne house, including an optional sample!

For anyone who has been on the Champagne Raid in the past two years, the highlight will have undoubtedly been the Saturday evening 'Dinner by Candlelight' - an extraordinary six-course meal, with each course interspersed by dancing to the magnificent live band. Be prepared for plenty of dancing, mingling with the locals and a late night!

On Sunday we will head back in time to catch the 18.15 Calais-Dover ferry.

The cost is €120 (£80) per person, which includes two nights' hotel B/B, evening meal on the Friday and the superb 'Dinner by Candlelight' on Saturday evening.

There are only a handful of places left. For details on how to book and to check availability please contact Simon Carter.



Classic French riding awaits.

Around the Packs

Canterbury – Robinsons

Canterbury had a successful Christmas Party in December with over 40 people crammed into The Four Horseshoes in Graveney for a lively evening which raised £213.81 towards the Kent Air Ambulance, with new Pack Leader Alan Gillings x-rated effort accounting for £87.21 of the grand total. To check out what Alan got up to, check out the web site www.robinsonsrates.co.uk.

The pack has a full programme for 2003, with further runs to be added including an off-road riding day and a return to the awesome Nurburgring.

- 11 March: Club meeting.
- 23 March: Pioneer Run – London to Brighton.
- 30 March: Ace Café & Hendon RAF Museum.
- 8 April: Club Meeting.
- 13 April: Hastings Sea Life Centre and Portsmouth Maritime.
- 2-5 May: Belgium Motorcycle Loft.
- 13 May: Club Meeting.
- 18 May: Beaulieu Motor Museum.
- 10 June: Club Meeting.
- 15 June: Flatford Mill and Suffolk Cream Tea Run.
- 8 July: Club Meeting.
- 13 July: Box Hill & The Maize Maze.
- 12 August: Club Meeting.
- 17 August: Treasure Hunt and BBQ.
- 23-25 August: Bank Holiday.
- 9 September: Club Meeting.
- 10 September: Duxford.
- 7 October: Club Meeting.
- 12 October: Herstmonceux & Dungeness.
- 11 November: Club Meeting.
- 9 December: Club Meeting.
- 13 December: Xmas Dinner.

The pack continues to meet on the second Tuesday of each month at The Four Horseshoes pub in Graveney. Contact Mike Robinson in the shop on 01227 766267, or contact Pack Leader Alan Gilling on 07740 472412.



Sore Robinson bums in Switzerland 2002.

German Summer Party

July 19

A day and night of live music, treasure hunts, exhibitions, classic Triumphs, modified bikes, pub games and a host of other entertainment.

Based 50km north of Frankfurt, we are expecting hundreds of Triumph fans to come together for a huge party. Hotels and camping are available locally. Members tickets are €15 whilst non-members will pay €25.

Contact Rudiger for further information about the event and accommodation information.

Luberon Raid, France

July 19-20

This Raid is based in the middle of the Luberon mountains on the borders of Provence near Avignon, and at this time of the year the air will be full of the wonderful perfume of locally grown lavender.

Our base is the Castel du Luberon hotel in Apt (50km to the east of Avignon) which has a private swimming pool to refresh you on arrival! On Saturday we will head for the spectacular Haut Plateaux des Monts du Vaucluse for lunch, while on Sunday we will cross over the Luberon and snake through typical villages prior to a lunch stop.

Priced at €105 for members and €120 for non-members, the entry fee covers one night B&B and three meals.

For further information about this event please contact Bertrand.

Cheltenham

Cheltenham RAT Pack's first Christmas Party attracted 64 members from all over the country for a riotous evening.

Advertised as a Christmas Party you would actually enjoy, Pack Leaders Steve Prior and Pete Harris laid on a truly memorable evening. To get into the festive spirit, everyone was presented with a Triumph gift on arrival, with the ladies receiving an additional surprise in the form

of a bunch of flowers.

During the course of the outstanding Christmas meal several competitions were held. A RAT general knowledge quiz, along with a caption competition were the main features, but there was a supplementary



question just for the pillions: **RAT members Terry & Penny Dixon in festive spirits.** 'Which Triumph motorcycle has the most comfortable seat!'

Prior to the disco kicking off, Pete gave a well received rendition of 'Ode to the Trophy' and his more recent work 'Best Motorcycle in the World'. Further presents and prizes were won in the raffle, with a choice of prizes donated by new Gloucestershire based dealer, Bransons.

The pack kicked off their 2003 season with an impressive 23 bikes turning up for the 'Super Freezer' run in late January and has a packed calendar for the rest of the year.

The pack has also adopted Bransons as their supporting dealer and plans are afoot for an open day later in the year.

16 March: Cheddar Gorge Run.

20 April: Cotswold Run.

18 May: Kenos Run. West Wales and back. Leave at 8.30am.

18-20 July: Champagne Run. Full details elsewhere.

20 December: RAT Xmas Party II. Book early!

All pack rides leave from the Frog Mill inn at Sipton at 10.30 am unless other stated. The Frogmill can be found at the junction of the A436 and A40. Email Steve on stephenlprior@aol.com or telephone him on 07802 447478. Pete can be contacted on 07973 686455 or via email on michelle.harris@dwp.gsi.gov.uk.

Cheshire – Bill Smith Motors

New for 2003! ST fanatic Peter Dimbald has taken the plunge and in association with Bill Smiths in Chester is proud to launch the Cheshire RAT Pack.

3 May: North Wales BSB. Leaving the shop at 9.00am for a morning.

June (TBC) Cheshire Chase and Shropshire Scurry.

9 August: North Wales BSB II – The return!

Contact Peter on 07974 145654 or via email at cheshireatpack@yahoo.co.uk for the latest update.

Chippenham – Taylor Racing

Taylor Racing are spreading their wings into Europe this year, with an exciting long weekend planned to Normandy in June. They are also hosting runs to the Dorset Raid in May.

23 March: Abergavenny Jaunt.

Leave The Mallard, Lyneham, at 10.30.

27 April: Slippery Sammies. Visit to the Sammy Miller Museum. Leaving the Mallard at 10.30am.

22-25 May: Dorset Raid Run. Contact Pete for the latest information.

13-16 June: On the Beaches. Pack visit to Normandy.

For the very latest information contact Pete via email on



Pete & Lynn Clarke

Croydon – Carl Rosner

Exceptional support from all at the shop has helped the Rosner RAT Pack to continue growing. After three years running the pack, Ian Norman has passed the leadership to Dave Parker. All in the pack, the shop and at RAT send thanks to Ian.

The pack has planned an active season, kick starting with the traditional Pioneer Run on March 23, an ideal opportunity to clear those carbs out! Other highlights include the 'Castle Chase' run on 6 April, which aims to conquer every castle in Kent and Sussex in a day!

A European weekend visit in the summer is being planned for riders who has never ridden abroad, and there are plans for a trip under the sea in a submarine!

March 23: Pioneer Run. Meet at Rykers Cafe at 10.00am.

April 6: Castle Chase. Meet at the Barley Mow 9.30am.

April 25-27: Dragon Raid. Meet at Carl Rosner Motorcycles. 9.00am.



Visit Leeds Castle on the Castle Chase run – April 6.

The pack meets at the Barley Mow public house Tandridge Lane near Oxted every third Wednesday of the month, See the notice board at Rosners, visit the Carl Rosner or Triumph web site, or call Dave Parker on 01732 364776 or email dandc@dmac63mcw.freemove.co.uk for further ride and pack information.

May 11: Amberley Bike Show. Meet at the Barley Mow public house 10.30am.

June 22: Trip down under with Periscope. Meet at the Barley Mow, leaving at 10.00am.

The pack meets at the Barley Mow public

Edinburgh – Two Wheels

Contact pack leader Neil Danskin for the event list for 2003. Neil can be reached at Two Wheels on 0131 668 4775, or if you are in the area drop in for a coffee and a chat.

Exeter – Bridge Motorcycles

There is plenty to keep our RATs in the south-west busy this season. In addition, the pack will continue with their popular monthly meeting at the Blue Ball Inn, Sidford on the Exeter Seaton Road (A3052) on the first Tuesday of every month.

1 April: Westbay Fish & Chip Run.

6 May: Plymouth Jasperiser Run.

3 June: Poole Harbor.

15 June: Lynmouth Run.

1 July: Dartmoor: The Highwayman!

20 July: National Motor Cycle Museum.

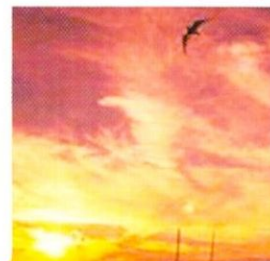
5 August: Mid Devon Bickleigh Bridge.

2 September: Lyme-Regis Fish & Chip Run.

7 October: Pack Ride Out.

Contact Tony on 01395 579659 or

Poole Quay at night – it's busier on Tuesday evenings!



for pack information. Alternatively contact Paul at Bridge motorcycles

Essex – Ongar Motorcycles



Pack leader Nick Westcott has devised the following program for 2003. Due to his impending move to France, other members of the pack are getting involved with organising the runs, and we hope that there is something to tempt everyone this season with the Ongar pack!

Come and see the seals with Ongar!

16 March: Burnham-on-Crouch. Marshes, salt air, Essex mud, boats in the estuary, seafood or fry-up. Meet at 9.00am at Birchanger services, at J8 of the M11.

March 23: Pioneer Run, Meet at 8am at Thurrock services.

April 19: Greene King Brewery, Bury St Edmunds visit. Meet at 10.00am at Tescos in Great Dunmow.

May 23 - 25: Dorset RAT Raid. Escorted trip to the Raid.

June 15: Flatford Mill & Suffolk Cream Tea, in association with Robinsons of Canterbury. Meet at 10.00am at Thurrock services.

August 17: Norfolk Seals. See the seals and enjoy the crab sandwiches. Meet at the Bungalow Cafe, Marksey at 9.00am.

September 7: Thetford Forest & the Fens: Meet at 10.00am at Tescos in Great Dunmow.

October 19: Dunwich. An old favourite, the largest port in medieval times, still busy with the Romans, now a shingle beach with the best fish and chips in England (allegedly). Meet at 9am at Finchingfield.

Nick can be contacted on 07801 594985 or on email at vethhealth@btopenworld.com for more details relating to the runs.

Fareham – Rafferty Newman

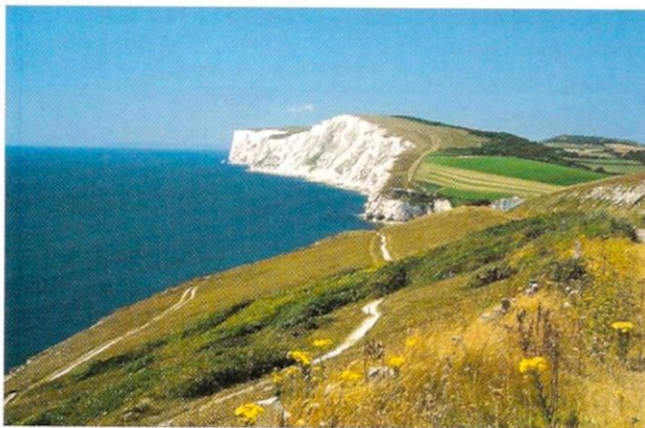
A busy season looms for Rafferty Newman! The pack has enjoyed a successful return to the RAT scene, and offer the following menu of events for 2003.

13 April: Season opener to Poole Quay.

11 May: Amberley run.

17 May: Samaritans run.

15 June: Isle of Wight run.



Isle of Wight – 15 June.

28 – 29 June: Beaulieu. The biggest show in the South. Special RAT ride on Sunday.

20 July: Mayfield Madness, the A272 Challenge.

17 August: Boxhill Run. Come and join the mayhem with many others!

14 September: Brighton Ace Cafe Run.

Further details can be obtained from Chris Linney at Rafferty Newmans on 01329 232424 or Colin on 01753 280174. Colin can also be reached via email at candsewart@yahoo.co.uk.

Hastings – JS Gedge

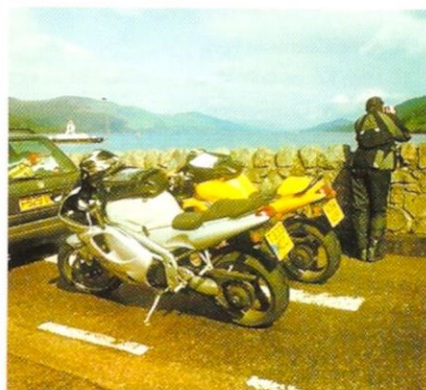
Pack leader Nigel Rutherford welcomes a new co-pack leader, his wife Katie! She has recently acquired a Bonneville and together they are planning a variety of events to fill the season.

The first meeting of the year is at The Red Lion in Magham Down on March 25 at 8pm and the pack will sort out their plans for 2003. There will be runs to the Ace Café, Beaulieu Motorcycle Show, the Garden of England run, and an evening at the shop for the Daytona 600 launch.

For the latest pack updates keep in touch with Nigel and Katie on 01323 768278 or via email at ratpack@triplemayhem.mistral.co.uk.

Hinckley – Windy Corner

The Windy Pack is again running trips to the majority of the UK Raids this season and will be linking up with other packs during 2003. The pack runs regular Wednesday evening rides during the summer to local venues. Mike



Coleman and Ray Davies co-run the pack.

Mike Coleman photographing the magical scenery of Scotland at last years Raid.

16 March: Spider run to

Cheddar Gorge with Cheltenham RAT.

2 April: Monthly Meeting at MIRA. 7.30pm onwards.

16 April: Evening ride out. Safeway Macdonalds, Hinckley at 7.00pm.

25 – 27 April: Pack trip to the Dragon Raid.

18 May: Spider Run with Pole Position to Port Merion.

23 – 25 May: Pack trip to the Dorset Raid.

26 July: Windy Saturday Special.

29 – 31 August: Pack trip to Highlands Raid.

Contact pack leader Mike Coleman on 0775 2249535 or via email on mc_coleman@yahoo.com for updates. Alternatively speak to Roger Winterburn at Windy Corner on 01455 842922.

Leeds – Eddy's Motorcycles

There will be more events added during the course of the year, as the pack has been planning a relaunch. Keep checking the Triumph web site for further information.

5 July: Bomber Run. Come and enjoy a celebration of these fantastic planes. Overnight accommodation is available. Contact Danny for more information.

For all the latest information from Eddies, contact Paul Armer on 07740 627388, email Harvey Bosomworth on harveybos@ntlworld.com or contact Danny Mountain on 01302 700818.

Lincoln – Webbs

Lincoln will again be supporting the National RAT scene for 2003 with trips to the UK events. However, if you are interested in becoming involved with running the pack and organising some local pack events then please contact Peter Littlewood in the shop on 01522 528951.

London – Boyer Racing

“It’s the classical night out organised by the classical Triumph Dealer,” commented Bill Saker of Boyer Racing, on the pack’s annual visit to the Albert Hall.

This year 35 members enjoyed the Classical Spectacular from the comfort of their own box prior to tucking into an eight course Chinese banquet in London.



Runs for 2003 include.

16 March: Arundel via Box hill. Leave the Oakdene Café at 9.00am.

13 April: Portsmouth Maritime, joining Robinsons RATS.

20 April: Bovington Tank Museum. Leaving the Oakdene at 9.00am.

3– 5 May: Belgium Motorcycle Loft.

18 May: Southend via most of Essex. Leave Oakdene at 9.00am.

31 July: Lakenheath airfield. Leave Boyer Racing at 6.00am.

13–14 September: Pierrefonds.

1–6 October: Black Forest Raid.

11–12 December: Bruges for the Xmas Market.

Contact Bill at Boyer Racing on 0208 854 8133 or Colin Pavitt on 07971 590393.

London – Jack Lilley

The Lilley pack enjoyed some brilliant runs last year, including a brewery visit to Cornwall and a highly entertaining off road riding weekend.

They continue to meet on the first Wednesday of each month at the Bleak House pub on the A320 at Woking from 8.30pm onwards. Contact Pack Leader Robin Johnson in the shop on 01932 224574 for all the latest information.

Northampton

Ian Harris is looking forward to the new RAT season, and is aiming to hold one event each month. For further details relating to starting places and ride destinations please contact Ian.

We are hoping to be able to link the Northampton RAT pack with a dealer this year. Keep checking www.triumph.co.uk for all of the latest updates.

9 March: Pack ride out.

27 April: Pack ride out.

17 May: BMF Rally.

15 June: Pack ride out.

Ian can be reached via email at northantsrat@hotmail.com or on 0777 393 5691.

Redditch – Action Motorcycles

A busy season is on the cards for Action, with a regular monthly meeting, pack runs and a planned expedition to Belgium to look forward to. Pack Leader Alan Barlow is settling into the role and welcomes any suggestions for places to visit. He will then set the routes.

19 March: Pack night.

6 April: Pack ride to Brecon National Park.

16 April: Pack night.

11 May: Breakfast run to Crossgates.

21 May: Pack night.

18 June: Pack night.

16 July: Pack night.

20 August: Pack night.

17 September: Pack night.

15 October: Pack night.

19 November: Pack night.

17 December: Pack night.

Contact Alan on 0121 608 4525 or email him on e.barlow@blueyonder.co.uk or Steve Taylor at Action on 01527 518833.

Taunton – Taylors Motorcycles

Taunton waves goodbye to pack leader Neil Macdonald who has relocated to France with work. Colin Rutter at Taylors is seeking a replacement, and if you are interested drop in at Chip Lane for a chat.

As well as the ingenious calendar that Colin has devised below, there will be regular runs in the summer to Poole Quay on Tuesday evenings and Wincanton on Thursday evening. In addition the pack continues to meet on the first Thursday of the month at the Bathpool inn.

23 March: Annual Egg & Spoon at Saunton Sands. Leaving Willow Brook café at 11.00am.

13 April: BSB at Thruyton. Leaving Chip Lane ridiculously early!

4 May: Port to Port. Sea spectacular views! Leaving the Willow Brook café at 9.30am.

15 June: Triumph Day at the Ace Café. Leaving the Willow Brook café at 9.30am.

20 July: Eden project. Charlie Dimmock’s domes! Leaving the Willow Brook Café at 10.00am.

17 Aug: Return to the Black Mountains. Speeds to suit all, spectacular



Return to Eden.

twists and turns, optional off-road Trophy course! Leaving the Willow Brook café at 9.30am.

21 Sep: Motorcycle Museum. Leaving the Willow Brook Café at 9.30am.

19 Oct: Mid Somerset Run. Can you gorge down Fish & Chips at the bottom of Cheddar? Meet at the Willow Brook Café at 11.00am.

Contact Colin at Taylors 01823 282321, or check out the notice board in the shop for more details.

Telford – Wylie and Holland

Wylie and Holland offer a season of original ideas. The pack specialises in full day outings, usually with a theme to somewhere a little different.

Pack members share the

responsibility of organising runs, so most members have had a go at organising an event. The premier event for this season is a week in a medieval castle in France. Get your bookings in now!

March 16: Reg's Old Salts Run. Visit to the Cheshire Salt Mines.

Leaving Wylie & Holland at 9.00am.

April 1: Monthly meeting at The Gate in Bratton at 7.45pm.

April 20: Richard's Run Out of Steam Run to the Railway Museum at Didcot. Leaving the shop at 8.30am.

May 6: Monthly meeting at the gate in Bratton at 7.45pm.

May 18: Tony's Virgin Run. Up to the Lakes. Leaving the shop at 8.00am.

June 3: Monthly meeting at The Gate in Bratton at 7.45pm.

June 15: Simon's Caveman Run. Go swimming at Cheddar Gorge. Meet at the shop at 8.30am.

July 1: Monthly meeting at The Gate in Bratton at 7.45pm.

July 20: Its News to Me Run. Meet at Wylie & Holland at 8.30am.

Aug 5: Monthly meeting at the gate in Bratton at 7.45pm.

Aug 15: RATS a la France. Spend a week in a medieval castle. Contact Richard for more details.

Aug 17: Leftovers Run – For those who don't go to France.

Sept 2: Monthly meeting at the gate. 7.45pm.

Sept 21: TBA.

Oct 7: Monthly meeting at the gate at Bratton at 7.45pm.

The pack has an excellent web site that is regularly updated with the latest information and pack news. Look at <http://www.wylieandholland.co.uk/html>. Alternatively, Richard Stillwell can be emailed at richstillwell@aol.com.

Sutton Coldfield – Pole Position

Pack leader David Thomas has planned an inspired season of events. Any fans of the hit sixties show 'The Prisoner' should not miss the 'I am not a number' run on May 18, a day out at Port Meirion. Other highlights for 2003 include:

6 April: Shropshire Follies. Trip to Hawkstone Park. Leaving Pole Position at 10.00am.

18 May: I Am Not a Number. Leaving Pole Position at 9.00am.

29 June: Guns & Roses. Visit to the Royal Armoury in Leeds. Leaving

the shop at 9.00am.

13 – 14 September: Baa Baa weekend. Visit to the Black Sheep Brewery. Contact David now for accommodation options and prices.

The packs regular evening meeting continues on the second and fourth Thursday of each month at the Bassetts Pole Pub in Sutton Coldfield from 7.45pm onwards. For the latest pack plans contact David on 0121 378 5483 or Terry in the shop on 0121 323 3523.

Tring – On Yer Triumph

The pack meets regularly each month, at the Coach & Horses in Newgate Street Village in Hertfordshire, when plans are made for the following Sunday's run.

To cater for those who like to fill up before a run, the packs ride outs always start at the Little Chef at 10.00am at The Noke, Chiswell Green, which is north on A405 from M25 J21A.

9 March: Sunday natter & lunch. 12.30pm at the Coach & Horses.

16 March: Pack Run.

23 March: Pioneer Run.

14 April: Monday natter night. 8.00pm onwards at the Coach & Horses.

20 April: Pack run.

25 – 27 April: Pack run to the Dragon Raid.

12 May: Natter night. 8.00pm onwards at the Coach & Horses.

18 May: Pack run.

9 June: Natter night. 8.00pm onwards at the Coach & Horses.

15 June: Pack run.

For further information contact Pack Leader John Ponting via email at sprinter@kinghell.com or call him on 01707 335192. Alternatively contact Brian Cowell on 01727 873654.



The Wylie Pack in action in Wales.



OYT's John Ponting.

Wimborne – Three Cross

This busy and active pack is busy putting the final touches to the Dorset Raid and are looking forward to welcoming RATs from all over the country. The pack will also be off on their European adventures, and are planning a trip to France in early May.

16 March: March madness. Leaving 3X at 10.30.

26 March: Brewery Night! Contact Nigel for more information.

20 April: Spring Surprise. Leaving 3X at 10.30 with a full tank.

8 – 12 May: French Trip. You need to book this now!

23 – 25 May: Dorset Raid.

Nigel can be contacted on 01258 830091, or via email on nigelmbaker@aol.com. Alternatively you can check out their web site www.3xrats.co.uk.

Please confirm details with the organisers before travelling to any event.

Around the World

South Africa

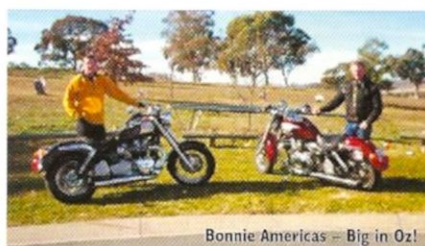
The Summit Lodge invites classic and vintage Triumphs along to their annual Classic Vintage weekend on June 20-22. There will be prizes, fun, ride outs and a good party on Saturday evening that is guaranteed not to disappoint!

Contact Andre at the Summit Lodge on 072 4200 329, or via email on motorcycle@iafrica.com for further details on accommodation packages for the weekend.

Australia

Adelaide – Peter Stevens Motorcycles

There is plenty planned for the rest of the year. Rob Bligh continues in his role as Pack Leader and can be contacted on 08 8212 1494 for more information.



Bonnie Americas – Big in Oz!

Albury – Whitehouse Motorcycles

This pack is busy putting the finishing touches to their planned ride outs. Pack leader Jason Rigby is positive about RAT and is busy looking forward to launching RAT during the summer.

To help establish the pack and to find out further details then please get touch with Jason on 02 6021 7588.

Bathurst – Bikers Motorcycles

Another recent addition to the RAT stable. The pack contact is Barry Board and he can be reached via email at bikers@lisp.com.au or on 02 6334 2244.

Brisbane – Brisbane Triumph

Brisbane Triumph has recently launched their RAT pack. John Anthony is the man to contact for all of the RAT information, and he can be reached in the shop on 07 3808 7850.

Canberra – EuroTune Cycles

Canberra RAT Pack had its inaugural ride out on Sunday 18 January. The turnout was severely affected by the serious bush fire crisis in Canberra on the weekend, with over 500 homes lost to the fires. Many people were involved with the fire problems and could not attend the ride.

A change of venue to the opposite side of town took the group to Bungendore, a country town not far out, with a ride back through the back roads around Canberra.

Future ride outs will take place on the first Sunday of each month, starting at EuroTune motorcycles.

To help establish the Pack, or for more information, please call pack leader Peter Brassington on 0413 050 151, or via email at brassington@ozemail.com.au.

Geelong – Procycle

Pack Leader Craig Wiseman of Procycle in Geelong has a regular pattern of rides and meetings for the rest of the season.

23 March: Sunday ride.

27 March: Meeting at the Wharf Shed.

19 April: Sunday ride.

25 April: Meeting at the Wharf Shed.

25 May: Sunday ride.

29 May: Meeting at the Wharf Shed.

He can be contacted on 03 5223 2732 for more details.

Melbourne – Peter Stevens Motorcycles

Pack Leader Maurice Allen has been busy hosting a TV show 'Two Wheel Torque' which airs on Wednesday evening at 7.30 on Ch31 in Melbourne. This has not distracted from his commitment to the pack and there is a regular schedule of events organized from the shop.

For more information, please contact Maurice at Peter Stevens on 03 9602 5833.

West Gosford – Ric Andrews Motorcycles

Peter Regan continues his impressive season of RAT activity. Peter was involved at the well-attended NSW Tamworth Raid last November. On a local level, he has a variety of events for you to enjoy your bike at!

23 March: Gresford Run.

5 – 6 April: Bellbrook Pub Raid.

13 April: Go Kart Day at Broadmeadow.

19 – 20 April: A Raid at Hunter Valley Vineyards for the annual Blues Festival.

10 – 11 May: Wauchope Raid.

6 July: Merriwa.

Rides will normally start from

the shop at 8.30am but keep checking the clubs website at

<http://groups.yahoo.com/group/ramratpack/> or contact pack leader Peter Regan on triple1@iprimus.com.au.



A Day at the Beach – Enjoying the views with Ric Andrews Motorcycles.

Wickham – John Brisman Motorcycles

23 March: Gresford ride. Departs Hexham Maccas at 10.30 am sharp. Contact RAT Pack Leader Craig Ireland on 02 4982 9475 AH for more information.

Belgium

BMC, Ertvelde

In association with Bridgestone and Moto et Loisirs magazine, BMC are organising a training track day in Croix en Ternois in northern France on Monday, April 14.

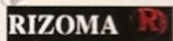
This day is open to all levels of experience, with tuition from five instructors. You use your own bike.

Only 50 places are available, with riders split into with five groups. Price : €149 with lunch.

Informations and booking : Daniel at BMC +32 (93) 44 64 44 or bmc.bvba@pandora.be.

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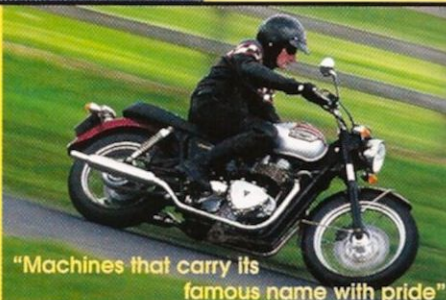
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Letters

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Hard road to happiness

I BOUGHT my first Bonneville after returning from Vietnam in the late 60s. I've had several bikes since then but nothing compares with the America that I have now.

One of my life's goals was to take each of my two daughters on a cross country trip to a destination of their choosing. The achievement of that goal began last Spring.

My eldest daughter, Haley, and I decided to take the old Route 66, starting in May. We picked up the road just outside Springfield, Missouri, headed west and immediately became aware of the age of the road. Grass and weeds

Haley tries riding seat for a change in the middle of the Rocky Mountains.



Old soldier still going strong

AS FAR as I am aware my 1916 Triumph is the only surviving example from this year still equipped as supplied to the War Department.

This is one of just under 30,000 bikes that the Coventry factory supplied for the Great War, but although the Imperial War Museum and National Motorcycle Museum both hold similar bikes, neither have machines to military specification.

As you can see from the picture taken with members of various living history groups at last year's military vehicle rally at Detling in England, the bike is still going strong.

I have attended various events, including the Royal Military Parade in Brussels and last year's Military 2002 event at Larkhill, Salisbury.

Chris Roberts, Preston, England.

Chris Roberts' First War Triumph is a proud survivor from a past generation.



grew through the surface and the narrow ribbon that was once a main road was obviously now a time warp.

Abandoned buildings and leaning homes were ghosts of someone's dreams that died long ago.

We were travelling near maximum capacity since the bike was loaded with 50 pounds of gear plus two adults. Nevertheless we never felt the Bonnie straining, even at altitude. Missouri, Kansas and Arkansas passed slowly as we took in the sights and Haley adjusted to fitting her six-foot frame onto the back of the bike all day.

The second night out we stayed in Clinton, Oklahoma. Lined up for a straight run to Flagstaff, Arizona, we awoke at 6am. By 7am the skies were black and it was gusting strongly. The weather report was bad so we decided to stay put and sit it out.

Two days of hail, lightening and high winds followed. Then I decided to try to out-run the storm front. What followed was a testament to the Triumph and my daughter's endurance.

For the next two days we rode in 55mph winds. Combined with west Texas heat, this was less than fun. At times we hid behind walls to escape the wind. When we stopped to eat, we blinked and shook our heads.

We finally ran out of the storms and

Friends in need

ON OUR way to Loch Rannock for last season's Highland Raid in Scotland we were unfortunate to come off our bike in torrential rain on the Edinburgh by-pass. Result, half a day in Accident and Emergency.

Because of bruising we were unable to continue our journey by bike and the quote for a taxi to the hotel where the raid was taking place was £150!

But the hotel was paid for and we wanted to meet friends from other raids, so we decided to pay the charge. At breakfast on the last morning

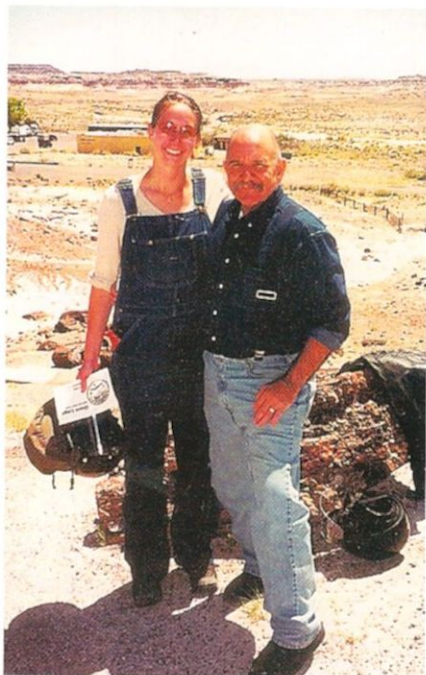
On the rough

MY WIFE and I recently took our RS on a fantastic trip through southern Arizona.

Riding through deserts and mining towns, the highlight of the trip was the 21-mile 'Ajo Mountain Drive' - a dirt road through the Organ Pipe National Monument area. I was amazed by how the RS performed under these conditions. It was like a short Tiger!

Giri Ganfgadran, Diamond Bar, California.

Giri's RS shrugged off the challenge of Arizona's desert roads.



Marc and Haley Dingfelder take a break from their trip of a lifetime.

wind as we cleared Moriarty, New Mexico, and the rest of the trip was beautiful. The exhilaration of daybreak on a cloudless crisp morning on the Old Route 66 made me yell out loud. The Grand Canyon in the early morning and the high desert of Jerome, Arizona, made it all worthwhile.

The return journey took us to the centre of the Rocky Mountains and the the Estes Park. Wonderful country with mountain air and smells that were a fitting end to a great trip. It was the culmination of what I had wanted for my daughter and myself from the ride.

Marc Dingfelder, Warsaw, Missouri, USA.

we were taken aback when Simon Carter presented us with £55 towards our fare, the result of a whip-round. We were flabbergasted. What a magnificent gesture from a wonderful club. Thank you to all who contributed. We were more than grateful.

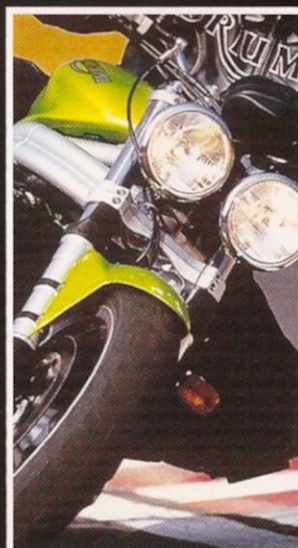
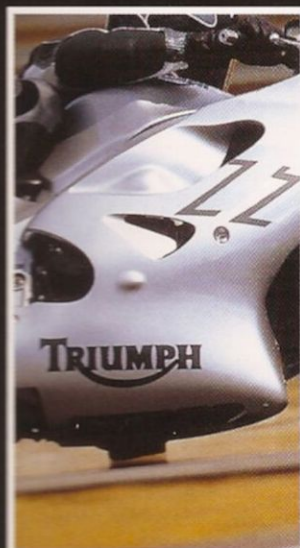
Finally, our thanks to Aileen and Roy Skiggs who provided transport for us during the event and then back to Edinburgh.

We look forward to seeing you all again at future raids.

Peter and Wendy Jordan, England.



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● **P&O NORTH SEA FERRIES** offer a saving of 10% on full tariff brochure bookings on their Hull - Rotterdam and Hull - Zeebrugge routes. Contact +44 (0) 870 1296003 and quote code HM 066. This offer is valid for all return bookings from Hull for UK departures only.

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● Colwyn Bay, Wales. Lawrence Ford Bed and Breakfast, +44 (0)1492 532993.

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Triumph hire

● France: Motorpole, Chilly Mazarin (south of Paris), contact Ben on +33 (0)169 751 775.

● Switzerland: Erne's Euromotos in Zurich, offer 5% discount for RAT members. +41 (0)1 272 7772.

Basset Motos, Geneva. Contact Arlette on +41 (0)22 329 1010.

● UK: Hughenden M40, Oxford. Contact Mike on 01844 279701.

● New Zealand: Auckland Motorcycle Rentals offer 10% discount to RAT members. Chris Hyland, (649) 300-7500 (www.amps.co.nz/tri_rental).

● USA: Dubbelju Motorcycle Rentals, San Francisco. 10% discount for RAT members on rental periods of over three days. 415-495-2774, dubbelju@dubbelju.com

Canyon Ridge Cycles Inc Rentals & Tours in Canyon Ridge, Georgia. 10% discount for RAT members. Telephone: 001 770-517-2554, email sales@canyonridgecycles.com.

Touring

● Greece: Greek tour operators Triumph Bike Tours are offering a 20% discount for RAT members on their programme of guided tours. You can either use your own bike or hire one of their Triumphs. Contact Deb Stagonakis on (+3) 22940 94905 (tritours@otenet.gr). www.triumphbiketours.com

● England/Wales: Great Biking Great Britain organises guided tours on Triumph Bonneville through the National Parks of England and Wales. 10% discount for RAT members. Information at www.greatbikingGB.com, or e-mail: info@greatbikingGB.com

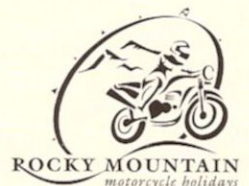
● Scotland: Highland Rider organise tours in Scotland, including the option of using your own bike or hiring a Triumph. 10% discount for RAT members. +44 (0)1506 846616, aw.olstravel@postservices.com

● Australia: Based in Sydney, Bikescape have three Triumph models on their fleet. Quote your RAT membership number to receive a free gift. More information at www.bikescape.com.au or www.bikescape.com.au, or phone +61 2 9356 2453.

● France: Languedoc Motorcycle Tours is run by locally based Englishman Martin de Cayless and organises guided tours covering the Pyrenees and Corbières region. Bed and breakfast accommodation and secure garaging is available. Dates in May, June, September and October. 10% discount for RAT members. +33 (0)468 33 36 71, languedocmoto@yahoo.com

● Costa Rica: US-based MotoAdventures organise week-long tours of this exotic mountainous Central American country using Sprint RS machines. Visit three volcanoes and ride the Pacific coastline. 10% discount for RAT members. (001) 440-392-0926 (www.motoadventuring.com).

● Canada: Rocky Mountain Motorcycle Holidays organise guided tours through the spectacular Canadian Rockies using Triumph motorcycles (use your own or hire one of theirs). Based in Whistler, they offer a range of schedules and start dates. Contact Mike Ciebien at mike@rockymtnmoto.com



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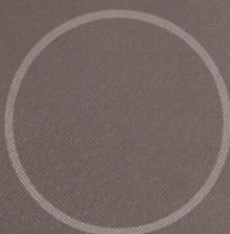
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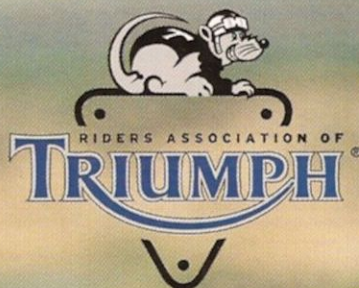
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