

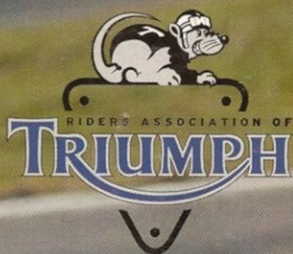
THE MAGAZINE OF THE RIDERS ASSOCIATION OF TRIUMPH

TORQUE

No 28

Summer 2003

UK/International edition




TRIUMPH ON TRACK!

Behind the scenes with the factory team



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Island return for factory team

Triumph are returning to the Isle of Man TT races in June with a full factory-backed effort. Triumph ValMoto team riders Jim Moodie, John McGuinness and Bruce Anstey will contest the 600cc Production and Junior races with the new Daytona 600.

Run on closed public roads, the TT is a massive challenge for the new team, whose development work has so far been centred on their short circuit British Supersports 600 Championship campaign.

To help preparation for the TT, the squad contested the super-fast North West 200 public roads meeting in Northern Ireland in May, with Anstey taking an excellent second place.

Team managing director Jack Valentine is a world-renowned TT expert, having been responsible for an incredible 15 victories on the legendary Island circuit, and his choice of riders for 2003 leaves little doubt as to the seriousness of the Triumph challenge. Moodie is a six-time TT winner on a variety of machines and McGuinness and Anstey have also scored wins on the notorious Mountain Circuit.

"I believe that we'll have the strongest team out there," said Valentine. "Jim won last year's Junior race for my team and John and Bruce are also proven winners. We've got an excellent chance in both races and we're all looking forward to achieving some success for a British manufacturer at the TT."

Triumph Product and Racing Manager Ross Clifford is sure that with the



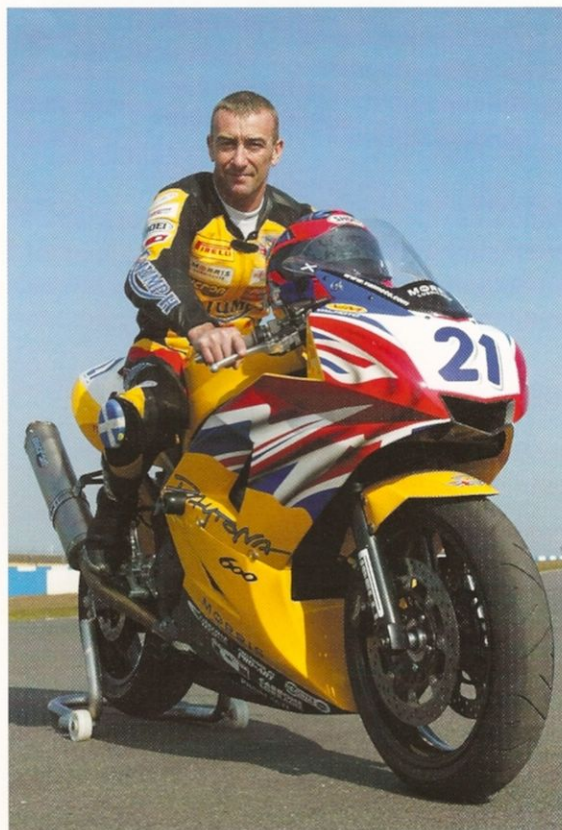
combination of experience, expertise and technology, 2003 will be a great year for Triumph's return to the island.

"Triumph is really looking forward to the TT," said Clifford. "We've had a lot of success there in the past but it's been quite some time since we entered a full factory challenge."

Team Manager Jack Valentine.

"The Triumph ValMoto Daytona 600 is rapidly becoming a world-class race bike that will be perfectly suited to the Junior TT, while the strengths of the road bike are sure to be highlighted in the Production 600 class."

For updates on the Triumph ValMoto team's activities at the TT, the North West 200 and the British Supersports 600 Championship, visit www.triumphvalmoto.com.



Six times TT winner Jim Moodie heads the Triumph ValMoto team's assault on the Isle of Man TT.

**RIDE THE UK WITH NICK SANDERS
THIS SUMMER**

August 2nd - 9th

See page 51

Soccer star Rio sets the style

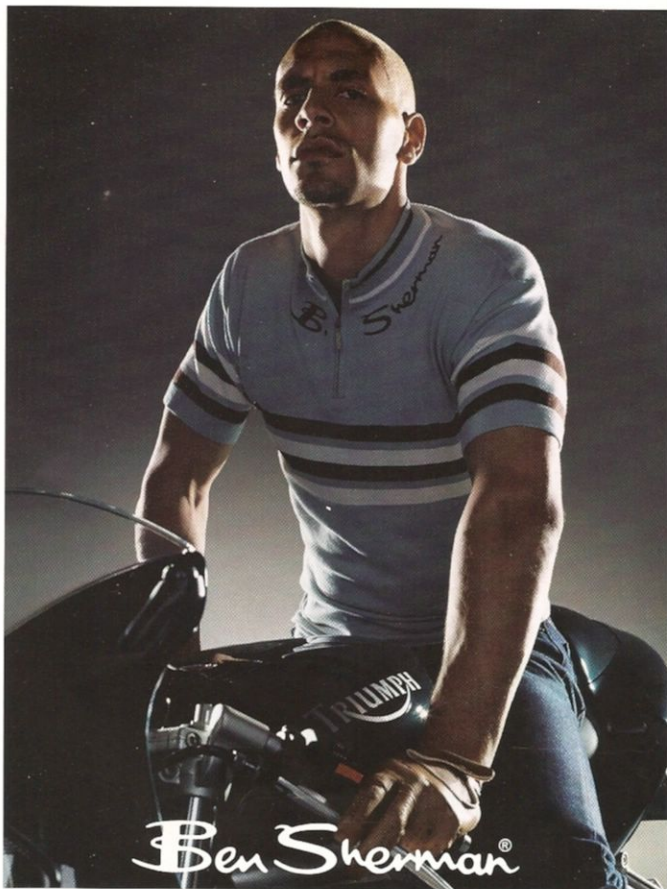
British icons Rio Ferdinand and Ben Sherman have teamed up with Triumph to create the ultimate combination of style and attitude in an explosive advertising campaign.

The promotion, featuring the England and Manchester United footballer astride a Sprint RS, has attracted widespread acclaim, especially outside the mainstream motorcycle press.

For football fanatic and Manchester United season ticket holder Steve Parrington of Triumph dealer Motorcycle Centre Orrell, it was a dream come true.

Asked to provide a bike for the shoot, he not only arranged the bike, but took it along himself. "It was a long day, but a fantastic experience," he recalled. "Rio was very impressed with the RS, and if it wasn't for his contract restrictions, I reckon I could have sold him a couple of bikes!"

The advert continues to run and will be complemented by a competition with a Daytona 955i as first prize. The bike is currently on display in the window of Ben Sherman's flagship store in London's Carnaby Street.

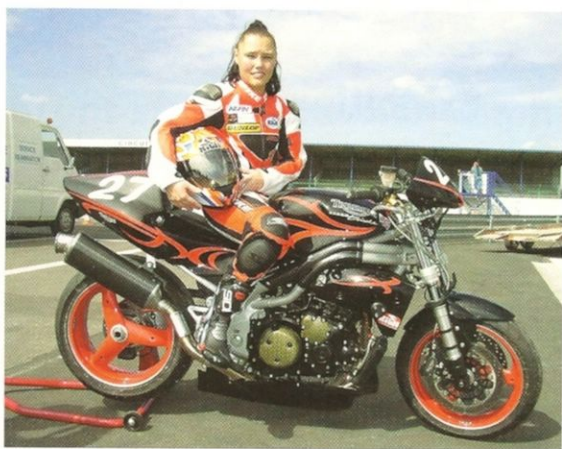
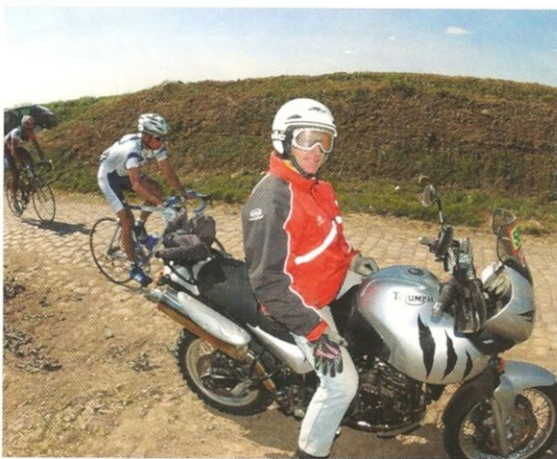


A Tiger in 'The Hell of the North'!

Journalists covering the gruelling annual Paris-Roubaix cycle race in April discovered that a Triumph Tiger was the ideal transport over the muddy cobbled roads that give the race its nickname, 'The Hell of the North'.

As well as using the torque and handling of the versatile Tiger to the full, the journalists using the Triumph France-supplied bike took its potential a step further by fitting full off-road enduro tyres to cope with the rough and slippery conditions.

Thus equipped, the Tiger proved more than capable of tackling the worst obstacles the infamous cobbled 'pavé' roads could throw up, ensuring the journalists could concentrate on their job of covering the real heroes of the event - the riders who tackled the course without the aid of an engine!



Triple power for racer Christelle

French female racer Christelle Orsi is contesting a Speed Triple in this season's French 'Super Roadster Cup' for 900cc 'naked' sports bikes.

Still recovering from surgery on a back injury, Christelle nevertheless had a strong start to the year in the opening round, held as a support race for the Le Mans 24 Hours event in April, where she qualified in 15th place on the grid out of 21 starters.

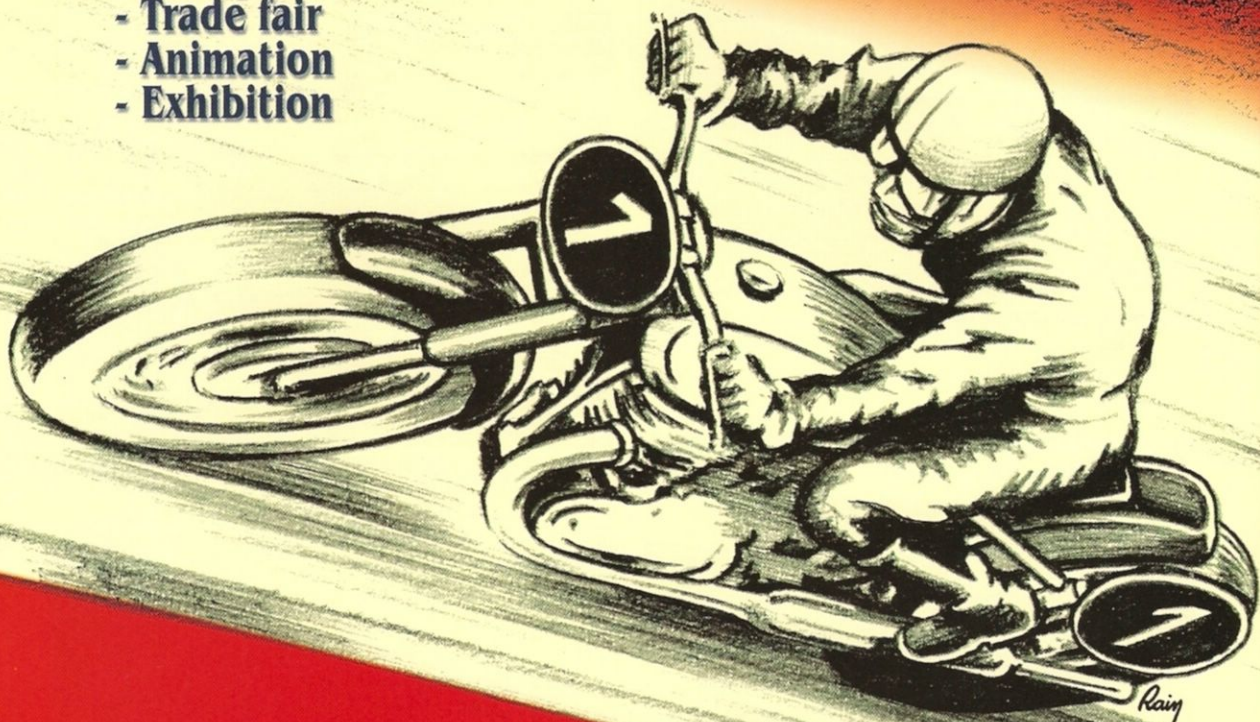
In slippery conditions she was soon in the thick of the action, but lost control of the front end under heavy braking on the second lap and fell without injury.

Undeterred, she bounced back to take 15th place and her first championship point in the second round of the series at Nogaro, and is confident of increasing her points tally as she becomes more accustomed to the power and handling of the Triumph as the season progresses.

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Share a taste of history

Belgium's historic Spa-Francorchamps circuit is hosting its first 'Bikers Classic' event on August 16-17, and all Triumph riders are invited to take part in three exclusive parade laps on both days of the weekend.

The world famous circuit winds its way through the beautiful Ardennes region in south-east Belgium and will host a series of classic bike based parades and events throughout the weekend. Triumphs of all ages are however welcome to participate in the Triumph parades during the lunch break on the Saturday and Sunday.

It's a unique opportunity to experience a track whose history includes the post-war 'Continental Circus', motorcycle Grand Prix and 24 Hours endurance races and modern day Formula One car races.

Riders Association of Triumph's France and Benelux co-ordinator Bertrand Goyez will be on hand to meet members and offer light refreshments and the Triumph showtruck will be on site with a display of Triumph's classic range of machines.

Test rides will also be available on a route covering the country roads outside the circuit. Contact authorised Triumph dealers in Belgium for details.

Summer Accessories Bonanza

What do Triumph Tigers, Trophy 1200s, Speed Fours and Speed Triples have in common? As well as being great bikes they all currently qualify for free accessories and clothing deals in the UK.

UK buyers of Tigers and Trophies will receive a voucher for £800 worth of Triumph Accessories or clothing, while purchasers of Speed Four and Speed Triple models will receive an accessories kit to help customise their bikes.

For further details on this promotion, contact your authorised Triumph dealer.

Superstore for Jack Lilley

London Triumph dealer Jack Lilley Motorcycles have recently moved shops after 46 years at their previous premises in Shepperton.

Their new store is a large converted double-glazing factory, by the Queen Mary Reservoir just off the M25 near Heathrow airport.

Councillor Robin Sider, the Mayor of Spellthorne, joined owner Steve Lilley at the official opening of the shop in April.

Said Steve: "We are delighted with the reaction to the shop. We converted the site in less than six weeks and it has taken a huge team effort in order for us to open on time."

The new shop's phone number is 01784 420421.

Spellthorne mayor Robin Sider gives Steve Lilley a lift.



Stunt star chooses Triumph

World stunt riding champion Kevin Carmichael will use Triumphs to defend his title in the Czech Republic in June.

The Scot will campaign a Speed Four and Speed Triple throughout the 2003 season as part of the M&R Roadshow which also features British Freestyle Jump Champion Jamie Squibb.

Kevin will be a star performer at the 'Moto AcXtion' event being organised by Dutch bike magazine 'KicXstart' at the Zolder race circuit in Belgium on June 14-15.

Classic elegance

A new range of 12 high quality Triumph watches is now available from authorised Triumph dealers.

Manufactured to a high standard, the choice ranges from Swiss Chronographs to Sports Chronographs.

All the watches carry a 24 month warranty and are presented in a hard leather case.

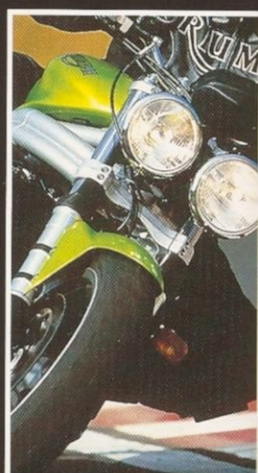
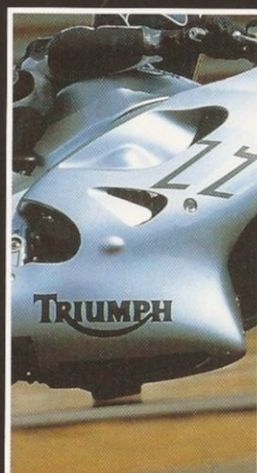
The collection of Triumph miniatures has also been extended with the release of five new models.

The Sprint ST and Bonneville are now available in 1:18 scale, while highly detailed representations of the Daytona 955i, Sprint RS and Speed Triple have been produced in 1:12 scale.

All models are available from authorised Triumph dealers.



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LEADING THE TRIUMPH

Triumph returned to racing when the factory-backed ValMoto team gave the new Daytona 600 its debut at the opening round of the British Supersport 600 series at Silverstone. Chris Pearson took a look behind the scenes.



CHALLENGE

TRIUMPH'S official return to racing, following an absence of 30 years, had to be with an established set of people running the squad. This was essential to ensure that every avenue in the quest for success was followed.

The competition in the Supersport 600cc class is extremely stiff and most teams are already advanced in development thanks to many seasons of experience. Triumph did not have this luxury so they turned to Jack

Valentine, previously known as V&M, to run the effort on their behalf. Race fans will have seen the strikingly-liveried yellow and red V&M machines from their many TT and UK race victories and the plan is to build on those past glories using the all new 600 Daytona.

The newly named ValMoto squad are in a uniquely different situation as they are running a completely new machine from the wheels up with no existing race data to work from. Hence the experience of Valentine and his team is proving invaluable.



IT APPEARED THAT THE ENGINE HAD BEEN DESIGNED WITH RACING IN MIND AND AFTER THE TT600 WE KNEW THAT IT WAS IN A GOOD CHASSIS



Jack's long-time engine guru, Steve Mellor (the 'M' in V&M), is taking care of engine development for the Triumph ValMoto Daytona 600s. While the stock engine is without doubt one of the best in its class, and produces 112 bhp at 12,750 rpm, the rigours of Supersport racing demand a little extra something.

His ability to consistently wring every last bhp from bikes of all shapes and sizes has earned him a reputation as one of the best tuners in the business and the ValMoto structure allows him to concentrate solely on this aspect of his work. He is in charge of Triumph ValMoto's engine and race development programme, cylinder head research and fuel system development.

"I enjoy being challenged," said Steve, "and in this line of work there's always something to challenge you. The speed at which bikes are evolving means that there's a steady flow of new components and techniques to master.

"Technology is becoming one of biggest factors in motorcycle racing and remaining at the cutting edge is essential if you want to be competitive. The biggest sense of achievement for me comes when a bike that we have developed from its production specification wins a major race."

Steve immediately recognised that the Daytona 600

had the capability to become a race winning Supersport machine and is very enthusiastic about working with the British manufacturer. "At pretty much first glance I saw that this engine could make power - the cylinder head was very good and it had strong gears and the biggest valves I'd ever seen!

"It appeared that the engine had been designed with racing in mind and after the TT600 we knew that it was in a good chassis. Supersport only allows for limited tuning but since then we've tried nine or ten cylinder head configurations and cam profiles. Experience tells you what not to do but every bike is different, so we just try every configuration until it clicks.

"We always have at least one engine at ValMoto that we are working on and our development programme is on-going at the moment. We're re-mapping the ignition and working very closely with Micron on a new exhaust system - but I would say that the Triumph ValMoto Daytona 600 engine is already as good as the V&M Racing Yamaha R6 engine that we spent years working on.

"It's great to have the opportunity to help develop a brand new bike, especially a British one. Triumph's level of commitment to this project is beyond question. If



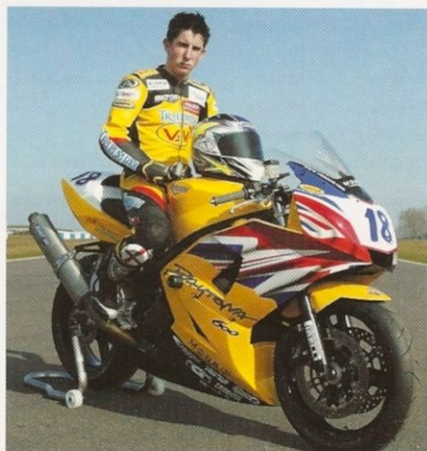
we need something they'll even send a test rider up the M1 to drop off any parts that we need on the same day.

"If we'd been working with any other manufacturer it's unlikely that we'd even have a bike in the workshop, let alone on the race track."

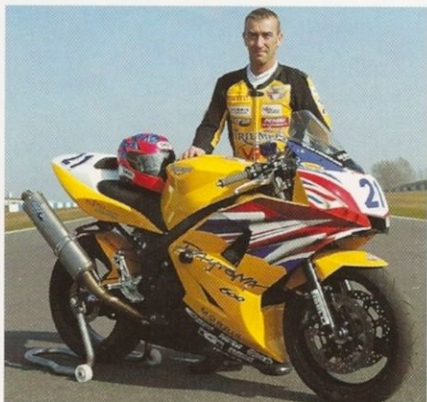
At the team's first outing, the Silverstone round of

the championship in March, the youngster of the team, 18 year-old Craig Jones, was clearly the faster of the two riders, qualifying a respectable 11th and finishing an impressive ninth. The experienced second rider, Jim Moodie did not disgrace himself either, finishing 13th, but still in sight of the leading group. All in all a great





Team riders Craig Jones (above) and Jim Moodie.



JACK VALENTINE AND HIS TEAM ARE SO IMPRESSED WITH THE PROGRESS OF THE ALL-NEW DAYTONA THAT THE BOLD STEP HAS BEEN TAKEN TO COMPETE IN THIS YEAR'S ISLE OF MAN TT RACES



start for the ValMoto team.

The key to making any kind of judgement is lap times, and from the start both riders have been stopping the clocks way ahead of what might have been expected for such a new machine to the scene.

HAVING first emerged at the 2002 NEC Bike Show the Daytona 600 is a radical departure from the rest of the Triumph range and one that also stands directly in the motorcycling's most competitive class.

In standard trim the Daytona tips the scales at just 165 kgs and a further 20 kgs can be shaved off for the race version. Mellor's engine work raises power in excess of 130 bhp from the standard 112.

The brake calipers have to remain standard, as indeed does so much of the machine for the Supersport class, but Triumphs have always excelled in that department and the Daytona is no different with its 308mm floating discs and four pot calipers doing the stopping business.

All good race efforts require a complete package of support on all levels. Not only do Triumph pamper to the ValMoto team's every need, they have attracted a very impressive list of sponsors with whose help they can develop the 600.

Taking care of the slippery stuff is another UK company, Morris Lubricants. With over 130 years' experience they have continually developed a range of high-performance lubricants specifically for highly stressed motorcycles.

A vast range of engine and gear oils designed to absorb the forces that only high powered racing

FROM THE START BOTH RIDERS HAVE BEEN STOPPING THE CLOCKS WAY AHEAD OF WHAT MIGHT HAVE BEEN EXPECTED FOR SUCH A NEW MACHINE TO THE SCENE

motorcycle can inflict, is backed up by virtually every other kind of oil and fluid required on a bike from suspension oils to cleaning agents.

Pirelli Tyres have a long-term successful relationship with the ValMoto boys, having been part of their many race wins in the past so at least the rubber is a known commodity, greatly helping the set-up at the majority of UK circuits.

Jack Valentine and his team are so impressed with the progress of the all-new Daytona that the bold step has been taken to compete in this year's Isle of Man TT races and NW200. A vastly experienced three-man team consisting of Jim Moodie, John McGuinness and Bruce Anstey has been formed to ride a trio of Triumph ValMoto Daytona 600s in the 600cc Production and Junior (Supersport) classes.

Such a significant decision was not taken lightly but confidence abounds that Triumph ValMoto will perform admirably at one of motorsport's most demanding and spectacular events.

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Mountains, bears and 'Moosedrool'

Four years' planning went into Charles Hill's trip to the Canadian Rockies to visit an old friend. The result was an unforgettable journey, full of 'best days ever'.



The northern entry to the Yellowstone National Park.

In the summer of 1998 my long time friend and riding buddy Phil Klements moved his family from Atlanta to Post Falls, Idaho. Almost immediately I, along with other riding buddies Brad Tuten and Jeff Kirves, began planning a motorcycle trip to visit him. We decided our mission would be to drive to Post Falls and tour in the Canadian Rockies with Phil as our guide.

After four years of preparation, in the last week of August 2002 we loaded our motorcycles on a trailer (no apologies) behind Jeff's S10 Blazer and set off for Idaho. Driving straight through, we arrived at Phil's house some fifty-six hours later.

The next morning we packed our gear on the bikes and set off for Canada. Phil and Brad both ride BMWs, Jeff and I both ride Triumphs - his a 1995 Trident and mine a 1996 Daytona 1200.

With Phil in the lead, we headed into British Columbia, following the road along Kootenay Lake, a

90 mile long glacier-fed clear blue lake wedged between mountains on either side. At Kootenay Bay we caught the ferry across to Balfour, then north to Kaslo B.C., our first day's destination.

Kaslo has a rich history, having been a major timber and mining port during the late 1800's. At our camp, in Vimmy Park by the lake on the edge of town, the cool evening air and low humidity was a pleasant relief from the dog days we'd left behind in Dixie.

The next morning, after a tasty breakfast and a conversation with a couple guys from England about our Triumphs, we departed Kaslo. I recalled later Brad's comment that everywhere we stopped the Triumphs got all the attention while the Beemers seemed to be ignored. What can I say?

Heading west to New Denver, then north to Nakusp, we caught another ferry across Upper Arrow Lake to Shelter Bay. The ferries were huge and best of all they were free! Canadian taxes at work.



View from the campsite in Kananaskis County.

Glacier National Park, British Columbia.





Hidden Lake, Glacier National Park, Montana.

CONTINUING NORTH, ANOTHER SERIES OF EVER HIGHER MOUNTAINS, EVEN MORE SPECTACULAR THAN THE LAST, WOULD APPEAR AROUND EVERY BEND.



Glacier National Park, British Columbia.



Route 40 in Kananaskis County.

Continuing north another series of ever higher mountains, even more spectacular than the last, would appear around every bend. Picking up the Trans-Canadian Highway, we rode east through Canada's beautiful Glacier National Park, across the Continental Divide into Alberta and on to Lake Louise, arriving at sundown.

Lake Louise, with its shops, lodges, first class hotels and restaurants, is a major tourist destination. It's of course surrounded by more magnificent mountains. We spent the night in the local youth hostel because all the campgrounds were closed due to problems with bears.

That night, at the Mountain Restaurant, we had our first taste of buffalo burgers and man they were good! The ride that day, from Kaslo to Lake Louise, was the most fantastic day of scenery I had ever seen in my life!

The next morning we made a side trip, riding north up the Ice Fields Parkway, into Banff National Park. We had only enough time to ride as far as Bow Pass (6,780 ft.) before having to turn back. The view from the pass of the mountains beyond, towards the 'interior' of the Canadian Rockies, was breathtaking.

From there we could see that this was the beginning of the really BIG mountains, 10,000 foot and more, one after another. The ride up to Bow Pass was incredible too. There were so many glacier-covered mountains, waterfalls and crystal clear blue glacier fed lakes. Then THIS day became the most spectacular day of scenery I had ever seen in my life!

Returning to Lake Louise we rode through Banff, another fabulous town in a fabulous setting surrounded by more incredible mountains, continued on to Canmore (same as above) then turned south into Kananaskis Country.



Kananaskis County in the heart of the Canadian Rockies.



Taking a breather in Bow Pass.

At the campground we chose a teepee and had a fine campfire with wood purchased from the camp store. Everywhere we camped in Canada, we found it illegal to just walk out into the woods and gather firewood. This is one reason why everything looked so beautiful and natural.

The next morning we rode east to Longview, flanked on our right by the Rockies and on our left by the Livingstone Range. The roads were mostly straight, through open countryside of long rolling hills and grasslands. Quite a change from the twisting mountain roads we'd been riding for the past three days.

What's interesting about this area, located in the high plains, are its windmills. There were over a 150 spread throughout the valley. They were the hundred feet tall, three blade industrial power generating type. We stopped for gas and after filling my tank with royal gallons I asked the store keeper if the electricity made by the windmills powered their town? "No," she said, "we sell it to you." Pretty smart those Canadians.

We arrived at Waterton only to discover that the

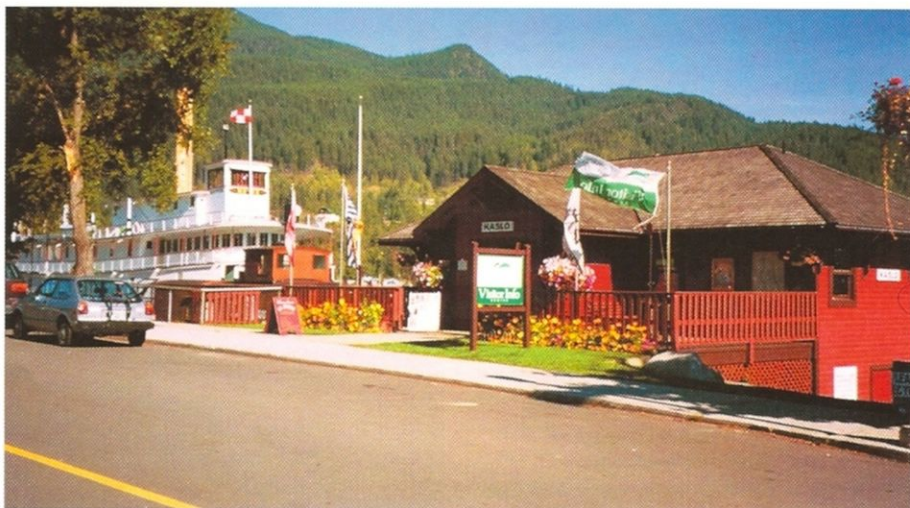


Bow Pass, Icefields Parkway, Banff National Park.

I TOOK MY MOOSEDROOL BACK TO OUR TABLE WHEREUPON MY MATES ALL ORDERED ONE TOO. FROM THEN ON, ANY PLACE WE HAD THE OPPORTUNITY, WE ORDERED A MOOSEDROOL.



Charlie's Place, Babb, Montana - A real cowboy bar.



The port of Kaslo, British Columbia.

campgrounds were already full. It was Friday and the first night of the Labor Day weekend. The gate attendant suggested we try another Waterton campground, Belly River, ten miles south. We did, got the very last camp site, bought firewood, and set up our tents.

By now it was time to make a dinner run and the nearest town, Babb, Montana, was some twenty-five miles away. We had to hurry - the US-Canada border gate closed at 10:00 p.m. sharp and it was already late afternoon.

On our way to Babb, a huge deer ran right out in front of Jeff. Fortunately he had no problem avoiding it,

but from then on we were all a little deeranoid. In Babb, we dined at a local cowboy bar called Charlie's Place. I know it was a cowboy bar because it was full of real cowboys with spurs-ah-jingle-jangle-jingling and cow manure on their heels - really!

I asked the barkeep what they had on tap. He replies "Whadda ya like?" Dark, smooth, and not too bitter I said and he replied "Well, that'd be Moosedrool." This was a magic moment on our tour. I took my Moosedrool back to our table whereupon my mates all ordered one too. From then on, any place we had the opportunity, we ordered a Moosedrool. I even bought the t-shirt.



Logan Pass, Glacier National Park.

After washing down our buffalo burgers we blasted back to the border while dodging cows wandering in the middle of the road, in the dark, since this was open range country Montana. Crossing back into Canada with ten minutes to spare and riding head-on into a wild lightning show from thunderstorms now blowing in straight towards us, we hurried back to camp.

The next morning we rode back into the USA. What a culture shock! From laid-back Canada to 'kick your ass' cowboy country. That morning during breakfast in St. Mary, Montana, surrounded by more magnificent mountains, I thought, "It just don't get no better than this." But that was before we entered Glacier National Park and the 'Going to the Sun' road.

In Canada, we'd mainly been riding roads that stayed in the valleys, but in Glacier you go over the mountains at Logan Pass. Elevation at the pass is only around 6,600 feet but you can't believe the road going up to it. The road snakes along 1,000 foot cliffs, through tunnels, past water falls, with glaciers around every other turn. It was fantastic! The view from the overlook at Hidden Lake was truly one of the most beautiful sights of the entire tour!

From Logan Pass, we travelled down the west side of Glacier, past more towering waterfalls, glacier covered mountains, clear lakes, and rushing rivers, then eventually back down into the flat lands. We pushed on towards Post Falls arriving back at Phil's house around 11:00 p.m., exhausted but exhilarated from our journey, and our vacation was only half over!

The next morning we loaded the bikes on the trailer and drove 12 hours to Yellowstone. What can you say about Yellowstone that hasn't already been said? It's so different from anything else on the planet.

We toured all around the park for the next three days on our motorcycles, taking in the sights while observing all kinds of wildlife; moose, caribou, coyote, buffalo, deer, and mountain goats but no bears. Black bears were in our camp one night, we learned the next day, but we slept right through it.

While visiting Yellowstone we took a side trip over to Beartooth Pass. Anyone who rides a motorcycle should experience this road at least once in their lifetime. It climbs through beautiful alpine forests to well above treeline, with switchbacks taking you up the last several miles to the summit at 10,947 feet. You could see a hundred miles in any direction. The harsh environment of rocks, boulders and scrubby wind blown grass had a subtle beauty all it's own.

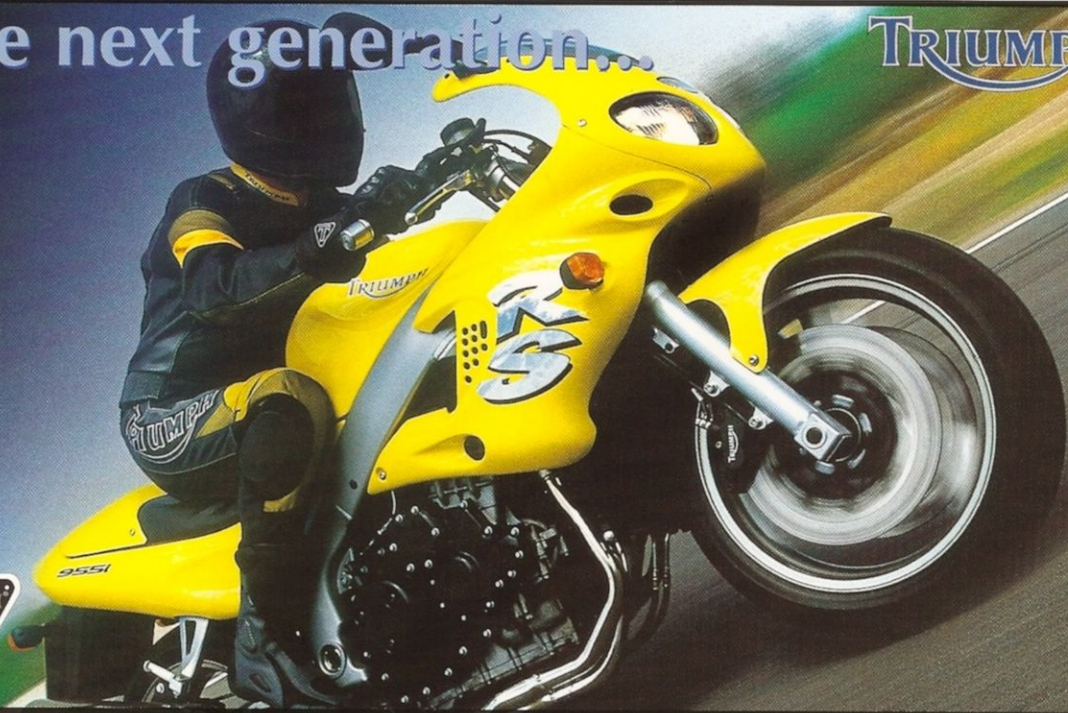
Heading out of Cooke City for the last time we soon picked up the Chief Joseph Scenic Highway. This amazing road took us over Dead Indian Summit (8,060 ft.) on our way to Cody, Wyoming then two and a half days later we were back home in Atlanta (985 ft.).

We'd been fifteen days on the road, about 2,000 miles on the bikes and 5,400 in Jeff's Blazer. It all went off without a hitch, but then with four years of planning there was little doubt it would.

Our next trip... let's see, what's beyond Bow Pass?...

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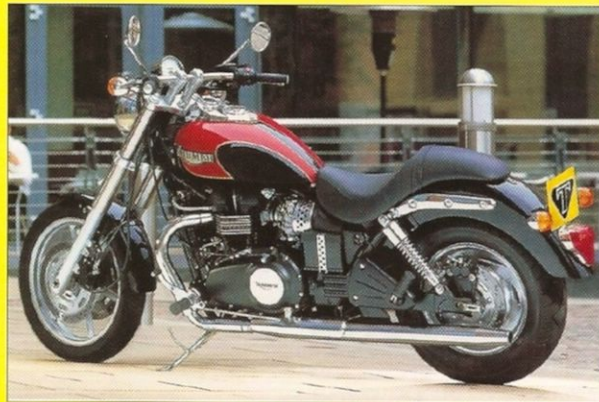
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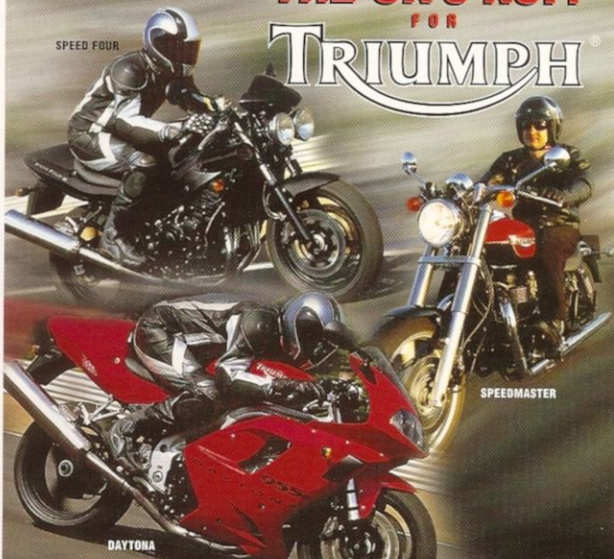
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The Personal Touch

When a British bike builder wanted a British engine to power his custom-built motorcycle, where else would he look but Hinckley? Chris Pearson investigates.

JUST like this latest of his many creations, Ian Cramp is one very special guy. The Coventry based designer/builder has successfully worked in various genres, from F1 to aviation, and in doing so has formed some very strong design ideas when it comes to his first love, biking.

In the past Cramp has been among the first to successfully use fuel injection on race bikes and some readers may well have heard of him a few years back when the 'Lionheart' GP project first reared its head, for it was Ian who led that attempt at British GP glory.

Cramp is in the enviable position of being able to think up, draw and then create his wishes, mostly without compromise. The icing on the Cramp cake is his riding ability. He gets out there and does the business when required, giving him a unique insight

into a racer's needs.

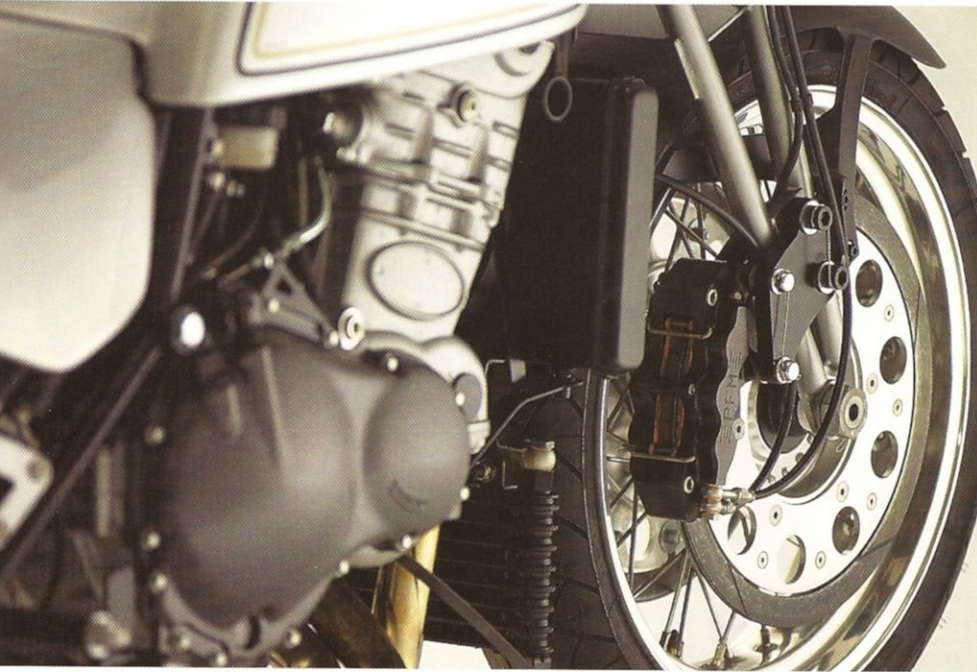
Having read many of Ian's articles on the subject, I must admit that I personally agree with his thinking on how to improve bikes, particularly when it comes down to getting one around the twisty bits at maximum velocity and enjoyment.

His latest creation is a juxtaposition of modern power plant and systems, allied to 1950's styling. The 'Crampton' was inspired by a late-night drinking session in Japan when Ian happened upon a similarly stylised, Norton badged, Honda 350 twin.

The Honda was one of the many such machines to be found in Japan. With little or no post-war culture of their own, the Japanese emulate the British bike icons of the Fifties and Sixties, hence the many 'café racers' to be found in the land of the rising sun.

Ian Cramp's creation of 1950s styling allied to the Triumph Sprint RS.





Girder forks at the front end.

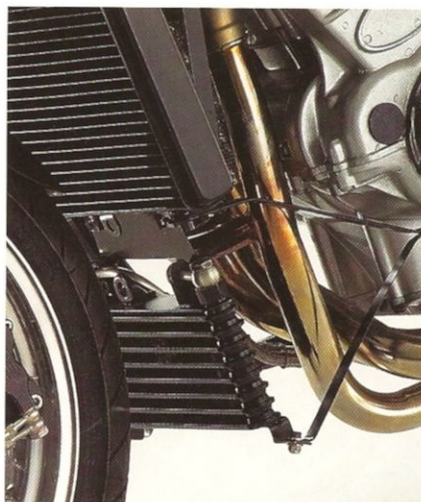
CRAMP IS IN THE ENVIABLE POSITION OF BEING ABLE TO THINK UP, DRAW AND THEN CREATE HIS WISHES, MOSTLY WITHOUT COMPROMISE.

'Sacrilige,' cried the UK designer upon his discovery. Reflecting on this in an atmosphere of fuzzy headed sobriety the next day, Cramp soon realised how wrong he had been. A lot of hard work must have gone into the transformation of the Japanese twin, and it was indeed done to a very high standard.

There were wire wheels, drum brakes, a specially made aluminium tank, new engine covers, suede seat, the works. It might not have been entirely to Ian's taste, but someone had every right to be proud of it.

Unfortunately, it failed Cramp's ultimate test of a good project bike in that a lot of the modifications (like ditching the discs for drums) actually made the performance worse as well as costing money.

"Styling is a funny business, and not something I know very much about," he said. "What I do know for sure, however, is that most modern bikes really don't float my boat. Leaving aside the ones which all look the same (pretty much all modern sports bikes) there have been some truly hideous examples recently."



Hinckley agreed to supply Cramp with a tuned version of their engine.



A very British 'café racer' image for the retro-styled Crampton.



A chance encounter in Japan with a retro-styled Honda inspired this project.

Mechanically efficient girder front end is rarely seen these days.



Nevertheless, that Japanese special was pretty close to the bike Cramp wanted to build - small, light, and with looks that would attract all and sundry. So it was that this chance encounter with a retro Honda prompted the bike we see here.

Taking the 1950's styling era as a starting point he then began the search for a power plant. Never was the focus placed upon sheer performance. Instead, Cramp set out to provide a uniquely stable and capable platform with which to have fun. The design of the chassis saw to 99% of that. Now he had to find a way of propelling this mystical beast.

He set out four criteria for his new project's engine - British, four stroke, big capacity and off the shelf. Pretty soon he was hot-footing it to Triumph at Hinckley.

For Cramp, factory support was vital. It would be such an uphill struggle using a Triumph engine if the factory didn't approve but they did everything he required, and more besides.

He was leant a Sprint RS for a week and the engine was everything he was looking for - British, full of character and with loads of grunt to boot. The Hinckley concern then elected to provide a specially-tuned version of the world-renowned unit to the Cramp motorcycle company.

WHILE at first glance the Crampton may appear

familiar, one soon starts to notice that all is not as it seems.

Once you have recognised the 'wheel at each end' format of the generic bike shape, things start to go a little awry, especially when the absence of conventional forks and even frame tubes become apparent.

Girder forks hold the front end firmly in place while at the rear a spindly - but no doubt sturdy - steel swingarm and twin Ohlins shock arrangement keep everything in shape.

This is directly in keeping with Ian's design philosophy of keeping it simple and yet effective. Simple in operation and simple to produce (due to the Reynolds 531 steel tubing construction and the 'sifbronze' welding technique), virtually every component not bought-in can be manufactured by Ian in his home workshop.

The result of this and Ian's enormous experience is a lightweight (172 kgs) yet immensely strong and fine handling machine with a bomb-proof engine.

Although rarely seen these days, the girder front end is actually a very mechanically-efficient device with little unsprung weight when compared to conventional telescopic designs. The Cramp version is even more so, with a rising-rate linkage attached to the centrally mounted, fully adjustable, Ohlins shock just in front of the headstock.

This solves, almost completely, the ever-present problem of twist and 'stiction' within the tele-type forks while providing that all-important conventional feel that most riders are used to.

Surprisingly, the rear suspension too is rising-rate, despite the twin shock layout, thanks to ingenious mounting brackets attached to the swingarm via torque arms which in turn mount on to the rear of the engine.

The innovation doesn't just stop with the extremities. The fuel tank is situated under the seat for better weight distribution while the tank is no more than a cover for the capacious air filter box.

Stopping ability is second to none with huge, benchmark, PFM six pot calipers hauling on twin 320mm discs via a multi adjustable master cylinder. At the rear, a 260mm disc and a four piston caliper adequately perform the task.

Tyres are the ubiquitous 17-inch radials, giving a vast choice of rubber, from race track to touring.

The idea is that the Crampton 955 should be a rolling showroom of Ian's talents and the plan is that a prospective buyer should simply ask for what they require, safe in the knowledge that the Crampton company can produce whatever they dream of.



The Crampton can be styled to individual customers' tastes.

Crampton Triumph 955

Engine: three cylinder 955cc, 12 valve dohc with electronic fuel injection. Tuning to customer specification.

Chassis: Sifbronze welded Reynolds 531 tubular steel spaceframe, powder coated, with engine as fully stressed member.

Front suspension: Sifbronze welded Reynolds 531 tubular steel girder fork, powder coated, with rising-rate linkage to double-adjustable Ohlins gas-filled spring/damper unit with remote reservoir.

Rear suspension: Sifbronze welded Reynolds 531 tubular steel double-sided swinging arm, powder coated, with rising-rate linkages to twin Ohlins double-adjustable gas-filled spring/damper units with piggy-back reservoirs and hydraulic preload adjustment.

Colours: To customer specification.

Front brakes: Twin 320mm floating discs with six piston calipers, supplied by PFM.

Rear brake: Single 260mm fixed disc with our-piston caliper.

Front tyre: 120/70-R17 Avon or to customer specification.

Rear tyre: 180/55-R17 Avon or to customer specification.

Rake/trail: nominally 240/85mm.

Seat height: 720mm.

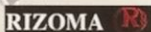
Weight: 172kg.

• Ian Cramp, Crampton Ltd,
tel 01676 540007, email: ian.cramp@btpopenworld.com

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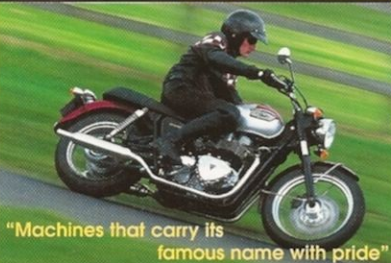


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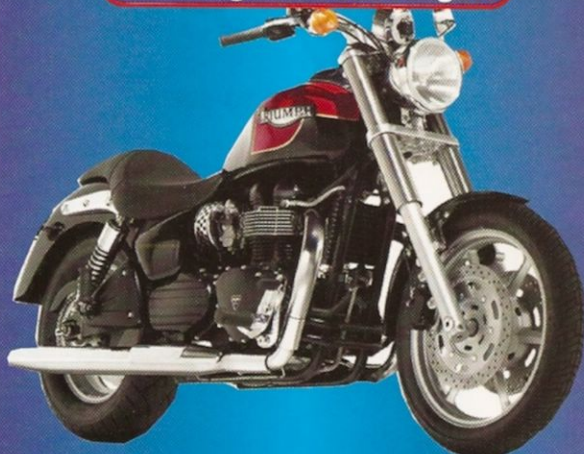
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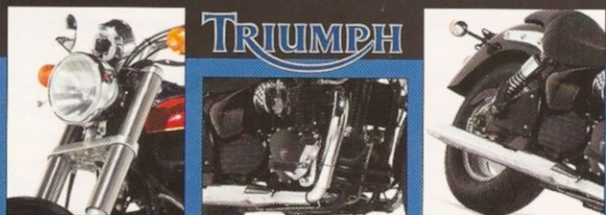
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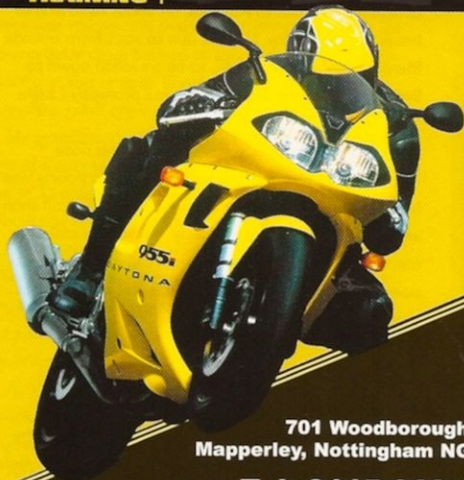


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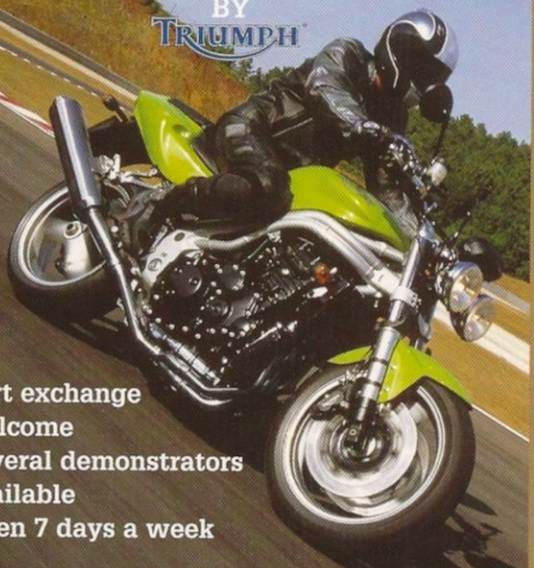
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For thirteen days and

Peter Jones tells of the Triumph engine that ran on, and on, and on, to set a record that possibly still stands today.

NOW in his eighties, Sid Goodsell is an Australian fortunate to have many happy memories from a long and eventful motor cycling life. His forte was the 'reliability trial', perhaps the most popular of two-wheel sports in Australia in pre-war years.

It was a tough and arduous game, but one which undoubtedly helped to improve the standard of British bikes.

Sid worked for Hazel and Moore, the major Triumph dealers in Sydney, from 1924 to 1930, and was responsible for gaining the firm much valuable publicity. All the machines he used were quite standard and seldom new, yet he is the only man to have won three of the very gruelling Six-Day Trials held throughout New South Wales.

These were true reliability trials, open only to standard machines running with full catalogued equipment, and although there were two classes - trade and private, the latter for riders owning their machines - the requirements were identical.

Points were deducted for any component broken or not working at the end of the day, on a sliding scale where a broken spoke cost five points, while such a disaster as a broken frame would attract a 50-point penalty.

Routes chosen (around 150 to 180 miles a day) were mostly along rough bush tracks which in poor weather

were quite vile. Average set speeds were often around 20 mph - slightly lower for private riders - but even so they were rarely reached except by one or two men. But from a lifetime of outstanding achievements Sid's most remarkable accomplishment was, to his mind, a world record non-stop-engine run set in May 1937; and this may still stand!

It was in April that year that Jack Crawford, sales and race manager with Hazel and Moore, rang Sid Goodsell with a proposal. Sid had been running his own business for the past seven years, but he had always kept in touch with his old employers.

What Jack Crawford had in mind was a crack at the non-stop-engine record, which at that time stood at 5,841 miles. Both felt that a standard Triumph would be able to break that easily, given a modicum of luck, so Hazel and Moore went ahead and organised the required Australian Auto Cycle Union officials; they made arrangements, also, with Rhodes and Sons, the Triumph importers in Melbourne, to handle matters at that end, 600 miles from Sydney.

A sidecar was to be fitted, with the ACU official travelling in it while Sid did all the hard work. The chosen machine was an ordinary 600cc side-valve Model 6S, assembled straight from the crate at Rhodes and Sons, under ACU supervision.

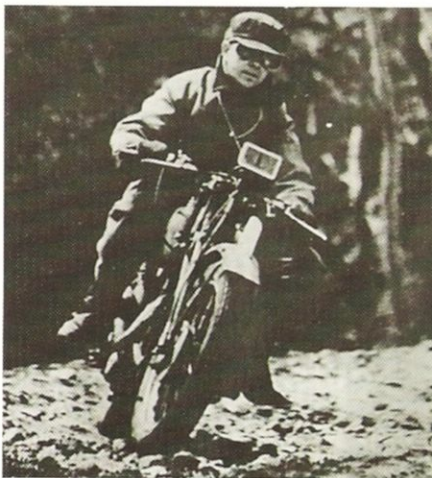
It had been agreed that the bulk of the travelling would be between Sydney and Melbourne, with occasional runs out to Adelaide (in South Australia) to break the monotony. Sid was due to start from outside Rhodes' premises at 10 am, so he travelled down to Sydney by train the day before - and promptly caught 'flu'!

By morning his eyes were streaming, his nose wouldn't stop running, and he felt awful. So poorly was he, that the whole affair was very nearly called off then and there, but because any delay would only make for more problems, somehow he got ready and, trying to summon up a smile for the cameras, set off in a most unhappy state.

Durability

THESE non-engine-stop runs were just that. The engine had to be kept running at all times, though the wheels did not necessarily have to be turning the whole time. It was principally a test of engine durability.

All the way to Sydney on that first morning, the



Two men (one of them Sid Goodsell) tied on no points lost in the 1937 Australian ACU Trials Championship, so a special eliminating test was employed, requiring an average speed of 36 mph to be maintained over a four-mile stretch. Sid won; his opponent failed to finish. The machine is a 493cc Triumph Tiger 90, with a front fork of Goodsell's own design, using long side-springs to give a softer action.

thirteen nights



Sid Goodsell in 1928. He much preferred a flat cap to the leather flying helmet favoured by many other riders of the day.

FEROCIOUS SQUALLS OF ICY-COLD RAIN, INTER-MIXED WITH FLURRIES OF HAIL, HOWLED DOWN, THOROUGHLY SOAKING THE TWO MEN.



Refuelling during the 1937 record run. An electric fan helps to keep the engine (which is still running) cool, while a mechanic, at the Adelaide stop, prepares to open a four-gallon can of fuel. Sid sits on the saddle, observer Arthur Millard stands on his right.

Triumph had a selection of wet handkerchiefs flying from the handlebar, happily flapping in the breeze. The fresh air soon got rid of Sid's flu, and by the time he arrived in Sydney he was feeling quite human again.

He made such good time on the trip, despite the flu, that when he arrived at Hazel & Moore's workshop at 2am there was no relief crew to meet him! He could not stop and wait, for the engine would overheat, so after that first 600 or so miles non-stop, Sid had to take an extra trip out around the suburbs of Sydney.

When he returned to Hazel & Moore's workshop there was still no-one there, and feeling not a little fed up and quite tired, Sid had to again set out on another short trip, this time to Bondi and back and at last he found the relief crew were waiting when he returned.

He gratefully climbed off the Triumph for a short rest of a couple of hours or so while another driver and the ACU official took the outfit for a trip to the Blue Mountains west of Sydney.

There were three relief riders in Sydney (one of whom was Jimmie Pringle, a famous racing man) and another three in Melbourne, whose job it was to give Sid a short break to try to catch up on some well deserved sleep.

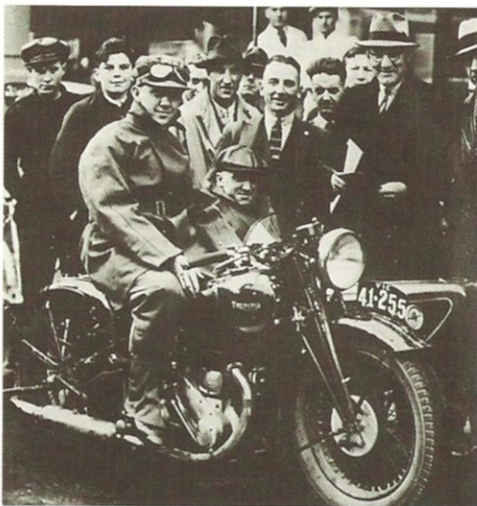
At all times the engine was kept running, with a couple of electric fans being used to help keep the engine cool while the fuel and oil was being topped up.

After the next return trip to Melbourne had been accomplished, Sid continued on to Adelaide where, because of the half-hour time difference, once more

there was no-one to meet him. That meant a trip out into the suburbs!

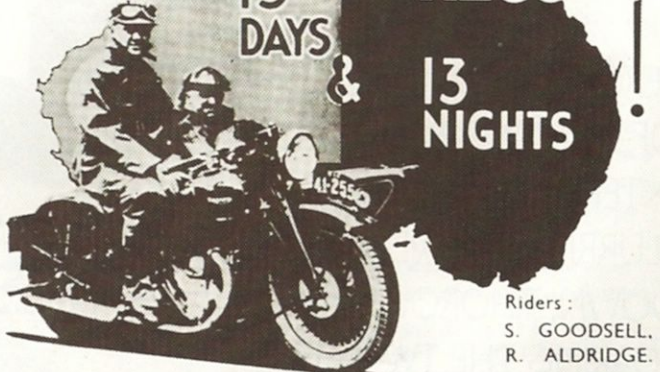
Mostly the journey was carried out in fine weather and as the road surface was poor, just rough gravel (on the main road at that!), the reasonable weather for much of the time meant that Sid's task was made a little easier. However, on one run between Adelaide and Melbourne he had to ride the entire distance fighting the elements.

A nasty thunderstorm developed of almost tropical intensity. Ferocious squalls of icy-cold rain, inter-mixed with flurries of hail, howled down, thoroughly soaking the two men. The unfortunate ACU observer had no top to the sidecar, just the normal screen in front, and he was soon sitting uncomfortably in a growing



Sid Goodsell and ACU observer Arthur Millard with the record breaking Triumph outfit.

SENSATIONAL NON-ENGINE-STOP RECORD!



Riders :
S. GOODSSELL.
R. ALDRIDGE.

**29.7 m.p.h., average, for 9261 miles, including
Wheel Stops for re-fuelling, on a 600cc S.V. Triumph Combination.**

How Triumph advertised the new record in magazines at home and in Australia.

pool of icy water.

Both men were half-frozen, with Sid's fingers being too cold to operate the brake and clutch levers. In the middle of this nightmare, out in the wilds of nowhere - the pitch blackness only relieved by flashes of lightning - they had to refuel.

Both were absolutely saturated. Sid doubted if anything would have kept out rain and cold of that intensity, but somehow they had to remove the petrol cap, place a funnel in position, and then pour in a couple of gallons of petrol - all without letting in enough rain to contaminate the fuel.

It was a miserable business. Being near frozen, and hardly able to see, neither noticed that they had overfilled the tank and petrol began running down the sides and into the mouth of the carb!

The normal re-filling technique was to simply retard the engine revs, to let the engine turn over slowly but surely. Suddenly the motor began to miss and cough, while the exhaust pipe rapidly changed colour to a ripe cherry red!

Hastily dropping the four gallon tin, Sid grabbed for the throttle and eased the lever to more advance and was just able to keep it going. "But it was a very near thing," he recalls with a smile. Both men were glad to reach the comparative haven of Melbourne for a well earned rest and a change of clothing.

Observer

THE real role of the ACU observer was that of friend, helper, adviser, mechanic, route reader - and talker for hours on end to help keep the driver's mind on the job. Without that kindly assistance Sid feels he could have never completed the task.

Though he did add, with a merry twinkle in his eye, that his particular observer, one Arthur Millard, was a bit of a handicap in some ways. He weighed near 20 stone! It was his personality that made him so ideal for the job - his official role of observer was often relegated in times of need.

With the existing record well and truly broken, and the Triumph burbling along most happily on a bright and sunny day, Sid was on his way back to Melbourne on the ninth day when, quite suddenly without any prior warning at all, the engine revs suddenly rose and the outfit slowed to a stop!

All Sid heard was a slight rattle or two, but fortunately he found he could easily keep the engine running.

Something was clearly amiss-but what? The obvious place to look was behind the primary chaincase, and when they saw what had happened inside, Arthur said, "Well, Sid, that looks like the end of that."

And so it seemed to be, for the primary chain had broken at the connecting link and lay coiled in the bottom of the case. After a minute or two reflecting on what might be done, Sid felt there was a chance - with a modicum of luck.

He had seen that the chain itself was not damaged or broken. All that had happened was that the connecting link had sprung, then broken. There was a spare link in the tool kit, so it was just a moment's work to fix it.

Then the real problem - how to get the chain on without stopping the motor? Determined to try, while Arthur Millard kept a precautionary hand on the throttle, just in case, Sid slackened the gearbox bolts to move it forward sufficiently. The chain could be fitted over the clutch sprocket safely, as it was not being turned.

Then with the engine s-l-o-w-l-y turning over on full retard, the engine sprocket was only barely moving. There might be a chance. At least it was worth the attempt.

Two strong twigs were found, one being used by Sid to flick the chain onto the engine shaft sprocket, while the other was used by Millard to lightly press down on the top run of the chain to keep on a slight tension.

Sid was so successful he fed the chain on the sprocket at the first attempt, so with the chain gently rattling over the two sprockets, the gearbox was eased back to take up the slack. It worked!

THEN THE REAL PROBLEM - HOW TO GET THE CHAIN ON WITHOUT STOPPING THE MOTOR?

Convinced

THERE were some 7,000 miles on the speedo then, almost 2,000 more than the old record, but Sid was convinced they could go on for much longer yet. He had more than faith in the ability of his well advertised 'trusty' Triumph.

At the Yass control point, a little over half way towards Sydney from Melbourne, he asked that a message be passed through, requesting a complete spare primary chain be waiting for them. What had happened once could so easily happen again.

The intention was simply to replace the primary chain as soon as possible but everything appeared to be running so well that Sid decided to continue, though to be safe, the spare chain was carried in the sidecar - which, as things went, was just as well.

During the following day, on the run to Adelaide, the old primary chain broke up, this time with one end viciously taking out a chunk of the aluminium chaincase. To make matters that little more difficult it happened at night, though fortunately it was not raining.

Once more the whole business was gone through, though with rather more confidence this time, knowing what could be achieved. The brand new chain was much stiffer than the old well-worn one and it took Sid several attempts before he was successful. He recalls the times he missed were marked by showers of sparks!

A rag was stuffed into the hole in the chaincase to help keep the oil inside and once more the two men, firm friends by this time and each impressed by the other's resilience, set off.

Sid was determined to keep going whatever the cost - perhaps until either he or his passenger could not stand the strain any longer. Both were extremely tired and saddle soreness was becoming unbearable.

Sid was only getting about 3-4 hours sleep in every 24, and while Arthur Millard was able to doze in the sidecar, it was far from comfortable being jammed in with assorted tins of fuel, tools and food and drink. Nor did the rough roads help at all.

But keep going they did - at least for another couple of days. Finally, after 13 days on the road, when they

were about 150 miles from Melbourne, the engine suddenly began to miss badly, faltered, momentarily picked up, coughed, then stopped. The run really was over.

Sid removed the spark plug to find the central electrode burnt away completely, so the spark had been attempting to jump across 3/16 of an inch!

No wonder the engine finally stopped. As it happened, Sid was most disappointed to see the plug failure for he had been persuaded to try what was then a new type of plug with a platinum point.

He still feels strongly that if he had stuck with a standard plug he could have gone on for many more miles. The platinum plug was supposed to be good for 50,000 miles.

Record

SID Goodsell's world record run totalled 9,261 miles, spread over 13 days and nights, with an average speed of 30 mph being logged.

The parent factory in England placed many adverts featuring the accomplishment, both in England and Australia, but in Sydney nasty rumours began to be spread around that he had cheated!

"Nobody with a broken primary chain," they said, "could replace it with the engine running!" This was a terrible slur, both on Sid and ACU official Arthur Millard, and could not be ignored.

When it became impossible to disregard the snide remarks any longer, Hazel & Moore agreed with Sid to stage a demonstration using an identical machine.

This was arranged for one Friday evening with the machine set up on a counter in the firm's showrooms. And literally hundreds of spectators turned up, for the publicity was enormous.

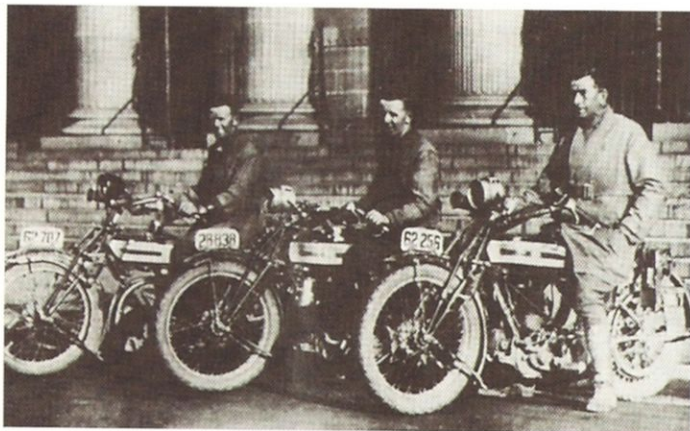
Then in front of all those witnesses, Sid Goodsell repeated the feat, not just once, but three times in all. He was vindicated - and his critics thoroughly silenced.

His magnificent achievement remains a superb monument to his outstanding ability and determination for many years. Indeed, it seems highly likely that the record Sid set way back in 1937 is still standing today!

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Below: The winning Triumph team in the 1926 New South Wales Six-Days Trial. Left is Eric Moore (499 Triumph Ricardo). Sid Goodsell (centre) and Percy Palmer (right) have 550cc Model SD side-valves.

Left: Sid in 1927 on a four-valve ohv Triumph Ricardo.



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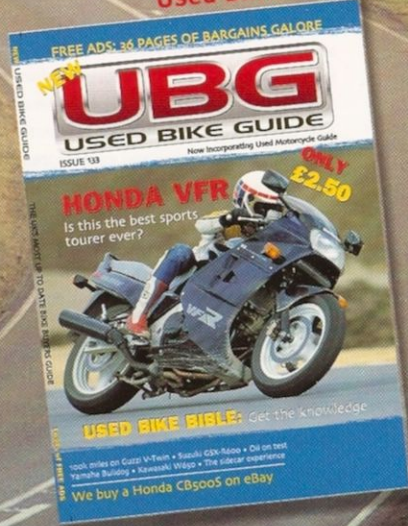
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...we have the read for you



RAT World

RAT Summer Party

Ironbridge Gorge, Shropshire, June 28

Join us for a great day out at the RAT Summer Party in historic Ironbridge Gorge, near Telford, Shropshire. There will be ride-ins, displays, a parade ride and the chance to meet members of the Triumph ValMoto team, plus an optional evening party with dinner and a live band.

RAT packs from around the country will lead the ride-ins, or you can make your own way to the event which opens at 11am. Once on site, you can visit the superb Museum of Iron and Ingenuity, get autographs from Triumph ValMoto racers Craig Jones and Jim Moodie or visit the 'Hinckley Heritage Hall' with its display showing the development of Hinckley Triumph. There will also be bike displays, Triumph clothing and RAT merchandise stores.

After you have browsed the Triumph area, the eleven separate sites of the Iron Bridge Museum are yours to explore! Highly recommended is Blists Hill, a unique working Victorian town, complete with its own working smelt works. The day will culminate in a Parade Ride around the Gorge and a grand prize draw.

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 5 ton locomotive in a minute' competition and a full bar facility.



Come and meet the Triumph ValMoto race team.

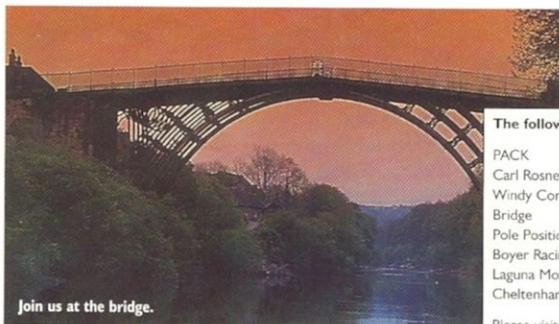
At 7pm we will enter the Engine Shop for the evening's party, including a top quality three-course meal, late bar and dancing to live music.

Entry to the daytime Triumph event is FREE and open to members and non-members alike. Entry to the site's museums is optional with tickets available on-site, but we have negotiated reduced price tickets for visitors who book in advance. These are £10.50 for RAT members, with non-members at £12.50. All visitors who pre-book tickets will also receive a unique event souvenir produced specially for the day.

Tickets for the evening party must also be pre-booked and are £22 for members and £32 for non-members.

Please send your cheque, payable to 'RAT' to Summer Party, RAT, PO Box 83, Hinckley, Leics, LE10 3ZP.

Still not enough? If you want yet more riding, then on Sunday morning our local Wylie & Holland pack have organised a 'Shropshire Lad' tour, which is guaranteed to take in the best of the county. Be at Enginuity at 10.30am ready to depart!



Join us at the bridge.

The following packs are organising ride-ins to the event:

PACK	DEP TIME	CONTACT	TEL	LEAVING FROM
Carl Rosners	7.00am	Dave Parker	017322364776	E.Clackett Services
Windy Corner	9.00am	Mike Coleman	0775 2249535	McDonalds nr Triumph.
Bridge	6.30am	Tony Parsons	01395 579659	Bridge Motorcycles
Pole Position	9.00am	David Thomas	01213 785483	Pole Position
Boyer Racing	7.00am	Colin Pavitt	07971 590393	E.Clackett Services
Laguna Motorcycles	7.00am	Nick Hamilton	07768 344857	E.Clackett Services
Cheltenham	9.30am	Steve Prior	07802 447478	The Frogmill

Please visit www.triumph.co.uk/site/rat/news/news.cfm for the latest updates on ride-ins.

Up front

with Simon Carter



Not long to go now until the Summer Party. This year we are moving away from our traditional factory visit and have instead planned our big social bash at a site with a unique British industrial heritage.

We have tried to prepare a format that offers a blend of riding and social activities, with enough of interest on-site to keep everyone happy during the day - plus of course a great party in the evening.

Entry to the daytime event is free, with the option to pre-book an event souvenir and reduced price entry tickets to the site's 11 museums.

We hope as many of you as possible come along to share the day and join in the ever-growing action surrounding the Riders Association of Triumph.

With the Highlands Raid already sold out, there is only one more

opportunity to sample a UK Raid in 2003. If you are attracted to excellent riding, friendly surroundings and a high standard of cuisine, come along to the Lake District during the weekend of September 26-28. Be warned, you will need to act now! Every event is selling out, and the only way to ensure that you are involved is to book early.

Further afield we have plenty of RAT events throughout the World and of course a thriving local scene of pack meetings and runs.

So don't miss out, get involved and make the most of the season. See you out there.

Simon Carter

Mad Dogs & Englishmen but where's the Sun?

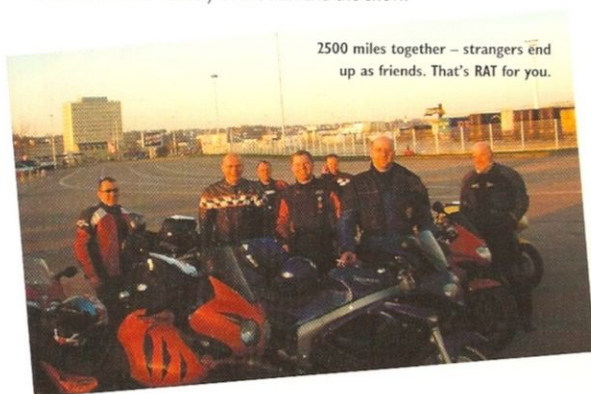
Catalunya Raid, Spain

'Thirty-seven kilometres of bends ahead' read the sign. One glorious corner after another linked by less than 100 yards of straight road. The only problem was that it was pouring with rain, foggy and the roads were like rivers. Just one of the challenges the faced by the 12 UK members who joined Simon Carter on a trip to the superb Catalunya Raid in Spain in March. Simon takes up the story

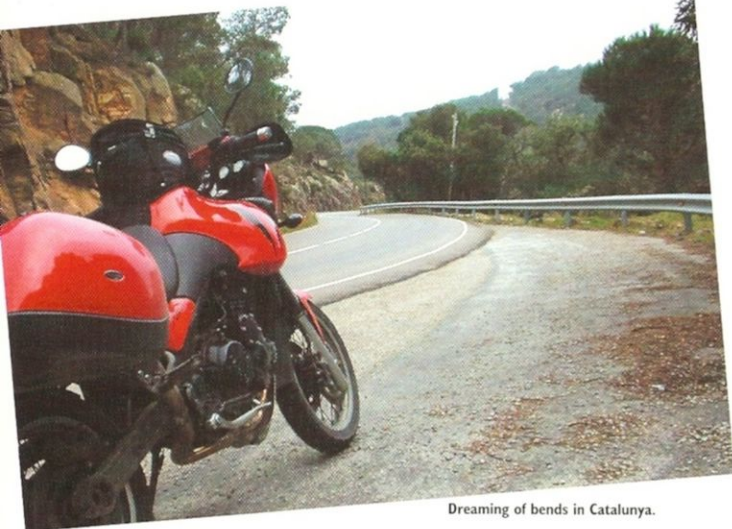
After a long ride from Le Havre to Toulouse we decided to head into Spain via Andorra. The forecast for snow at 2000 feet was depressingly accurate as the near white-out conditions at the top confirmed. Riding in the snow was a new experience for many of the group, and we had to take the (correct) decision to abandon the planned roadbook.

We made it into Girona at 6pm soaking wet, tired and cold to add to the cosmopolitan mix of French, German, Spanish, English, Welsh and American attendees of the raid itself.

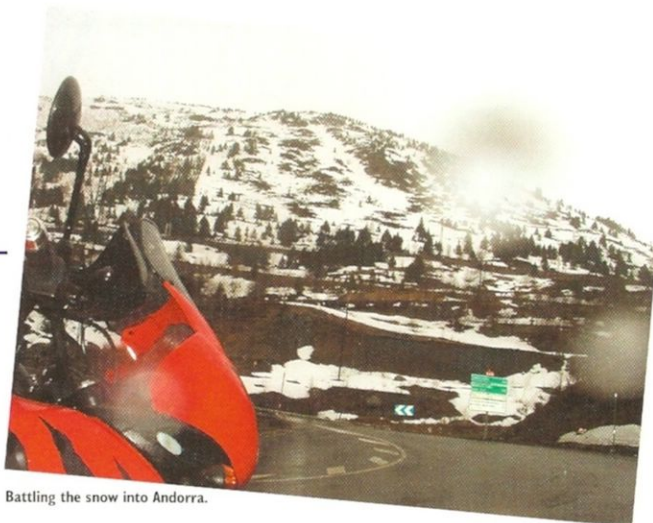
Locally based member Simon Brampton had organised the Raid and his enthusiastic welcome, coupled with a delicious tapas meal, quickly eradicated the memory of the rain and the snow.



2500 miles together - strangers end up as friends. That's RAT for you.



Dreaming of bends in Catalunya.



Battling the snow into Andorra.

Saturday, and a trip into the mountains. Unbelievable roads were matched by unbelievable weather, as dry tarmac quickly turned into cascading rivers in huge cloudbursts. Large stray dogs were a constant menace, with one of them going as far as to take a bite at one of the riders as we passed through! By the time we got back to the hotel another 260 miles had been covered, with many of them being relived during a riotous evening of entertainment.

Sunday's trip saw us take in the sea, as we headed for the coast, but once again truly despicable conditions blighted our progress. The UK riders formed the majority of the people who finished the ride on the Sunday, and we finished the event with a unique Catalunian Spanish Onions lunch - a messy, tasty and truly hysterical eating experience!

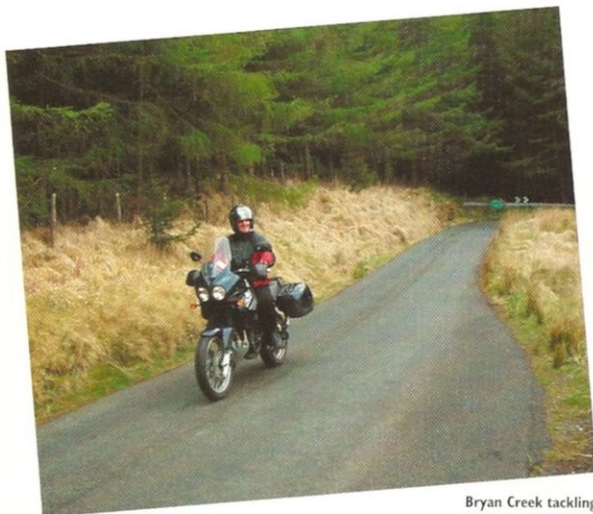
By 8.45pm on Sunday we were back in Toulouse, swapping stories and reliving the last couple of cracking days.

A gentleman's agreement prevents too much detail about what we got up to in the evening. Suffice to say that none of us could remember laughing so much for so long!

Munching miles with strangers who become friends is what RAT is about. Unless you are one of the lucky 15 who shared this fantastic experience you simply do not know what you missed! You will be able to spot these people over the rest of the year at RAT events. They will be the ones with silly smiles and misty eyes at the mention of Catalunya!

Keep your eyes peeled for more group runs in 2004.





Bryan Creek tackling the Staircase on his Tiger.

RATs down the Big Pit.



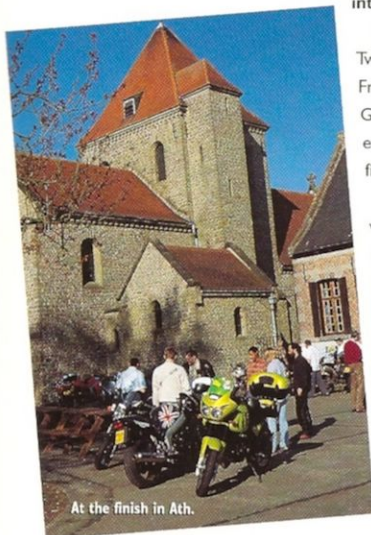
Ride like the Wind

Mistral Run, France

The Mistral Run: 1100kms through France in one day – without using motorways. We weren't sure whether there would be any interest in such madness!

We needn't have worried! Twenty-six riders from Britain, France, Holland, Belgium and Germany signed up for the April event and all but one made it to the finish - exhausted but exhilarated.

Riders had to follow a set route, with a series of checkpoints along the way. A group of four Tigers, led by GPS-equipped UK member Howard Millichip, soon set the pace and they led the way all day. Luckily the weather stayed



At the finish in Ath.



Pitting your wits against the Staircase

Dragon Raid, Wales

A mammoth 161 members made this the largest UK Raid to date. Old friends and new kick-started the 2003 UK season in fine style with an assault on the notorious Devil's Staircase around the Llyn Brienne reservoir. Every bike that set off from the hotel made it up the steep hairpins successfully and after a quick stop, we headed towards the coast and our lunch stop Aberystwyth.

It would be fair to say that the RATs invaded the town that lunchtime! A splendid line-up of bikes entertained other visitors to Aberystwyth, with many more watching fascinated as 3X pack regular Maurice Parker paddled in the cold sea! The afternoon route twisted through the Elan Valley, with an optional sports route around the beautiful Lake Clwedog prior to returning for saunas, swimming and jacuzzis!

Dinner, competitions, live music and dancing kept us entertained late into the evening.

In respect of the previous long day and late night, we left at 10.30am for a short burst over the moors to the Big Pit Museum in Blaenafon. The museum offered the chance to sink 90 metres into the ground and experience life as a miner. The majority took the challenge and after donning helmets, safety lights and belts we crammed into the original shaft lifts and descended into the gloom. A truly fascinating experience.

The Dragon Raid has grown during the last three years and we will return to Wales in 2004 to a new venue to explore new roads. Book early, as numbers will be restricted!



A midnight halt near the Belgian border.

good and superb roads through hills and mountains kept concentration up. This event was designed to provide a challenge however and as night fell, the going got tougher and the gaps between the riding groups got wider.

As the first riders reached the finish at the Belgian border near midnight, the last group were still in Troyes with four hours of riding ahead! Led by 'sweepers' Herve Descamps and Neil Webster, the seven 'tail-end Charlies' kept going however, finally making the border at 4am!

All riders were welcomed with a beer and a meal by members of the local Ath RAT pack and after a few hours sleep and a cooked breakfast, spirits were high again. A VIP reception with the mayor in Ath local town hall was the cherry on the cake.

The first Mistral Run was a huge success. There were no accidents, no lost licenses and only one non-finisher.

We will do it in the opposite direction next year, but be quick if you want to secure your spot - most riders who conquered this challenge will be taking part again!

Taking time to taste tradition

Elfstedentocht, Netherlands

Following in the tracks of a classic ice skating race, our 'Elfstedentocht' Eleven Cities Tour wound its way through the northern Netherlands in April.

Organised by dealer Joop Dijkstra of Motorado in Leeuwarden, the route covered the 11 cities of Friesland in a 220 kilometre loop. Don't think there are only straight roads in Friesland. Especially alongside the dykes the small roads were quite twisty, with the wind adding to the challenge!

We had a coffee stop in a small harbour close to Laakum with just enough space for five or six boats, with good shelter from the wind provided by the huge window panes.

The old cities of Friesland are really worth a trip. Small and one floor only, the buildings shelter behind the dykes against the permanent wind from west. The traditional way of building in the 17th and 18th centuries, with red bricks and a roof made of reeds, give the old town centres, for example Stavoren or Molkwerum, their typical flavour.

And you can really enjoy the architecture even while riding because the small town roads are narrow and often have ramps to slow down the traffic. Life in Friesland is not slow, but the people know how to enjoy it. There is always time for a chat with the neighbours on the street or in front of the butcher's shop.

And for the riders of this Elfstedentocht there was always an inviting small café enticing them to stop. Several times we saw the bikes of other participants of the ride parked in front of a café.



Daytona 600 takes a break on the Afsluitdijk.



Who could resist an obligatory photo stop at a Dutch windmill?

After a stop to take a group picture with the bikes in front of a windmill we finally arrived at the finish at a camp site near Leeuwarden.

In the camp-site cafeteria Joop and his wife had prepared a suitable finish for the event with hot soup and event souvenirs for everyone. A great day and a great ride in an area well off the beaten track for most riders.

Our thanks go to Joop for organising the event. We will for sure come back another time.

Check out this region on the map. It can be found in the north of Holland just east of the IJsselmeer and Leeuwarden, the capital of Friesland.

Upcoming Events

Cadwell Park Track Day July 25

There are a handful of places left for our track day at the famous Lincolnshire circuit. Held in association with the European Superbike School, it is a 'Triumph Only' day and a great way to develop your riding skills in a controlled environment.

Riders will be split into different groups depending on machine, ability and experience. There will be a minimum of three instructors per group including British racing legend Niall Mackenzie. Sessions will run between the hours of 9am and 5pm with a one-hour break for lunch.

This event is aimed at all riders on all machines in the Triumph range, and will offer the magical experience of safe track riding in a non-competitive environment. You will need one piece or full zip together two-piece



Cadwells Twists – perfect for any Triumph.

leathers, an ACU gold rated helmet, boots and gloves.

Priced at £85 for RAT members and £100 for non-members, your space can only be reserved by full payment.

Highland Raid

August 29-31

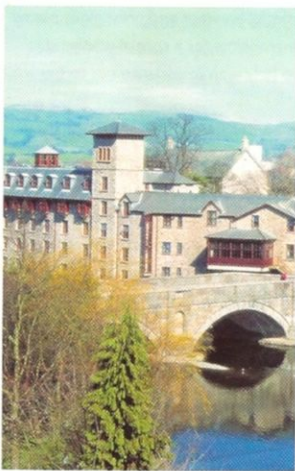
Sorry! This event is already sold out, but if you just want to take part in the rides be outside the Loch Rannock Hotel at 9am on the Saturday or 10.30am on Sunday.



The hotel staff are looking forward to our arrival in August.

Lakes Raid

September 26-28



The Riverside.

The final UK Raid of 2003 will take in the outstanding beauty of the Lake District. Our headquarters will be the 17th Century Riverside Hotel in historic Kendal, famous for its mint cake and castle.

We will start on Friday evening with the welcoming buffet prior to retiring to the bar for the evening. We will depart for the day's ride at 10am on Saturday for a route heading 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 for a gentle ride around

the region prior to heading home.

Places are limited and must be booked in advance. 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.

Christmas Party

December 20

Building on the success of last year, we are pleased to announce our return to the Frogmill in Gloucestershire for the 2003 RAT Christmas Party.

Organised by the Cheltenham RAT Pack, we will have exclusive use of the venue with a traditional dinner and a festive disco until late. Be prepared for plenty of surprises, prize draws and give-aways!

Tickets for the event are priced at £24 for members and £30 for non-

members, which include the evening entertainment, Christmas meal, Triumph Christmas present and entrance to the competitions. Places at this event are limited and the only way to secure your space is to send a cheque, payable to 'RAT' to Simon Carter.

There is extremely limited accommodation available at the Frogmill. They can be contacted on 01242 820547. Our website has further details on other hotels and taxi firms in the near vicinity.

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 bookings.

All riders should be on Triumphs. 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 to a venue. We cannot guarantee your attendance otherwise!

European Events

There are plenty of events throughout the world to keep you entertained during 2003. As well as the list here, keep checking www.triumph.co.uk for the latest event news.

Unless otherwise stated, please send a cheque payable to RAT to our French office: Triumph/RAT, 19 Bd 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 can be contacted on +33 16 46 23 83 2 (mobile: +33 6 80 02 03 93) or email goyez@triumph.co.uk. Ruediger Buck can be contacted on +49 160 883 67 20 (email ruediger.buck@triumph.co.uk).

Tour of Belgium

June 29

Visit all corners of the country in one day during a 420km ride! Choose your start point at one of the participating dealers and follow the road book to the next dealer – where you will receive a roadbook for the next leg of the tour!

Eventually you will end up at your starting point. Participating dealers are BMC at Ertvelde (near Gent), Mourin & Cie at Ath, Triumph Marche in the Ardennes and Motor Service Streckx at Bertem, near Brussels.

The event is priced at €15 for members and €20 for non-members. You can book at any participating dealer or with Bertrand.

German Summer Party

July 19

Based 50km north of Frankfurt at Giessen, the day includes live music, treasure hunts, exhibitions, classic Triumphs, modified bikes, pub games, test rides, Triumph merchandise, RAT

merchandise and a host of other entertainment. The day starts at 11am and will wind down at midnight with a firework display.

Entrance for members is €15 (£10) which includes T-shirt, entrance to the evening music, neckband and free prize draw ticket.

Free camping is available close to the event, and a list of guesthouses and hotels is available from Ruediger.



Cévennes Raid, France September 20-21

The superb Cévennes mountains form the backdrop for this event, organised by Hervé Descamps of the experienced Nimes pack.

The area is renowned for its excellent roads and with Hervé setting up the event, you can be guaranteed a special time! For more information contact Bertrand.

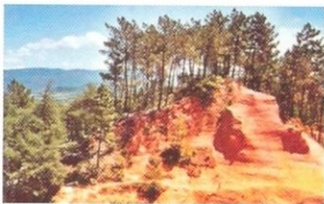
Luberon Raid, France July 19-20

Ride through the fragrant Provençal lavender fields on our Luberon Raid. Based at The Castel du Luberon in Apt, 50km east of Avignon, the hotel offers a high level of cuisine and a swimming pool to refresh you on your arrival!



On Saturday we depart from Avignon Triumph dealer AD Motos and head for the Haut Plateaux des Monts du Vaucluse for lunch. Sunday's ride will cross the Luberon and snake through scenic villages prior to a refreshing lunch stop.

Priced at €105 for members and €120 for non-members, the entry fee covers one night's B&B and three meals. For further information contact Bertrand.



Hainaut Raid, Belgium September 13-14

Based in Hainaut, we will venture deep into Belgium and introduce you to new parts of the country. Based at the marvellous four star hotel, Au Couvent des Collines, the hotel has a sauna for you to relax in on your arrival – perfect for those long days in the saddle!

Saturday's ride is a 300km adventure around Belgium with lunch in a beautiful restaurant. The afternoon's highlight is a visit to a brewery with optional sampling!

On Saturday evening we will enjoy dinner in the hotel and in the country of beer, no doubt relive the magic of the sampling at the brewery! On Sunday we will do a gentle 150km ride to Escaut.

This event is priced at €160 per person on a half board basis. Please contact Bertrand in the French office for further information or to book your place.

Raid de Menton/Monaco October 11-12

Returning for our hat-trick in Menton, this special event is bound to be popular and booking early is advised. Last year over 80 people attended from all over Europe.

Mix together fantastic roads, wonderful weather and prestigious places to visit and you have the usual RAT ingredients for a special weekend. New for this year is an excursion into Italy – an experience not to be missed!

Final pricing for the event is yet to be fixed, but to reserve your space please send a deposit of €50 per person to Bertrand.

Around the Packs

Blackpool – Fylde Superbikes

Fylde Superbikes is pleased to launch its RAT pack and they have announced a 10% discount on servicing for RAT members on production of their membership card.



Mark Cottam & David Price at Fylde Superbikes.

Preston-based David Price is running the pack. David has been riding for

24 years and is on his second Speed Triple. "I hope the Fylde pack will be run by sharing ideas rather than on a committee basis. Above all, I want it to be fun, with something different at each meeting," he said.

- 21 June: 'Best of British' at Fylde Superbikes. RAT Stand / competitions / local radio / balloon rides etc.
- 25 June: Meeting at the Lord Nelson or possibly Dressers Arms. Contact David for further details.
- 26 July: 'Oily Johnnies Ride Out'. Contact David for more information!

- 31 August: BNFL Visitors centre Anglesey then to Betsy-y-Coed.

The pack will meet on the last Wednesday of each month at the Lord Nelson in Whittle Le Woods Chorley.

David can be contact on 07713 503354, 01772 315000 or email 115147.3620@compuserve.com. Mark Cottam is the contact at the shop. He can be reached on 01253 298833. www.fyldesuperbikes.co.uk.

Cardiff – Bevans

A new addition to the RAT stable, they are planning rides for later this year.

Chris Reece in the shop is keen to hear your ideas and would welcome any assistance organising the rides. If you are interested call in or call Chris on 02920 227477

Canterbury – Robinsons

Robinsons RATs have a busy season ahead of them, and can already look back and reflect on some successful runs in 2003.

The first run of the season saw 31 bikes heading to Brighton for the Pioneer Run and they have also recently completed a well-attended trip to the Motorcycle Loft in Belgium.

- 15 June: Flatford Mill and Suffolk Cream Tea run.
- 8 July: Pack meeting.
- 13 July: Box Hill & The Maize Maze.
- 12 August: Pack meeting.
- 17 August: Treasure Hunt and BBQ.
- 23 – 25 Aug: Bank Holiday Run.
- 9 Sept: Pack meeting.
- 10 Sept: Duxford.
- 7 October: Pack meeting.
- 12 October: Herstmonceux & Dungeness.
- 11 Nov: Pack meeting.
- 9 December: Pack meeting.
- 13 December: Christmas Dinner.

The pack meets on the second Tuesday of each month at The Four Horseshoes pub in Graveney. Contact Mike Robinson on 01227 766267 or Pack Leader Alan Gilling on 07740 472412. www.robinsonsrats.co.uk

Cheltenham

The Cheltenham pack had over 40 bikes for their first run of the year, and pack leaders Stephen Prior and Pete Harris are busy scheming up even more events for this and next year.

The trip to the Champagne area of France sold out very quickly and it is likely that this run will be repeated again next year.

- 18 – 20 July: Champagne Run. Sold out. Book early for 2004!
- 10 August: 'Exmoor Extravaganza'. Early start. See web for more information.
- 14 Sep: BBQ Run. £5 per person to be paid on the day. Great ride and superb venue for the BBQ.
- 20 Dec: RAT Xmas Party II. Back at the Frogmill. Book early.

Rides leave from the Frogmill Inn at Shipton at 10.30 am unless otherwise stated.

The Frogmill is at the junction of the A436 and A40.

Contact Steve on 07802 447478 (stephenprior@aol.com) or Pete on 07973 686455 (email michelle.harris@jobcenter.gsi.gov.uk).

Line up in the Cotswolds.



Cheshire – Bill Smith Motors

Fresh from a positive first run, the Cheshire RAT pack are looking forward to a repeat of their North Wales BSB run in August.

There's more planned for later in the season.

22 June: (TBC) Cheshire Chase and Shropshire Scurry.

9 August: North Wales BSB II – The return!

Contact Pack Leader Peter Dimblad on 07974 145654 (cheshirerat-pack@yahoo.co.uk). Mark Smith at Bill Smiths can be contacted on 01244 320685.

Cheshire RATs – Mark and Peter.



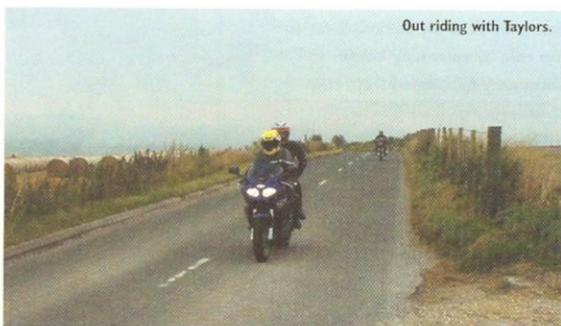
Chippenham – Taylor Racing

Pack Leader Pete Clarke has an interesting schedule arranged for the trip to Normandy. Contact Pete urgently if you wish to attend.

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

For the very latest information contact Pete on 07974

991159.(PETER.CLARKE.4275204.SUTH@ntlworld.co.uk) or see www.triumph.co.uk



Out riding with Taylors.

Croydon – Carl Rosner

Rosner RATs are going from strength to strength with at least 25 members taking part in each of the two early season rides.

Warm weather brought out the crowds to see the bikes of yesteryear on the Pioneer Run from Epsom downs to Brighton. Our route to the South Downs was via Gatso free B roads, and the day finished with a pint and the beginnings of friendships within the pack.

The pack's second ride took in as many castles as could be visited in a day in Kent and East Sussex. Artic conditions threatened the success of the run, but the brave battled on in the cold easterly winds and managed 14 castles during the day. We finished with a quiz, with prizes donated by Carl Rosner.



On route to the Pioneer!

the notice board at Rosners, visit the Carl Rosner or Triumph web site, or call Dave Parker on 01732 364776 (dandc@dmac63mcw.freereserve.co.uk).

Edinburgh – Two Wheels

There is another busy season of runs planned at Two Wheels in Edinburgh. Pack leader Neil Danskin is hoping for better weather this year, which wiped out a lot of his rides in 2002.

Glorious weather in March helped attract an impressive total of 15 bikes on the packs first event, a run around the Borders.

- 29 June: Inverary Run.
- 27 July: Kielder Run.
- 24 August: Hartside Run.
- 29 – 31 Aug: Highlands Raid.
- 28 Sept: Glenshee Run.
- 12 October: Borders Run.
- 16 Nov: Provisional trip to the NEC.

All rides leave the shop at 10.30am. Neil can be reached at two Wheels on 0131 668 4775 (www.twowheels.co.uk).

Exeter – Bridge Motorcycles

Pack Leader Tony Parsons demonstrated his commitment to the role by returning home absolutely exhausted from the Catalunya Raid early in the morning, and then taking the pack on their first run of the year a couple of hours later!

- 15 June: Lynmouth Run.
- 28 June: RAT Summer Party Ride-in.
- 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.

The pack meet at the Blue Ball Inn in Sidford on the first Tuesday of each month, and during the summer will usually have a ride (tony-parsons54@btinternet.com) or Paul at Bridge Motorcycles on 01392 260200.

Essex – Ongar Motorcycles

A grand total of 17 bikes enjoyed the splendours of the taproom at the Green King Brewery over the



Let us in! Ready for the Brewery tour.

There is a ride to Portsmouth with a tour round a submarine in June, and the pack look forward to meeting many new faces as the season gathers pace.

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

The pack meets at the Barley Mow public house Tandridge Lane near Oxted every third

Wednesday of the month. See

Easter Weekend. Sadly, the full hospitality and tasting could not be enjoyed to the full due to everyone needing to ride home! There's plenty left for this year to entertain you with the Ongar pack.

- June 15: Flatford Mill & Suffolk Cream Tea. Meet at 10am at Thurrock services.
- Aug 17: Norfolk Seals. Meet at the Bungalow Cafe, Marksey at 9am.
- Sept 7: Thetford Forest & the Fens: Meet at 10am at Tesco in Great Dunmow.
- Oct 19: Dunwich. The largest port in medieval times with the best fish and chips in England. Meet at 9am at Finchingfield.

Nick can be contacted on 07801 594985 (vethealth@btopenworld.com).

Fareham – Rafferty Newman

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

- 15 June: Isle of Wight Run.
- 28 – 29 June: Beaulieu. RAT ride on Sunday.
- 9 July: Carlo's Ice Cream Run.
- 20 July: Mayfield Madness - the A272 Challenge.
- 17 August: Boxhill Run.
- 14 Sept: Brighton Ace Cafe Run.

Further details from Chris Linney at Rafferty Newmans on 01329 232424 or Colin on 01753 280174 (candsewart@yahoo.co.uk).

Flitwick – Flitwick Motorcycles

Stefan Cook is the Pack Leader at the new Flitwick Motorcycles RAT pack. The pack launched at the end of April at the shop's annual open day, and enjoyed its first run that weekend on its 'Counting Counties' challenge, with eleven



Flitwick's Stefan Cook.

Triumphs turning up for the ride. There is a regular season of ride outs planned for the last Sunday of each month.

Contact Stefan at flitwickrat@hotmail.com or Carol in the shop on 01525 712197 (www.flitwickmotorcycles.co.uk).

Haverford West – Garland & Griffiths

Keith Maguire at Garland & Griffiths.



The most westerly pack in the UK. Pack Leader is Keith Maguire, and he is looking forward to meeting up with other RATS in the area.

Contact Keith Maguire at RAT@garlandandgriffiths.co.uk, Dai in the shop on 01437 768434 or check out the notice board in the shop.

Hastings – JS Gedge

The first meeting of 2003 hit trouble when the scheduled meeting spot shut down a week prior to the event! Pack Leaders Nigel & Katie Rutherford acted quickly and found a welcoming replacement venue. All further pack meeting will be held at the Kings Head in Horsebridge.

A grand total of 15 bikes turned out at the Kings Head for the first time in March, and together they have put together an impressive calendar of events. In addition to the list below, pack regular Clive Estelle will be organising rides to the majority of mainland BSB rounds.

- 14 June: Garden of England Run.
- 15 June: Triumph Day at the Ace Café.
- 24 June: Pack meeting at the Kings Head.
- 29 June: Beaulieu Motorcycle show.
- 29 July: Pack meeting at the Kings Head.
- 17 August: Streetfighter Sunday at the Ace Café.
- 26 August: Pack meeting at the Kings Head.
- 30 Sep: Pack meeting at the Kings Head.

All rides start from North Uxfield services at 10.00am unless otherwise stated.

Contact Nigel and Katie on 01323 768278
(ratpack@triplemayhem.mistral.co.uk).

Hinckley – Windy Corner

The pack has a growing base of members and travels throughout the country to ride with other packs. In addition the pack has attended several of the BSB rounds and also watched a lot of the pre-season ValMoto testing.



Windy day at the Seaside.

- 15 June: Triumph Day at the Ace Café. Leaving at 9.30am.
- 28 June: Trip to the RAT Summer Party. Leaving at 9am.
- 26 July: Windy Saturday Special.
- 29–31 Aug: Pack trip to Highlands Raid.

All runs leave from Macdonalds on the Hinckley ring road near Safeway. In addition the pack continues with its monthly meetings at MIRA on the A5. The meetings take place on the first Wednesday of the month from 7.30pm onwards. Contact Pack Leader Mike Coleman on 0775 2249535 (mccoleman@yahoo.com) or Roger Winterburn at Windy Corner on 01455 842922.

Haslemere – Haslemere Motorcycles

New for 2003, Haslemere Motorcycles is delighted to announce the birth of its RAT pack.

Pack leader Rod Breadner is on his third Hinckley Triumph and is a regular at UK Raids, and he has organised the following events for 2003. If you fancy drag racing your Trophy make sure you come along with the pack to Santa Pod in August!

- 22 June: 'Avebury Stones Circles'. Leaving the shop at 9.30am.
- 20 July: Haynes Museum near Yeovil. Leaving the shop at 9.30am.



Early starters on the pack's first ride out.

- 17 August: 'Run what you Brung' at Santa Pod! Leaving the shop at 7.30am.

- 21 Sept: 'Autumn Surprise Tour'.

Contact Rod on 02392 666965 (rod_breadner@hotmail.com) or Mike in the shop on 01428 651580.

Leeds – Eddy's Motorcycles

A regular well-attended monthly meeting has begun this season, held at the shop on the first Thursday of the month at 8pm.

The pack have planned the following runs, and joint Pack Leaders Paul Armer and Chris Godward look forward to your company!

- 8 June: Lakes Run. Leaves the shop at 10am.
- 5 July: Bomber Run. Contact Danny on 01302 700818 for further details.
- 6 July: Scottish Borders. Leave the shop at 9am.
- 21 Sept: Rossendale Bike Show.

Contact Paul on 07740 627388, Chris on 07976 569172 (chrisgodward@yahoo.co.uk). Or give Dougie a call in the shop on 0113 245 4154 (www.eddywrightmotorcycles.co.uk).

Dougie, Chris & Paul. Eddy's RAT team 2003.



London – Boyer Racing

A fantastic total of 120 people, including a party from the Black Forest, turned up for dealership owner Bill Saker's surprise 50th birthday bash in March.

Pack leader, Colin Pavitt has a season of domestic and international



At Bovington Tank Museum – April 2003.

events to look forward to and is continuing with its successful format of European weekend runs.

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

13–14 Sep: Pierrefonds, France.

2–5 Oct: Black Forest Raid, Germany.

11–12 Dec: Brugges, Belgium, for the Xmas Market.

Contact Bill on 0208 854 8133 or Colin on 07971 590393.

London – Jack Lilley

The pack continues 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.

Maidstone – Laguna Motorcycles

This pack launched in April with a joint run with Boyer Racing. The pack co-ordinator is Nick Hamilton.

19 June: British bike night at the Wagon & Horses in Charing.

28–29 June: RAT Summer Party, Ironbridge Gorge, 1 & 2 Day options available.

13 July: 'Constable Country' with summer cream tea hunt.

Contact Nick on 01795 538018 (nickhamilton1@compuserve.com) or Andy Pierce in the shop on 01622 681765.

Northampton

A good turn out for the first Northampton run of the season. Keep checking www.triumph.co.uk for all of the latest updates.

15 June: Pack ride out.

Contact Pack Leader Ian Harris on 0777 393 5691 (northantsrat@hotmail).

Northern Ireland – Phillip McCallen Motorcycles

This pack launched in March with its 'Ride the Ireland' run. Pack Co-ordinator John Marks (pictured right) produced a stunning route to Dublin and back, and a large turnout of 40 people enjoyed warm sunshine and a memorable time on the road.

The ride stopped at the Thunder Road Cafe in Dublin, a venue that no

motorcyclist should miss when they are in the area, prior to a spirited ride back to the shop.

Further runs have been planned, including a visit to Ironbridge for the RAT Summer Party at the end of June. Contact John for further details.

28 June: RAT Summer Party at Ironbridge.

20 July: 'Triumph Supporters' - Superbikes at Mondello Park.

Contact John on 0798 9994009 (jcmitt600@breathe.com) or Phillip on 028 3832 9999.

Redditch – Action Motorcycles

The pack's first run of the season saw an impressive total of 25 bikes turning out for a day out to Brecon.

Pack leader Alan Barlow continues in his role and as well as the events below, the pack continues to meet on the third Wednesday of every month.

18 June: Pack night.

28 June: Ride out to RAT Summer party.

16 July: Pack night.

25 – 28 July: Belgium weekend three nights accommodation at the Loft Hotel in Oudenburg Belgium.

20 August: Pack night.

31 August: Stonehenge ride.

17 Sep: Pack night.

28 Sep: Swallow falls ride.

15 Oct: Pack night.

19 Nov: Pack night.

17 Dec: Pack night.

Contact Alan on 0121 608 4525 (e.barlow@blueyonder.co.uk). Steve Taylor at Action can also update you with details on ride outs. Contact him at Action Motorcycles on 01527 518833.

Sutton Coldfield – Pole Position

There have been some good turnouts on the Pole rides this season, and Pack Leader David Thomas continues with his season of innovative and well thought out events, and can be relied upon to organise a memorable ride in to the RAT Summer Party on 28 June.

The pack holds regular evening meetings on the second and fourth



Pack leader John Marks with wife Angela outside Phillip's shop in Lurgan.

Thursday of each month at the Bassetts Pole Pub in Sutton Coldfield from 7.45pm onwards.

- 28 June: RATs at Ironbridge. Leaving the shop at 9.00am.
 13 – 14 Sep: Baa Baa weekend. Visit to the Black Sheep Brewery. Contact David now for accommodation options and prices.

David can be reached on 0121 378 5483. Terry in the shop can also update you with pack news and he can be reached on 0121 323 3523.

St Austell – GT Motorcycles

The monthly meeting for this new pack are held on the first Monday of each month at 8pm, at the Tree Tops Inn in Newquay.

The pub is owned by Jim and Annette who are keen to get some events organised

Contact Jim on 01637 830379 for further information.

Taunton – Taylors Motorcycles

A superb total of 32 bikes ventured into the freezing cold in February at the seasons opener to the Cheddar Gorge, including a delegation from Windy Corner.

The packs second run of the season was their annual 'Egg & Spoon' trip to Chesil beach, which took place in unseasonable warm sunshine in March. Come along on one of the Taunton rides in 2003. There is plenty going on!

- 15 June: Triumph day at the Ace Café. 9.30am.
 20 July: Eden project. Charlie Dimmock's domes! 10.00am.
 17 Aug: Return to the Black Mountains. Speeds to suit all with spectacular twists and turns. 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? 11.00am.

All rides leave from the Willow Brook Café on the A38 near Wellington at the time advertised. Contact Colin at Taylors 01823 282321, or check out the notice board in the shop for more details.

Cheddar Gorge Le Mans style.



Telford – Wylie & Holland

The Wylie & Holland pack are getting involved with the organisation of the Triumph Summer Party and are also steaming ahead with a full season of pack events.

Try one of their ride outs and you could win their prestigious 'Rider of the Month' Award. You will have to come along to one of the packs meetings or ride outs to find out more!



Old relics display at Didcot!

- June 29: Shropshire Lad Run. Leaving Enginuity at the museum at 10.30am.
 July 1: Monthly meeting at The Gate in Bratton at 7.45pm.
 July 20: 'Its News to Me Run'. Join us on a run to somewhere that Michael has not yet planned and doesn't know about yet! 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.wylieandhollandrat.co.uk>. Alternatively, Richard Stillwell can be emailed at richstillwell@aol.com.

Tring – On Yer Triumph

The OYT pack enjoyed their annual visit to the Dragon Raid in April. Pack Leader John Ponting, was delighted to walk away with the star prize of a place at Cadwell Park for RAT at the Track!

The pack meets on the second Monday of each month, at the Coach & Horses in Newgate Street Village in Hertfordshire.

At this meeting they then forge plans for where the run will go the following Sunday, so that everyone can have their say on where they would like to visit.

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.

- 15 June: Pack run.
 14 July: Pack meeting. From 8pm onwards.
 20 July: Pack run.

11 August: Pack meeting. 8pm onwards.

17 August: 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.

Wigan – Orrell Motorcycles

New for 2003. Richard Morgan is the man behind the pack to contact for news of ride outs and events. He can be contacted on 078760 10396.

Wimborne – Three Cross

The 3X pack enjoyed a busy May with a trip to France and then they had the pleasure of hosting the Dorset Raid at the end of the month.

There are plans for a long haul continental trip to the Spanish side of the Pyrenees in October. Contact pack leader Nigel Baker (01258 830091 - nigelm baker@aol.com or www.3xrats.co.uk) ASAP.

Around the World

Australia

Triumphs on the Mountain

The big national event of 2003 is at Bathurst, from October 31 to November 2, and RAT members gain a \$10 discount on entrance!

Highlight of the weekend is the chance to visit the famous Mount Panorama Circuit. In addition there will be gala dinners, group ride outs, and a range of demonstrators to try.

Priced at \$75 for adults and \$35 for children under 14, your fee includes entrance to the National Motor Racing Museum; rally t-shirt, badge, three-course dinner on Saturday evening and all entertainment.

Accommodation is available on site with a range of options to suit all budgets. Contact the visitor information center at Bathurst on (02)6332 1444 or visit their website www.bathurst.nsw.gov.au.

For further information about the event and to book your places, contact Triumph Australia on (03) 9381 9764 quoting Triumph Rally. Entrance forms are available in early June.



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.

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 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 on 02 6334 2244 or via email at bikers@lisp.com.au.

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

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.

Dandenong - Peter Stevens Motorcycles

David Owen is the new Pack Leader at the Dandenong branch of Peter Stevens. He can be contacted on (03) 9791 7722.

Geelong – Procycle

Procycle have enjoyed a number of successful outings this season, including a well-attended overnight trip to Castlemaine.

Pack leader Craig Wiseman commented, "We had 32 people attend, the weather was great and a good time was had by all. Many thanks go to the Old Hepburn Hotel and Castlemaine Gaol for their hospitality, and Triumph Australia for the give-aways on Saturday"

Contact Craig on 03 5223 2732 for more details and pack plans.



Melbourne – Peter Stevens Motorcycles

For regular pack updates and the latest news please contact Pack Leader Maurice at Peter Stevens on 03 9602 5833.

West Gosford – Ric Andrews Motorcycles

Ric Andrews' pack continues to grow in strength and recently started to combine rides with the Newcastle RAT pack.

The last ride was in March, with a grand total of 18 Triumphs turning up. Pack Leader Peter Regan looking back on the event said: "On the way

to the lunch stop we dropped in to check out a vintage motorcycle display that was impressive. We saw some great Triumphs there but is there any other kind?"

The pack is joining in at the Triumph Rally later



Creating interest wherever we go!

this year, but in the meantime has the following rides planned.

6 July: Merriwa.

23-24 Aug: RAT ride with friends to Port Macquarie.

31 Oct-1 Nov: Ride to Bathurst for the Triumph Rally.

Rides normally start from the shop at 8.30am but check the club's website at <http://groups.yahoo.com/group/ramratpack/> or contact Peter on triple1@iprimus.com.au for the latest information.

Wickham – John Brisson Motorcycles

There's one more joint run with the West Gosford boys to look forward to in July.

July 6: Merriwa Frost Ride. Depart Hexham Maccas 10.00am

Contact RAT Pack Leader Craig Ireland on 02 4982 9475 AH for more information.

Belgium

Ath - Mourin & Co

The first RAT Run of the year saw 45 bikes and 51 people leaving Ath for a day's ride to Bruges.

Joined by France and Benelux RAT co-ordinator Bertrand Goyez, the party made a morning coffee stop at the typically Flemish 'T Hoekske auberge. Then it was on through the lowlands to lunch at Knokke.

After a ride into Bruges itself, the party changed means of transport for a boat trip long the canals that weave their way through the ancient town.

Thanks to Marc Wulteputte for preparing the roadbook for this great day out.

The second ride of the year took the pack into France and the dramatic cliffs of Cap Gris Nez between Calais and Boulogne.

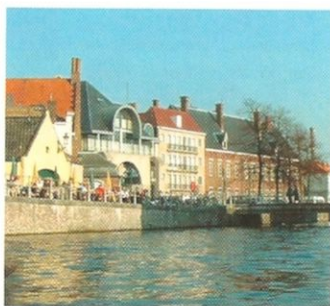
Lunch at Audighen, with England visible on the horizon over the Channel, was followed by a visit to the second war bunkers of the



Atlantic Wall Museum. The return route followed the coast through Le Touquet and then onto small country lanes through northern France.

June 29: Tour of Belgium

Contact Christian Mourin on +32 (0)68 28 15 12 (mourin.jc@swing.be)



Deurne – Garage Burger

This new dealer's debut event takes place on Saturday 21 June. Entitled the 'Ardennes 1000 Bends Run', there are two rides of separate lengths to choose from to keep everyone happy.

After the ride, entertainment will be provided by a barbecue and live music. The run is scheduled to start and finish near International Camping Ouren, Belgium/Burg Reuland.

Starting at 8.30am for the long tour (350km) and 1.00pm for the small tour (210km), the prices for the event have been set at €6 for 210km and €7 for 350km which includes coffee, road book and pin badge. For further information, please point your browser to www.1000bochten.be or email emmy.brack@pandora.be.

Ertvelde - BMC

The pack held a successful track day in April, with 40 bikes taking part at the French circuit Croix en Ternois. The pack has the following events left for the rest of the year to look forward to:

15 June: Ace Café Run to London. Leaving BMC at 6.30am.

29 June: Belgium RAT Pack Tour.

28 Sept: Autumn Run.

For further information contact pack leader Marc Maes on 03/644 39 50 or via email at marc.mieke@belgacom.net.



Marche en Famenne - Triumph Marche

A successful start for this new pack with 25 bikes and 31 people for the first ride through the forests of the Ardennes-Gaume.

A lunch of local specialities was followed by the second leg which took the party into the Belgian province of Luxembourg. A total of 275 kilometres - a superb day, good food and an excellent ambiance. Thanks to everyone. PS. We'll be doing it again on June 15!

June 15: Run du Luxembourg (Province du Luxembourg and Grand Duchy of Luxembourg). Depart 10am.

June 21-22: Open Days
 June 29: Tour of Belgium
 Sept 27-28: Open Days with
 RAT Run on the
 Sunday.

Contact Didier 'Spock'
 on fa039159@skynet.be
 (www.ratpackboudouxport.be.ts)



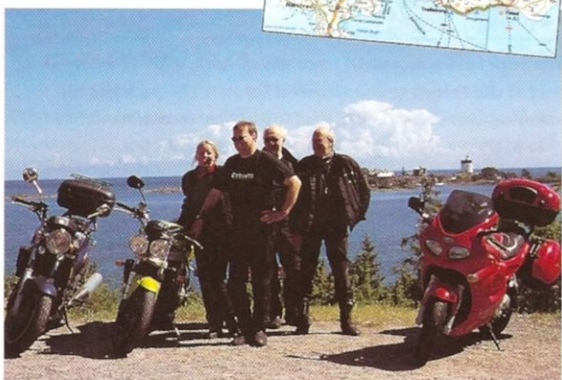
Denmark

Lystrup - Vagn Jensen Motorcykler

The pack is busy putting the final touches to the RAT Scandinavian Raid. Don't miss this fantastic opportunity to tour north-eastern Denmark and south-west Sweden on August 15-17.

If you are interested in taking part with the preparation or just want to join the pack, contact Esben Nielsen at en@quantum-gruppen.dk or +45(0)983 93435

If you want to take part in the Raid itself, contact Ruediger Buck on 00 49 160 883 6720 (ruediger.buck@triumph.co.uk).



Finland

Helsinki - Speed Bikes

The Finns are looking forward for Brittiralli on June 13-15 and are planning to organise a ride to take part in the event.

If you would like to take part in the major British Bike event in Finland contact pack leader Petri Gullsten at +358(0)4073 64 534 or at rat@gullsten.com .

Oulu

Former Helsinki pack founder member Pekka Partanen has moved to Oulu in the north of the country and has started a new RAT pack together with other Triumph enthusiasts in the region.

Pekka plans to organise regular meetings and rides during the Summer. The season is pretty short in this part of the world, so get in touch now if you want to be involved.

He can be contacted by telephone on +358 40 54 58 350 or by email at pekka.partanen@kempelainen.com .

Japan

Sun Rising from Lake Suwa

RAT Japan is proud to announce that the first National Rally in Japan will be held on Sunday September 14th, 2003, starting at 14:00 PM. The location is Lake Suwa, surrounded by the beautiful mountains in Nagano Prefecture, and the lovely historic resort town of Tateshina.

Lake Suwa is easily reached from the West (Osaka), the East (Tokyo) and is convenient to be reached from the South (Nagoya).

For further details please send an email to yosuke.onishi@triumph-motorcycles.co.jp .

Japanese RATS enjoying themselves at the inaugural RAT meeting at British Hills in Fukushima.



Norway

The Norwegians are planning their second ride this season. The second edition of the Fjord and Mountain Tour that takes place between July 30 and August 3.

Contact Bjorn-Arild Woll at +47(0)66914167 (ladejarlen@hotmail.com).

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 (motorcycle@iafrica.com).

Sweden

Swedish member Stephen Collard has set up a newsgroup for Triumph riders in Sweden. This group is open for every Triumph rider and is planned to get a community together, with the intention to create a Swedish RAT pack.

Please contact Stephen on +46 (0)70 332 66 63 or via email at Stephen.A.Collard@telia.se . The newsgroup can be searched at http://groups.msn.com/RidersAssociationofTriumphSWEDEN .

Visit the RAT pages at
www.triumph.co.uk
 for a full list of current events.

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Letters

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Saddlesore and certified!

IT all started with a casual remark to Peter on one of the French RAT raids: "Do you fancy doing the Iron Butt?" "The Iron what?" was his perfectly reasonable reply.

I explained that I had stumbled across a website (www.ironbutt.com) for the Iron Butt Association, based in Chicago, USA, dedicated to long distance motorcycling. The entry level is the 'Saddlesore 1000', for which you must complete 1000 miles in 24 hours, followed by the 'Bunburner 1500' (1500 miles in 36 hours). Peter of course leapt at the idea and wanted to do the 1500 mile course. Eventually we agreed on the 1000, set the date and I worked out a route from Le Havre to Caceres in Western Spain near the Portuguese border.

An early start from the Portsmouth-Le Havre ferry, with myself on a 1200 Trophy and Peter on a Daytona saw us make good time through France down the N10 through Poitiers and Bordeaux.

Vital for proving you have done the distance in the required time is the routine at fuel stops;

you must get a computer receipt with time/date stamp and get the operator to sign it. At journey's end you are supposed to find someone to sign you off so I had prepared a paper in Spanish asking for a signature. It was important to get a name and address as the Iron Butt people do write and check up.

By the time we hit the Spanish border we were still feeling good. Bilbao, about 650 miles, was made as it was just getting dark with a bit of rain. By now we really thought we'd cracked it, fast dual carriageways through the Picos, wonderful scenery - who could ask for more?

Mind you, the rain and cold was annoying and on a particularly fast stretch of carriageway we



When you can't find a hotel a stubble field will do just as well when you need a rest.

had a run-in with the law who pulled us over. I think they were more interested in the bikes than anything and after a lot of gesticulating sent us on our way.

At about 11pm, after 16 hours on the road and some 800 miles behind us, we were feeling a bit the worse for wear and decided that it was time for a decent break. We were now on the N630 somewhere between Leon and Zamorra, quite a way inland. It was now dry and warm, but totally dark.

We parked the bikes and stretched out in a stubble field under the stars. I did manage to get some sleep but woke in a panic to realise a four-wheel drive truck was hurtling across the stubble towards us!

I leapt up and, grabbing Peter, dived into the dry ditch. The truck hurtled over the exact place we had been lying. What he was doing driving across a stubble field in the middle of the night I don't know - rabbit hunting perhaps? Answers on a postcard please.

Any chance of further sleep was now gone and it was time to get going. This was by far the most difficult period. We had by now lost the rush of enthusiasm; it was pitch-black and that last 200 miles suddenly seemed such a vast distance.

It was in Salamanca, at about 4am, that we took another desperately needed break. We lay down on the concrete and just shut our eyes - sleep would not come but the relief of being able to shut our eyes and mentally switch off was wonderful.

By now the ride was an endurance marathon, something that had to be finished. Although we thought we had plenty of time left, we hadn't bargained on the road for the last 100 miles or so. On the map it seemed quite straightforward, a nice twisting green-shaded typical Spanish fast road, but in reality it was a series of curves and hairpins. My scratched visor (I hadn't noticed it before) added to the difficulty.

We crossed the Rio Tajo by a small village called Canaveril. It was now precisely 6.10am -

STAR LETTER



From now on we will give two RAT T-shirts to the writer of the best letter published in every edition of Torque. Please note your size on your letter. Our first winner is British member Nick Westcott.



They did it! Nick and Peter complete their epic ride at Caceres in Spain.

50 minutes left and about 30 miles. Easy, you would think...

Peter, leading around a gentle bend through the village, suddenly swerved all over the place and then stopped dead, slumped over the bars. I began to think that perhaps those 50 minutes were not going to be enough. For safety's sake it was now paramount that we rested - our lives were worth more than a certificate.

Peter lay down on a bench while I walked up and down the street, by now needing to stretch my muscles more than to rest - my body and mind had gone past that stage. As he slept I reflected that it didn't really matter, we'd had a terrific ride and had given ourselves a challenge that had been just too much; if only that last 100 miles of road had been easier.

After only ten minutes I woke Peter up and he seemed completely refreshed and ready for anything -

perhaps we could do this after all!

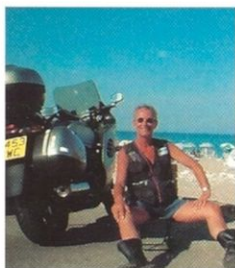
At 6.50am we arrived in the small border town of Caceres and immediately saw an open filling station. We rushed inside and got the attendant to stamp our witness form (1,013 miles, 23 hours 53 minutes). We had done it!

Our plan had always been to return via Gibraltar - only another 700 kilometres away! Peter, of course, after his ten-minute sleep, was ready to head off immediately. "Come on, we could do the 1500 in 36 hours!" My reply was negative and unprintable.

Nick Westcott, Essex, England



A home from home? With the British soldiers at the Royal Gibraltar Regiment.



Nick takes a well-earned rest.

Members' privileges



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● Save a massive 15% on insurance in the UK with the Triumph Rider Insurance scheme. Other benefits include no claims discounts, security discounts, optional low mileage discount, personal accident cover and free Green Card cover and

bail bonds for European travel. Call 0870 241 1676 for a free, no obligation quotation.

● New Zealand members can save on insurance by calling Protecta Insurance for preferential RAT rates on 09 377 6872.

Ferry crossings

● **P&O STENA LINE** offer 30% savings on their Dover-Calais crossings.
+44 (0)87 0600 0600, quoting reference TMS 50531 Retail Promotions.



● **STENA LINE FERRIES** offer discounts on their Harwich-Hook of Holland, Holyhead-Dun Laoghaire, Fishguard-Rosslare and Stranraer-Belfast routes.
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number BC047.
For Irish routes call 08705 204402, also quoting account number BC047. Discounts are subject to availability.

● **HOVERSPEED** offer 25% reductions on their Dover - Calais and Dover - Ostend routes. Members crossing by car can save

15% on their crossings. Call 08705 240241 (UK), 0820 003555 (France), 059 559911 (Belgium). Quote reference ST/TRB for standard return fares and EX/TRB for five-day return fares. Use the suffix TRC for car fares.

● **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.

■ Note that to obtain a discount it is necessary to pre-book before travelling.

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● Pays Basque. 'Errotaldekoborda' farmhouse accommodation. 10% discount, +33 (0)5.59.54.29.77. murielle.daux@libertysurf.fr

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UK:

● Torquay. The Exton Hotel. 10% discount, +44 (0)1803 293561.

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

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

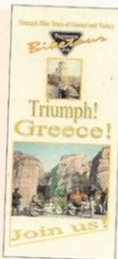
● Scotland: Highland Rider organise tours in Scotland, including the option of using your own bike or hiring a Triumph. 10% discount for RAT members. +44 (0)1506 846616, aw.olstravel@postservices.com.

● 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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