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THE MAGAZINE OF THE RIDERS ASSOCIATION OF TRIUMPH



No 23

Spring 2002

UK/International edition



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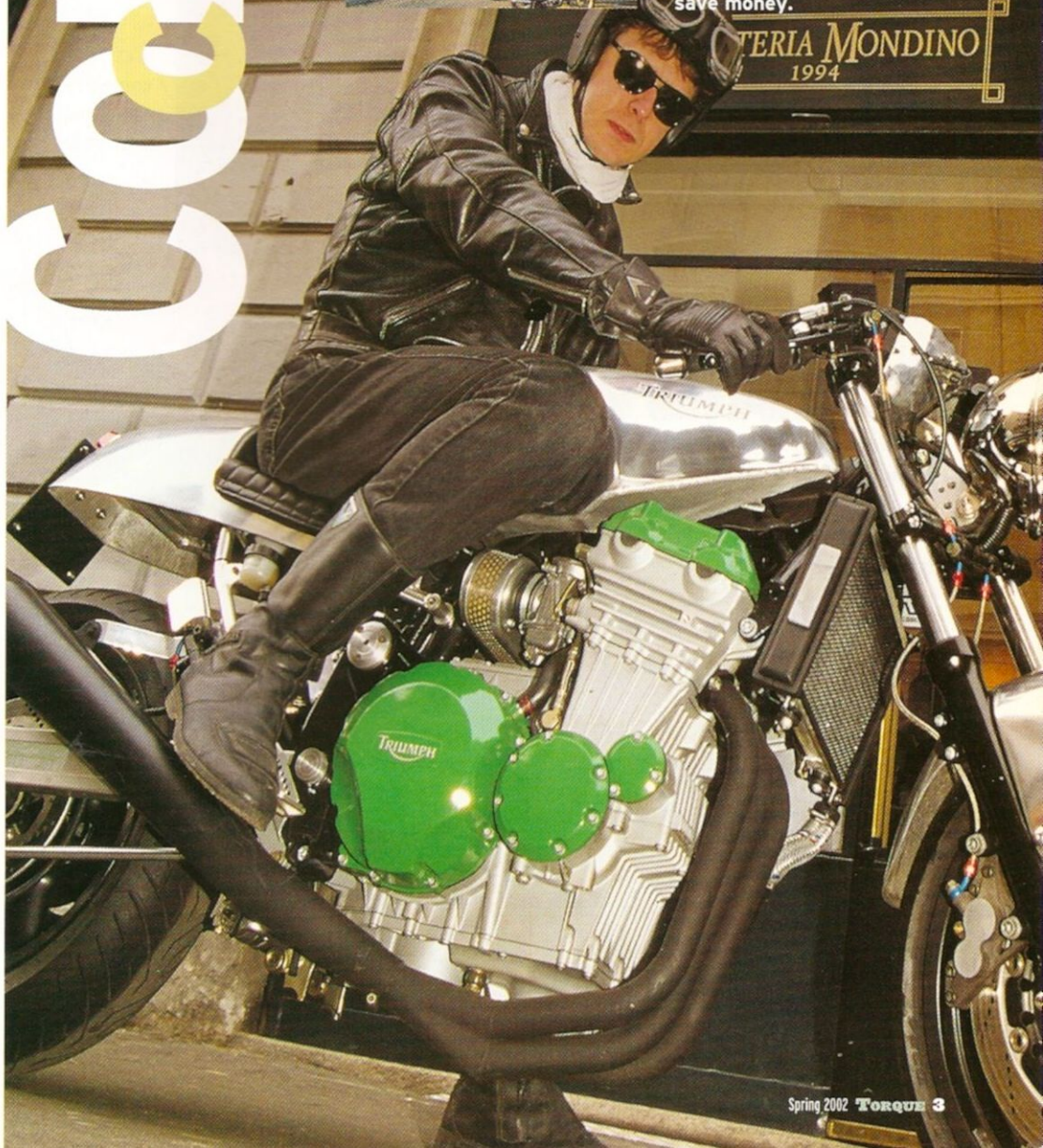
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Use your RAT membership to save money.

TERIA MONDINO
1994



Naked aggression

Triumph's aggressive new Speed Four naked sports bike has had a great reception as it has been unveiled around the world. Buyers were already placing orders for the bike on the first day of it's European debut at the Brussels Show in January and similar response has been received around the world.

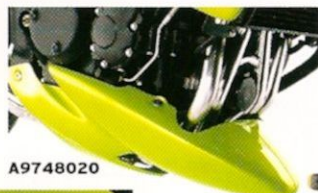
The 600cc four cylinder sportster shares the same twin headlight 'streetfighter' attitude as it's bigger Speed Triple stablemate and comes in a choice of three stunning colours - Jet Black, Tangerine and Roulette Green.

Triumph's four-cylinder 599cc engine has been tuned for punchy mid-range power and produces 68Nm torque at 10,500 rpm. Maximum power is 98PS at 11,750 rpm. A 34PS (33 bhp) restriction kit is also available to comply with EU category A licence regulations.



Accessories

Colour co-ordinated radiator cowls and belly pan are part of a full range of official Triumph accessories developed for the Speed Four. Other options include a rear hugger, grab rail and luggage rack. A tank bag and throwover panniers are also available.



Speed feast at Assen



An exclusive Triumph-only track day is being held at the world famous Assen circuit in Holland on May 13 - and all Triumph riders are invited!

Participants will have the chance to ride their bikes on the circuit - home of the Dutch Grand Prix and World Superbike events - in a range of groups of varying experience levels. Instructors will provide theory and practical tuition and will supervise the riding groups to ensure optimum safety and enjoyment. All levels of experience are welcome.

Entry costs just €160 (£98) for RAT members (€210 - £128 for non-members) and includes one-day accident insurance.

Only 140 places are available and demand is expected to be high for this unique opportunity, so don't delay, send your booking and cheque, made payable to 'RAT', to: Rüdiger Buck, RAT, Triumph S.A., 19, Boulevard Georges Bidault, Croissy-Beaubourg, 77437 Marne-La-Vallee, France (Tel. +33 164 62 38 32. Fax +33 164 62 38 30 mobile +49(0) 160 883 6720, email Ruediger.buck@triumph.co.uk).

Macadam Trophy in the Benelux

April 6 and 7 promises to be a busy weekend for Triumph riders in Belgium and Holland, as a number of dealers take part in the Triumph 'Macadam Trophy'.

Participating dealers will host an Open Day on the Saturday, with a special prize draw for RAT members.

On Sunday they will each arrange a ride-out, with the biggest group in each country winning the 'Macadam Trophy'.

Participating dealers are:

Belgium:

B.M.C.
Blondeel bvba
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Fun Bike
Garage Bailleux
Motor Service Sterckx
Motoshop Claassen
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Holland:

Ultimate Motors
Motorhuis Eindhoven

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B-8400 Oostende
B-6900 Marche-en-Famenne
B-4031 Angleur
B-6280 Gerpinnes
B-3060 Bertem
B-3990 Grotebrogel
B-8790 Waregem
B-4700 Eupen
B-7810 Ath
B-2800 Mechelen
B-7390 Wasmuel
B-1410 Waterloo

3061 ZB Rotterdam
5628 RH Eindhoven

150,000 Not Out!

November 19th 2001 heralded a significant landmark for everyone connected to Triumph motorcycles.

The 150,000th motorcycle to be built since Triumph's re-launch in 1991 rolled off the production line. The bike, a Sunset Red / Opal White Thunderbird has been shipped to the United States and is currently awaiting a buyer.

Bonneville Golden Jubilee

To commemorate the Queen of England's Golden Jubilee in 2002, Triumph have developed a unique paint scheme for the Triumph Bonneville. The design takes its styling queues from the 1977 Silver Jubilee Meriden Bonneville.

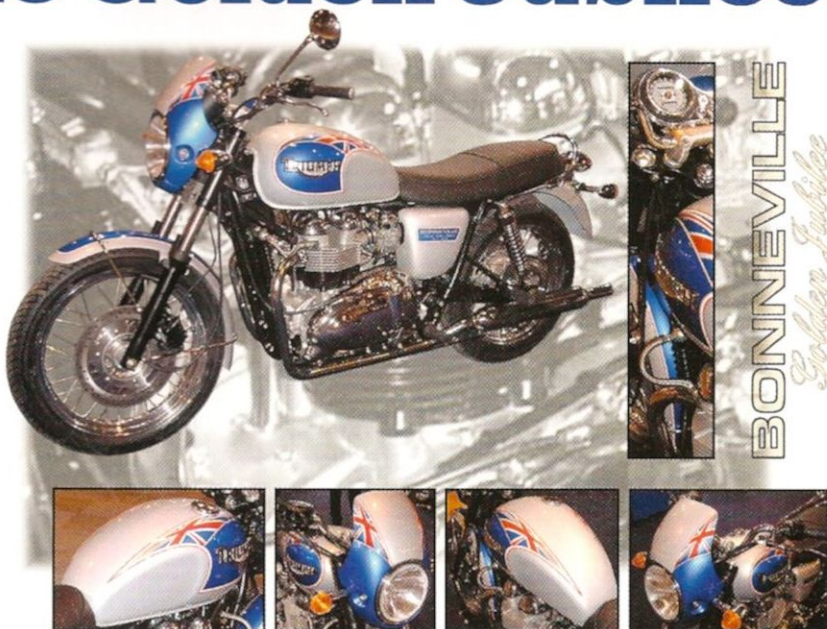
The accessory kit consists of front and rear mudguards, fuel tank and side panels. A flyscreen is an optional extra.

The painted parts are produced to order and have a lead time of four to six weeks. Triumph are unable to accept the return of the original bodywork. The kit can be ordered from authorised Triumph dealers by quoting the following part numbers:

Paint Kit - Tank, side panels, mudguards - A9708013-HRH

Paint Kit Including Flyscreen - A9708015-HRH

Flyscreen only - A9708021-HRH



UK Dealer News

All Action - All Triumph!

- Redditch based dealer Action

Motorcycles, have recently become a 100% dedicated Triumph dealer and will now be carrying an even greater range of new and used Triumph motorcycles and the full range of clothing.



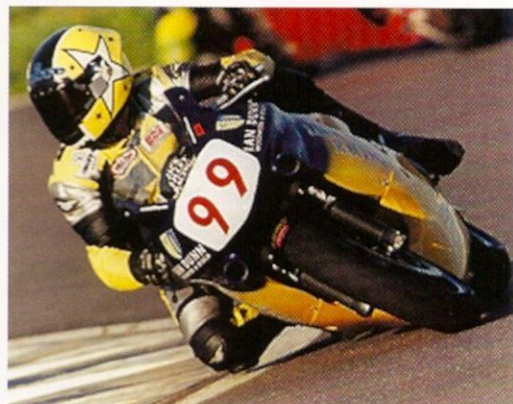
Steve Taylor -
Action Motorcycles

The company launched in 2000 and has a full time team of six, including expert mechanics Spencer and Chris who have spannered for the likes of respected road racers David Jeffries and Steve Webster. Managing Director Steve Taylor is excited about the decision "I believe in Triumph. Their philosophy mirrors mine - do it right or not at all." Contact Action on 01527 518833 or try their impressive web site on www.actionmotorcycles.co.uk

Lilley's junior racers

Jack Lilley Racing will be running a two-man team in the 2002 Junior Superstock championship. The series, which runs as a support race at every British Superbike round, is pitched at riders between the ages of 16 - 23 years old.

The company will be running year 2002 TT600 machines.



Interest Free Freeze!

To take advantage of the March 1st registration plate change, the popular Interest Free Credit programme has been extended. Interest free credit is available on the entire 2002 Triumph range, excluding all Bonneville derivatives and the new Speed Four. Further details and quotation are available from all Triumph dealers (applies to UK only).

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Take to the web

Triumph has revamped its web site for 2002.

The RAT pages have been significantly enhanced, with the facility to add previews and reviews of events. There are plans to include a virtual factory tour and later this year a public information forum. Point your browser to www.triumph.co.uk and bookmark this site for all your Triumph and RAT news.



NEC winners

Thanks to the 1573 members who entered the RAT competition at the NEC Show. The winners of the top of the Range Chronograph 3 watch were Peter O'Toole from Devon and Frankie Hope from Gloucester. Congratulations to both.

Poll picks Cruise

A recent survey of the best motorcycle moments in films saw Steve McQueen finally leapfrogged at the top of the chart. At least it was another Triumph moment that beat him, with Tom Cruise in Mission Impossible II receiving 40% of the vote. Completing the hat-trick of Triumph moments was Marlon Brando in the Wild One.

Triumph sales continue to climb

Triumph sales continued to climb in 2001 with UK registrations 23% up on the previous record year. No surprises that the top seller was the highly acclaimed Bonneville with an astonishing 1072 units. The second best selling bike in 2001 was the TT600. UK Sales and Marketing Manager Bruno Tagliaferri was delighted with the performance: "Trading conditions in 2001 were extremely tough and competitive. To see an overall increase of 23 percent was very encouraging and says a lot for the current range of models," he said.

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Gerard Jolivet

an enduri



The victorious team at the Vigeant track.

et: ng passion for racing Triumphs



After clinching the French TT600 series the French ace now has his sights set on the 24-hour endurance scene.

Bertrand Goyez finds out what makes him tick.

GERARD Jolivet, the winner of the French TT600 Cup 2001, is still, at 44, a real Triumph fan. He started racing in 1977 in hill-climbs and his good relations with Triumph dealer 'Motorland' near Nantes led him to discover the joys of piloting a triple.

"I was enthusiastic when I test rode the Speed Triple T301 and loved the triple sound which sounds very Porsche-like under acceleration," he said.

It was during a leg of the Triumph Cup at the 1996 Bol d'Or that Motorland's Christian Pronier brought along a race-ready secondhand Speed Triple. "Christian hadn't told me, so it was a complete surprise."

The Triple was in its element on the track, and very competitive - Gerard got to know those special sensations that only those who ride Speed Triple T301s experience.

"My real pleasure with the bike was to ride out of the stands in second gear on a light throttle and hear the roar of the 3-in-1 pipe," says Gerard. I know exactly what he means,



“Passing the stands and seeing the whole team waving and smiling, I knew we were savouring a rare moment. The Ducatis just couldn't keep up with the Speed Triple.”



The following pack in hot pursuit of Gerard.

having owned a T301 myself; music to the ears under hard acceleration!

With the T301, Jolivet qualified for the French Ducati Club endurance race series. And what immense pride when, in 1997, during the Magny-Cours 600 mile race, he led the race in pouring rain for half an hour with a stunned pack of Ducati riders far behind.

“Passing the stands and seeing the whole team waving and smiling, I knew we were savouring a rare moment. The Ducatis just couldn't keep up with the Speed Triple.”

Unfortunately a problem with the brakes forced him to slow down, finishing fifth. But that disappointment was soon forgotten with his victory at the Vigeant Six Hour race.

When asked what the public and his fellow competitors thought of the Triumph, his reply is

clear: “The public's reaction was very cordial and some of them came to tell me how surprised they were that a Triumph could be so competitive on the track. As for my competitors, they were amazed by the Speed Triple's power.”

IN 1998 Gerard and Christian chose the very sport-orientated Daytona T595 as a replacement for the 'elderly' Speed Triple.

With this bike they won the Magny-Cours 600 mile race and the Vigeant Six Hour.

In July 2001, Christian Pronier of Motorland asked Jolivet to ride in the TT600 Cup Series. His reply was straightforward; 'Let's do it!'

“My respect for Triumph and the pleasure of riding such a fun, good-handling bike was impossible to resist,” he said.

What's more, his good relations with



In 1997 on the sporting Speed Triple.



Jolivet (Left) acknowledges the crowd.

Motorland ensured a perfect partnership with numerous victories and the title at the end of a hotly disputed series that went right down to the last race at Carole near Paris.

Gerard's enjoyment of the series is clear: "The TT600 is really fun to ride and it's only the road tyres that keep us from progressing its development further," he said.

So, what about the future? Still faithful to Triumph? "More than ever! I'm working on a

project that's very dear to me. I would love to race a Daytona 955i in the endurance season."

Again with Motorland's help, Gerard is preparing his project. "Nothing is settled yet, and there are a lot of details to work on, but my goal is to race a Daytona 955i in the Le Mans 24-hour race, the Spa 24-hour and the Bol d'Or."

Torque will of course keep you informed with the project's development.

"The TT600 is really fun to ride and it's only the road tyres that keep us from progressing."



Above: Laying down the TT600's power on the exit of a corner. Below: Victory and the TT600 championship clinched at Carole.



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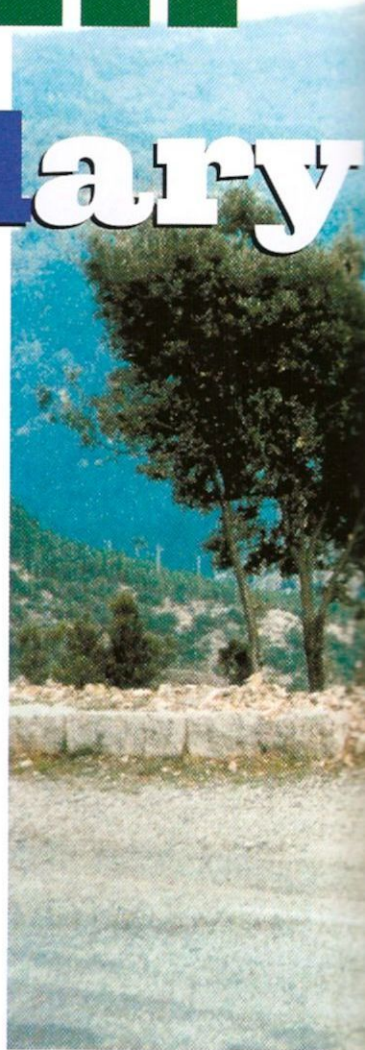
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Corsica... A Legendary

Fabienne Borel marvels
at the contrasts and beauty
of this Mediterranean island.

Corsica justifies its French title 'L'Ile de Beauté' (The Beautiful Island).



experience



A small pause before leaving...

WE thought we knew Corsica quite well until we joined Herve for this tour of the 'Beautiful Island' as it is known in France, so remarkable for its contrasts and paradoxes. So here is the diary of that super long weekend: **The Corsica RAT Tour 2: a great event!**

Our Diary: Tuesday

THE gathering before the departure was organised on the harbour of Marseilles at 5pm, leaving an hour later.

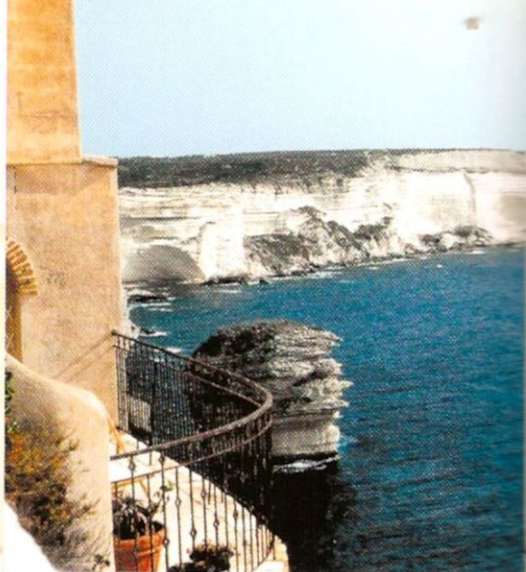
After having entrusted our motorcycles to the care of the Compagnie Meridionale de Navigation staff we went up finally on the superb bridge to admire the sunshine on Marseilles heights and prepare for the sailing. And what a surprise to see a Bonnie on the embankment!

Our last RAT member arrived at the last minute and received a ribbing from the rest of us! His reputation as a bit of an 'air-head' was just beginning - all the more amazing considering he is airline steward...

During our first meal on board we all got to know each other better - including the thorny question for those sharing cabins of who snored or not. There was also the usual good-natured banter about each others' riding abilities. The tone was set for a very pleasant tour.



Embarking: Everybody supervises the stowage!



The chalky coasts of Bonifacio.

Wednesday

WE docked at Ajaccio at 7 am. The morning's programme; a detour via the 'Bloody Isles' before reaching our base camp at the Hotel du Belvedere at Coti Chiavari. Jo and his family greeted us all - apart from our airline steward who, during refuelling, had managed to lose his bag.

With the help of the Corsican gods he found it after putting 40 more miles on the Bonnie's mileometer! After a generous meal at noon we headed out for a trip of 100 miles or so.

The first part was pretty gravelly but the roads improved through the passes of la Vaccia and St Eustache - lovely twisty roads running through chestnut woods.

But the days were short in this late Autumn and dusk fell as we reached the outskirts of

Petreto where we slowed down and returned to base camp at a gentle pace.

During the evening we compared our opinions on our bikes' handling and performance. Everybody is happy but it becomes obvious that the Tiger is the ideal bike for the narrow, bumpy Corsican roads.

Thursday

THE second day and we head for Bonifacio via Propriano. The climb to the village of Levie is a pleasure, headed by Bertrand Goyez, the French RAT manager, on his new Tiger. Leaving Levie, we slow down due to sand, cow dung and other hazards including the sprinkling of chestnuts on the road.

These caught one of our group, Lille RAT

Leaving Levie, we slow down due to sand, cow dung and other hazards including the sprinkling of chestnuts on the road.



Pack leader Xavier, out when he dropped his bike trying to avoid sand on a bend. Not too much damage but the TT600 and Xavier are bruised and scratched and he decided to head back to France. A shame for him, as the rest of the weekend will show.

At Bonifacio we visited the village high up on the rocky cliffs and then embarked on the 'Gina' to view this lovely area from a different point. Thankfully, the short voyage was without any sea swell resulting in us sharing our meal with the fish!

The return route via the coast road was enchanting - the sea front a lovely deep yellow and the granite bathed in the setting sunshine. Beautiful enough to inspire poetry.

We caught up with the rest of the group at the port of Propriano for an aperitif and then headed back at a gentle pace to our base. The convoy of Triumphs at night was magnificent.

Friday

HERVE cooked up an impressive road book he called 'The Madman's Circle' - an arduous 200 mile ride starting at 8.30 am towards Propriano and then Levie on the same roads as Thursday. After that we were into the unknown.

Two gendarmes stationed at the side of the road were surprised by the group of Triumphs parading by at speed and flagged down the last bike of the group. Luckily they just wanted to admire the Sprint ST having watched a Bonnie, Tiger and Legend ride by.

After a brief chat they let the relieved rider go, warning him about the bad road conditions we could expect on the way down the Bavella Pass. Arriving at Zonza we were greeted by a superb view of the famous Bavella 'needles'

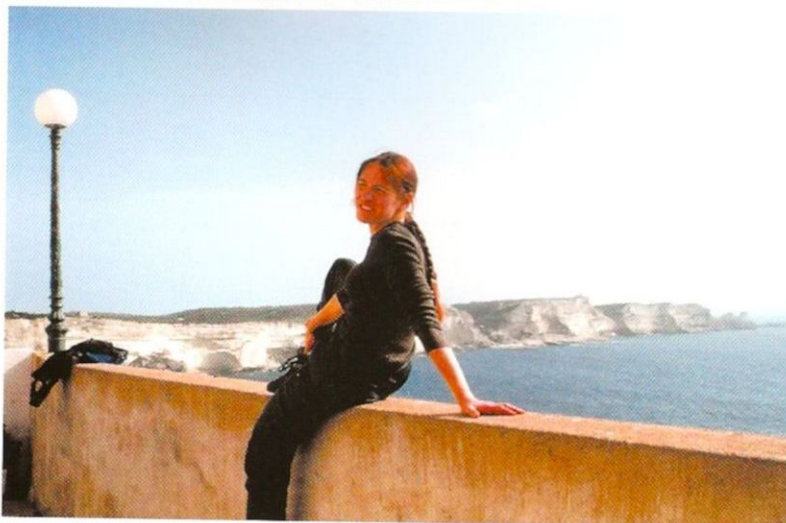


The Triumph horde!



Above: Eucalyptus Avenue!!

Below: Your narrator enjoying the sun at Bonifacio!



There was indeed a very dangerous section, so narrow I was worried about meeting oncoming traffic, even on a bike.

beautifully contrasted against the clear blue sky.

At the top of the pass was the eastern coast of Corsica and the Solenzara Plain - mountainous countryside, dry, rocky and sheer down to the sea.

The gendarmes' warnings about the descent towards Solenzara was true. There was indeed a very dangerous section, so narrow I was worried about meeting oncoming traffic, even on a bike. The road surface was very poor - all lumps and potholes caused by the encroaching roots of the roadside pine trees.

The Tiger proved more than capable but what about the other classic range Triumphs, the Bonnie and the Legend? Well, they were not far behind, the Bonnie being ridden like a trials bike, it's rider standing up on the footpegs as I followed on the Legend.

Lunch was at a little restaurant at Solenzara where we were royally received by the chef who prepared a special table for the group. An excellent meal and rapid service and we replenished and ready for the rest of the 'Madman's Circle'.

But not before a dozen of us decided to head for the beach and take a swim. The air was cool but the sea really quite warm. A swim in November - luxury!

Back in the saddle we avoided the long straight roads of the east coast and headed for



To next year!

the small mountain roads towards Inzecca and Strette, the power of our triples riding on a wave of torque. Pure joy.

Through Ghisoni and the Sorba pass at 4000 feet it was very cold, reminding us of the surprising contrasts of Corsica. Just before Vivario we rejoined the main road with its welcome smooth surface and long sweeping bends.

Riding the Vizzavona Pass behind the Tigers and the Sprint STs provided a good riding lesson for me on the Legend but they disappeared on the descent. I didn't see them until Ajaccio, where they were waiting patiently for me.

There was now only 20 miles to go but the excitement was not over. Last final ten were a climb to Coti Chiavari on the old prison road - and at night, just to make it interesting. I tried desperately to stay with my partner's Sprint ST but he once again leaves me behind and I reached the hotel in a sulky mood!

This was our last evening. Exhausted but exhilarated we enjoyed the chef's cooking for the final time.

Saturday

OUR last day. We had a choice of routes to Bastia and the voyage back to France where the ferry Kalliste would be waiting for the 5 pm sailing. We were free to choose our own route on the condition that 'mother hen' Herve was told where we were going!

We decided to go via Sagone, Evisa and Ponte-Leccia through the magnificent Aetone forest. Then we crossed the Agriates desert before reaching Saint-Florent for a picnic in the sunshine on the sea front.

At Bastia, everybody arrived on time - even the air steward, much to everyone's relief!

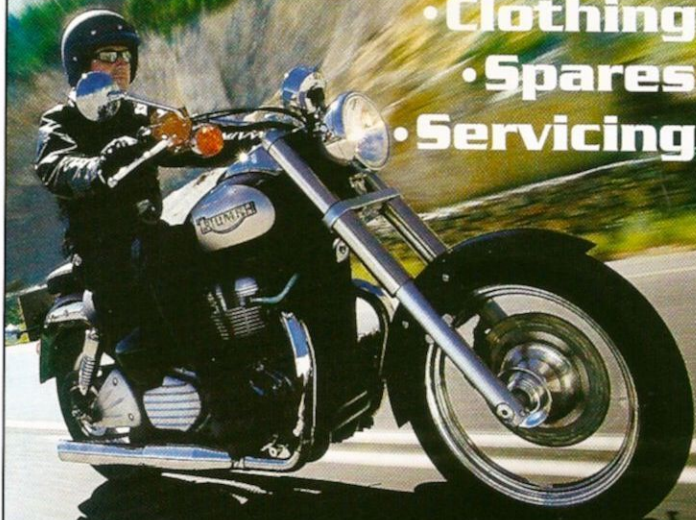
After a good night's sleep in the luxurious cabins we leave the ship at 7.30 am in sleepy, cold Marseilles. The Corsican adventure was over and we back to reality.

Many thanks to the RAT for organising a wonderful holiday. The Corsica RAT Rally takes place from April 28 and May 5.

Will you be there?

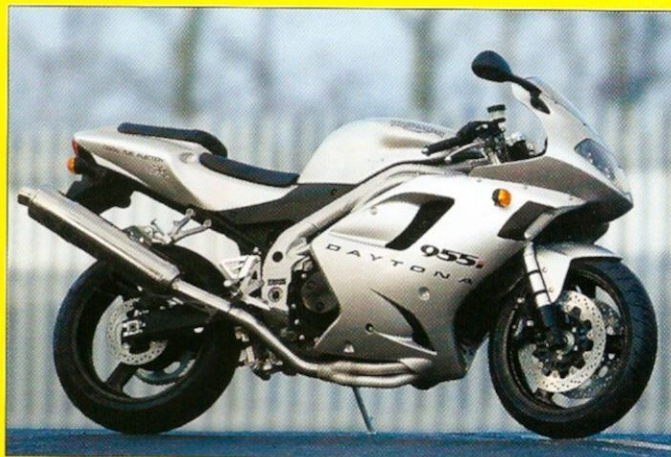
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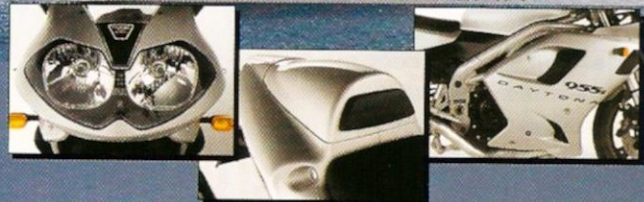
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OUTRAGEOUS



'Eve of Destruction' - an Italian exercise in radical styling.

Purists turn away.

This Italian creation was designed to turn heads and Roland Brown found that it did just that as he rumbled through the streets of Milan on 'Eve of Destruction'.

US! OUTRAGEOUS!



Mad Max reincarnated by Roland Brown on the streets of Milan.

THE big, loud, matt-black and aggressive Triumph bludgeoned its way through Milan's morning traffic like a rampaging bulldozer, snorting through its strange exhaust pipes, squirming on its knobby tyres, terrorising the city's motorists and pedestrians with its brutal, after-the-atomic-bomb appearance and its angry bursts of 120-horsepower acceleration.

It was a wild and exciting ride, perched on this cross between a Mad Max set escapee and the terminally abused mount of some

psychopathic London despatch rider.

In fact the strange machine was a carefully prepared special - designed by Carlo Talamo, boss of long-time Italian Triumph importer Numero Tre. Named 'Eve of Destruction', the Triumph was a perfectly respectable fully-faired Daytona sportster until Talamo set about it with hacksaw, wire mesh, duct-tape and matt-black spray can to create one of the most dramatic specials yet, if not one of the prettiest.

Eve of Destruction is by no means the only interesting bike to spring from the seemingly limitless imagination of Talamo (who recently stripped down a TT600 to create a naked bike



It started out as a perfectly respectable Daytona sportster...

that he called 'Baby Speed', the forerunner of the new Speed Four).

EVE of Destruction, needless to say, was built not as a series-production motorbike but as a wild one-off creation. It was designed to create an impact and to highlight a style, in much the same way that the likes of Versace and Armani fashion outrageous and barely wearable outfits specially for Milan's catwalk shows.

It was mad and bad, and if it was by no means the most practical bike in the city on the morning of my ride, it almost certainly turned the most heads.

Basis of the beast was a Daytona 1000 from the early Nineties. Talamo tore off the full fairing and side panels, replacing them with a few pieces of thin-gauge mesh. The seat was cut-down and covered in sheepskin; both mudguards were hideously raised to give an off-road look and clearance for a pair of Pirelli enduro knobblies.

The near-flat bars came from a Ducati Monster; the spotlights from a Land Rover; the

rear light from a 125 Aprilia; the header tank (to the left of the standard headlights) from a Fiat car; the ugly black oval silencers from a VW Golf.

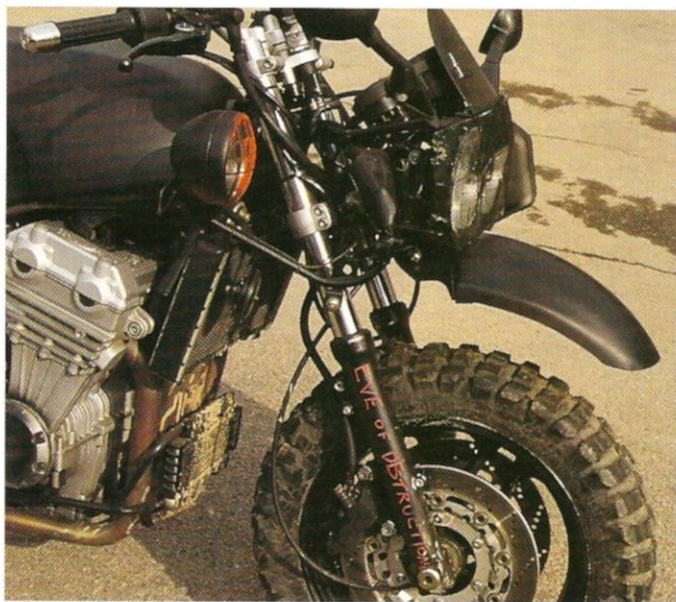
Various bits of tape and wire held the whole thing together, and it was finished with an intentionally thin and uneven coat of matt-black paint.

Riding the thing through Milanese traffic was enough to make you feel like an invader from another world. The 998cc four-cylinder motor put out a low and suspiciously potent sound from its strange pipes and pulled predictably hard once over a slight midrange stumble delivered by its less than perfectly-matched carburation and exhaust systems.

I had neither the space nor the inclination to stretch its legs towards the theoretical 130 mph-plus maximum but there was more than enough grunt to decimate all urban opposition.

Handling was pretty nightmarish, as you might expect. The knobby tyres gave heavy steering despite the wide bars and made the city streets feel as though they were covered in ball-bearings. On the plus side the Triumph

..It
was
mad
and
bad..



Raised mudguards, knobby tyres, spotlights from a Range Rover.

would have been perfect for short-cuts through parks and gardens.

And if the braking power from the beast's big twin front discs was undeniably compromised by its rubber, then at least its rider normally had the option of trying to ride over any obstructions.

Talamo's right-hand man Luca Cecchini received numerous offers for the bike, although there was no way that something quite this anti-social and uncompromising could be sold for serious public use.

Meanwhile Talamo, Triumph's most inventive importer, went back to thinking up more ways of giving the range a new look. However hard he tries, he's unlikely to come up with anything as crazy as Eve of Destruction.

Ugly black oval silencers are from a VW Golf - the whole thing held together with duct tape and wire.



Numero Tre Eve of Destruction

- Engine: 998cc watercooled transverse four, dohc, four valves per cylinder. Bore x stroke 76 x 55mm. Compression ratio 11:1. Carburation, four 36mm Mikunis. Wet multiplate clutch, six speed gearbox.
- Front suspension: 43mm Kayaba telescopic, adjustments for preload, compression and rebound damping. Rear suspension, one Kayaba damper, adjustments for preload, compression and rebound damping.
- Front brake: two four-piston Nissin calipers,

310mm discs. Rear brake, double-action caliper, 255mm disc.

- Front wheel: 3.50 x 17in cast aluminium. Rear wheel 4.50 x 18in cast aluminium. Front tyre 130/80 x 17in Pirelli MT17. Rear tyre 140/80 x 18in Pirelli MT21.

- Dimensions: rake/trail 27 degrees/105mm. Wheelbase 1490mm. Fuel capacity 25 litres.

- Dry weight 220kg approx.

- Instruments: speedometer, tachometer, lights for neutral, high beam, low oil pressure.



NumeroTre boss Carlo Talamo also designed this Trident 900-based special recreating the British 'cafe racer' look.



However hard he tries, he's unlikely to come up with anything as crazy as **Eve of Destruction.**

Across town at his huge Triumph agency, which occupies a large chunk of prime Milanese real estate, sat a very different but equally striking Triumph special whose blend of polished-aluminium petrol tank, single-seat unit, clip-ons and rearsets was gloriously evocative of Britain's café-racing era of the 1960s.

Talamo's Café Racer was based around the Trident 900 triple, its engine modified with bright green covers, individual air-filters for its carbs and a lean black three-into-one exhaust system. The aluminium front mudguard, big round chrome-plated headlamp and drilled-for-lightness alloy footrest parts all combined to give a look heavily based on that of classic rocker machines such as Tritons and BSA Gold Stars.

NUMERO Tre have built and sold a considerable number of Cafe Racers. It's the sort of bike that would be perfectly at home parked outside the newly re-opened

Ace Café in north London.

In true caff-race tradition no two bikes have been quite the same, as each was custom-built, generally around the base-model Trident 900 triple, to incorporate a variety of tank and tail-piece shapes, cycle parts, instrument layouts and engine colours and specifications.

This bike was built around an 885cc Trident engine, which was standard apart from the green covers, the air filters and the free-breathing exhaust system that lifted power output a little from the stock 99 bhp. Wearing modified Daytona four-piston front brake calipers plumbed with braided hose, low clip-ons and a new aluminium rear subframe, as well as the more obvious mods, the Café Racer looked and sounded superb.

Selling in Italy for about 50 per cent more than the stock Trident (depending on exact spec), it was a quick, charismatic and very distinctive special.

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The result of months of development and testing work is the introduction of Triumph's all-new Expedition and Evolution Jackets.

Both garments are constructed to withstand the rigours of modern day motorcycle riding. As you will have come to expect from Triumph's range of clothing, the product is made from the highest quality fabric and production techniques.

The *Expedition Jacket* uses a Sympatex® Insert Laminate. The Sympatex membrane is bonded to a carrier and hangs between the outer shell and inner lining. This makes the garment very flexible, giving the motorcycle rider maximum freedom to move. Other features of the garment are:

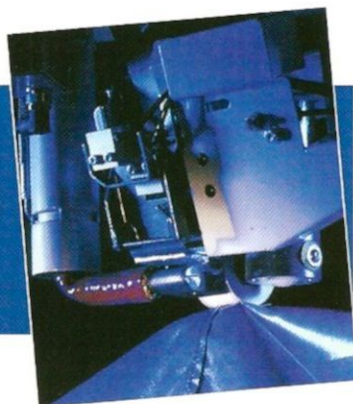
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The *Evolution Jacket* has the Sympatex® membrane laminated to a detachable, reversible inner fleece. This is the waterproof element of the garment, it allows the outer shell of the jacket to have ventilated panels but be water repellent. This construction is ideal for riders who need a jacket for all weather conditions.

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SMALL BEGI



1917 Triumph H at despatch riders training camp.

THERE always been something special about Triumph. The name has been on the tanks of motorcycles for 100 years and throughout that time there have been outstanding personalities and models that lifted the company above the crowd.

In 1900 Triumph meant pedal bikes, made in Coventry and famous for their quality of finish. The company was headed by Siegfried Bettmann, a German who'd come to England to seek his fortune, but he couldn't have dreamed of the success that would come his way.

Bettmann was an astute man and took on an engineer, Mauritz Schulte, another German, to supervise the manufacturing side. Schulte was interested in these new motorcycles and after looking at making other companies' designs under license, he decided Triumph should produce their own.

Those very first 1902 models were crude to modern eyes, basically beefed-up bicycle frames with an engine bolted on and driving through a belt. Triumph used the Belgian Minerva engine in that first model and the layout was to become standard in the industry,

with the engine low between the wheels and driving the rear one.

Does that seem too obvious? At that time, makers were experimenting with all sorts of options, one even putting the power unit behind the rear wheel. Common sense finally prevailed for all, but Mauritz Schulte at Triumph recognised the logic of this layout with his very first bike.

Troubles with the bought-in engines persuaded the firm to produce their own and in 1905 their 300cc single-cylinder power unit was launched. It earned a reputation for reliability but better was to come in 1907 with a 450cc power unit and a clutch in the back hub! Before that, the rider had to run beside the bike and climb on board when the engine fired - riding bikes in those days was a fit man's game.

That year, Coventry publican Jack Marshall of The Royal Oak in Whitley (it's still there) rode the new model in the first Isle of Man TT races, finishing second in the single cylinder class, even though he didn't have pedalling gear to help him up the steeper hills.

For 1908 the regulations were changed - pedalling was outlawed and at an average speed of more than 40 mph (64 kph) over loose surfaced roads with very little braking, Marshall won Triumph's first TT. It was no easy cruise, with a fall early in the race and later a stop to replace a broken exhaust valve.

His fuel consumption was amazing - 117.6 mpg (2.4 litres/100 km)! There were no pit signals in those pioneer days but a mate would run alongside the rider on the long Cregg Willies Hill and shout to tell him how he was doing.

Marshall's victory, with Captain Sir R K Arbuthnot RN third on another Triumph, gave sales a real boost and in 1909 the company

How an astute German immigrant turned a small company making bicycles into a major concern producing 30,000 motorcycles per year. Jim Reynolds continues his historical odyssey.

INNINGS

built 3000 bikes. No other British maker could claim that level of success and the popular single cylinder model was developed to become a full 500cc and then a 550cc, with a three-speed gearbox fitted in 1913.

That was the year when Siegfried Bettmann was elected Mayor of the City of Coventry and he was still in office in 1914 when England went to war with Germany. That was a time when some misguided patriots would throw bricks through the windows of shops with a German name, yet here was a man from the enemy country, mayor of a major industrial city and building motorcycles for the British Army. He really was quite a special character to manage that trick!

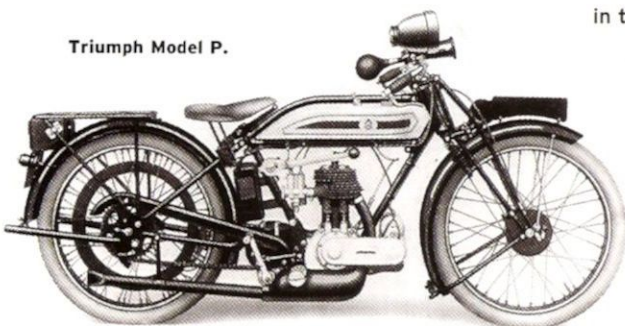
THE Great War of 1914-18 was only a few weeks old when the phone rang in Bettmann's home on Sunday morning. It was Captain Claude Holbrook of the War Office, asking if Triumph could despatch 100 of their 550cc Model H singles to France that evening.

Bettmann recognised a golden opportunity and called up works manager Charles Hathaway who knocked up as many workers as he could find at home. That evening 100 Triumphs were shipped off to the British troops in France. If you doubted that Triumph has always been special, try beating that for service.

The factory built 30,000 of their simple, solid and reliable singles for the military in the five years of the war. The bike earned such a wonderful reputation that it was known as the 'Trusty', because the despatch riders knew that it would keep going through mud, dust and rough country as they dodged bullets and bombs.

Captain Holbrook remained in touch with the factory throughout the war and when he left the army as a Lieutenant-Colonel in 1919, he joined Triumph as general

Triumph Model P.



manager after Schulte fell out with Bettman and was removed with a sizeable golden handshake.

The manufacture of bicycles was sold off and Triumph moved into the car market.

The engine for their first four-wheeler was developed by Ricardo Engineering but there was something much more interesting than a mundane car engine coming from that famous engineering consultant. The faithful old side-valve engine was looking a little slow by 1921, when the new R (for Ricardo) model was announced.

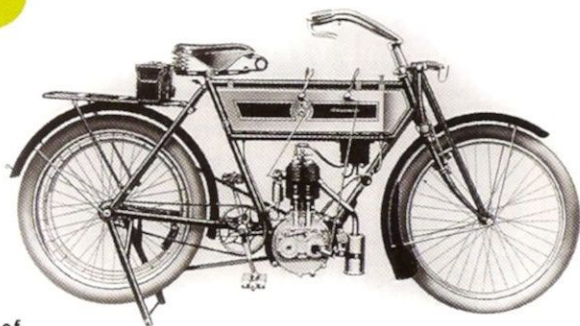
Its four overhead valves and concave-top alloy piston gave it a combustion chamber that was almost a perfect hemisphere; on the dyno it gave a very healthy 20 horsepower - puny by 2002's standard, but 80 years ago it was a real flyer.

At the Brooklands test track in Surrey, it did 100 laps at speeds from 65 to 80 mph. The immortal Riccy had well and truly arrived and the factory entered a team of three in the TT, with a belt-and-braces second team on three of the reliable old side valve models.

But the bright new model didn't do well, with George Shemans the only finisher in 16th place. One of the older bikes was fifth, a tortoise to the Ricardo's hare.. George Shemans was employed as a chauffeur and tester at the works and was succeeded at Triumph by his son Jack, who worked on most of the company's racers in the Sixties and Seventies.

The Ricardo model proved its speed with a series of world records in 1922, including the mile at almost 84 mph (134 kph), and Walter Brandish of Coventry rode one to second place in the Isle of Man Senior TT.

He was naturally a favourite for the 1923 race but a practice accident left him with a broken leg and a non-starter for the race. His only consolation was the corner being named after his crash - Brandish is the fast left-hander after the long straight from Creg-ny-Baa. But the Riccy never quite made it



Triumph's own engine with mechanical valves.



Siegfried Bettmann



as a racer, its frame not as fast as its engine, and racing enthusiasm at the factory faded when sales slowed as inflation pushed prices up. The sales bubble was looking like it might burst.

But this was a company used to making bikes in big numbers. They needed to keep the production lines busy and were not afraid to grasp the nettle and come up with an answer. The 350cc LS introduced in 1923 was priced at £69 and by 1927 it was down to £39 - hard times had arrived and small volume makers disappeared as the bills kept coming in, closely followed by the receivers.

At the 1924 London Motorcycle Show came Triumph's answer, the sensational Model P 500cc side-valve single. Never mind that their well established 550cc Model SD was priced at £83, the Model P was a cut-to-the-bone 500 at just £42.87. Siegfried Bettmann showed what a brave leader he was, signing contracts for components to build 20,000 of the new model and getting a very good price from suppliers urgently needing work to keep their own factories in work.

As usual, Bettmann got it right. Six months after the Model P's launch the factory hit a new production record with 1000 bikes built in a week - serious numbers today, utterly sensational back then. There was a big party on the factory sports field that weekend, hosting 5000 Triumph workers, dealers and friends.

This was no top quality sports model but an effective emergency measure that saved the company. It had a front brake borrowed from a pedal bike, the big end was weak and the valves ran directly in the iron of the cylinder barrel, instead of proper guides. But it sold to South Africa, Australia and India, while a total of 1000 were even shipped out to Japan.

By the end of 1925 the initial batch of 20,000 had been sold and Bettmann committed to a second series of 6000 bikes. That kept the works busy until 1927 but by then it was looking very old-fashioned and when the 1929 range was announced, the Model P was just a memory.

Production at that time was up to 30,000 machines a year, far and away the highest in the industry.

Triumph kept its range simple - even the successor to the four-valve Ricardo sports model was a

straightforward two-valver - and kept its prices keen (in 1930 the 550cc Model CSD was listed at £39.87) as it traded through the weary years of depression and into the 1930s recovery.

They offered the cheapest Triumph ever at this time, the two-speed two stroke 98cc Gloria, listed at sixteen guineas then, or £16.80 in today's money.

In 1932 a new designer joined the company when Val Page moved up the road from the Ariel factory in Birmingham. This quiet, thoughtful man was one of the true giants of the industry with a career that spanned from the 1920s to drawing the revolutionary 250cc Ariel Leader in 1958.

Installed at Triumph, he got on with the job of producing a new range and in 1934 their bikes ranged from a 148cc Villiers-powered two stroke through to a 650cc parallel twin. Yes, Page designed Triumph's first production twin and there was a 650 long before the type became the Standard British Motorcycle of the 1960s.

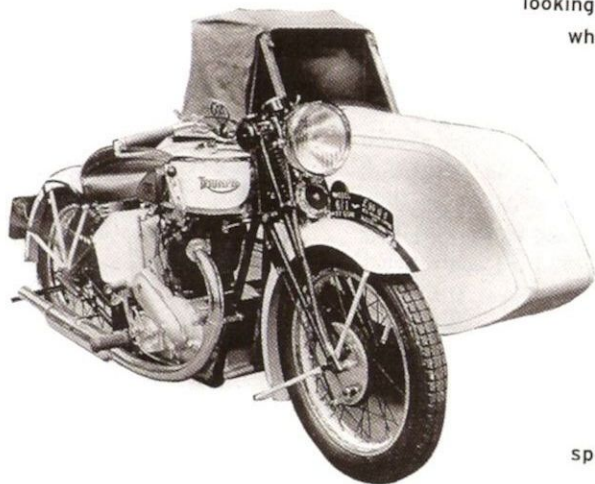
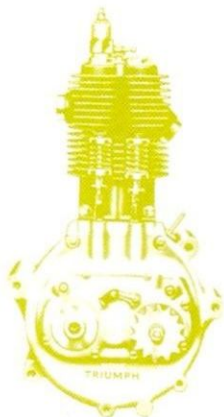
As well as the twin, which came with an old-fashioned hand change for the gearbox, there were neat and lean single-cylinder 250, 350 and 500s. But the new twin was the bike that got the publicity and sales manager Harry Perrey took the prototype and sidecar through the International Six Days Trial, losing just five marks to bring home a prized Silver Medal.

After a strip and examination, the same outfit was taken to Brooklands, where a team of riders covered 500 miles in 500 minutes. The company won the coveted Maudes Trophy for this demonstration of the new bike's toughness. But the hard facts are that it didn't sell well.

The operation wasn't doing well for the company and while the bike side trimmed costs and kept production up through the depression, the car people decided to go for the luxury market. Bettmann was demoted and Mr Graham, the bank's nominee took over. But he couldn't pull the company out of its problems and decided the cure would be to sell off the motorcycle side.

Jack Sangster, who had bought the old Ariel motorcycle company and turned it around, stepped in. He acquired Triumph's motorcycle side in January 1936, put Siegfried Bettmann in as chairman, and provided the finance needed for recovery.

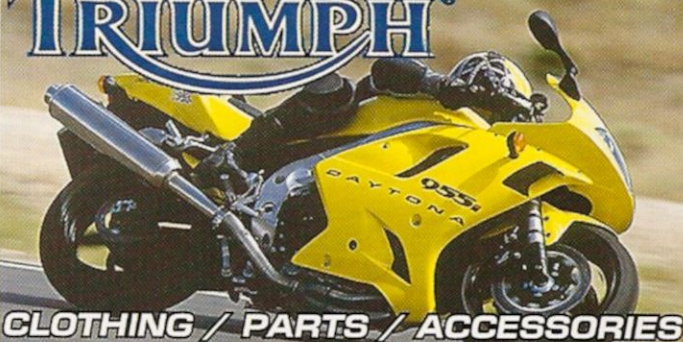
Triumph was back on its feet, with the right man in control, a new range of bikes to sell, and morale on the shop floor high. And a new man came in as chief designer and general manager - Edward Turner. The next big leap forward was just around the corner.



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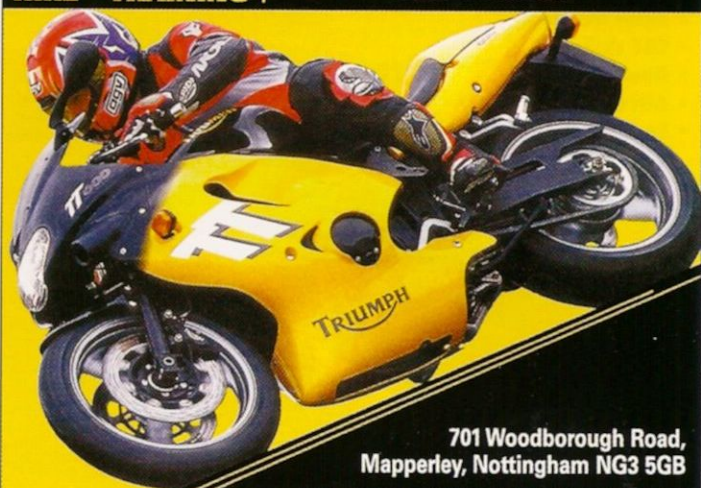
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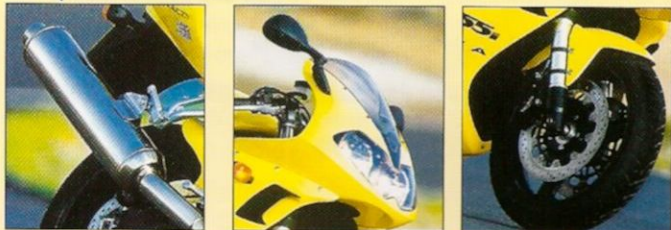
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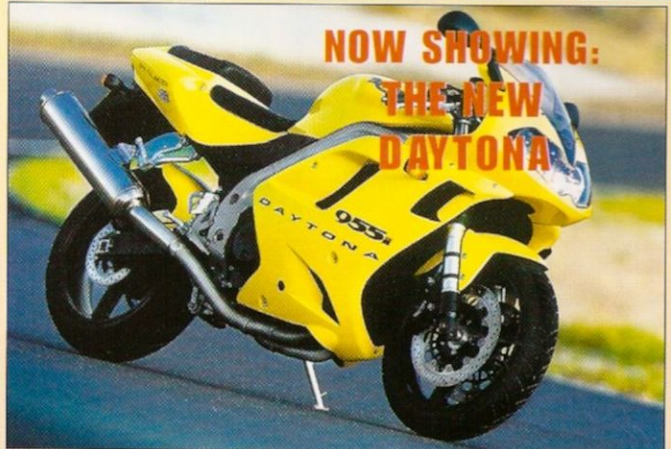
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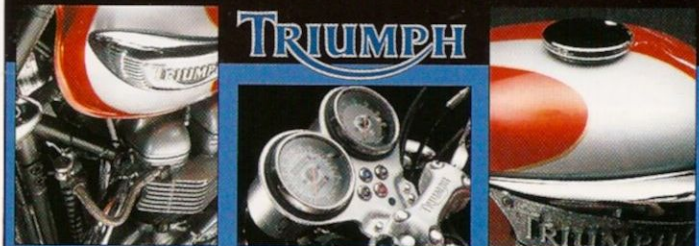
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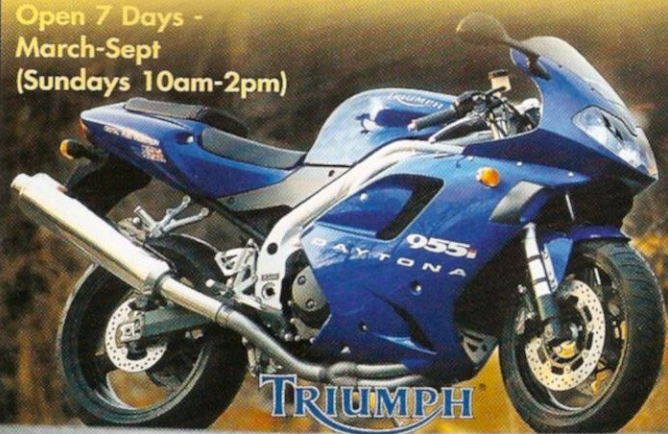
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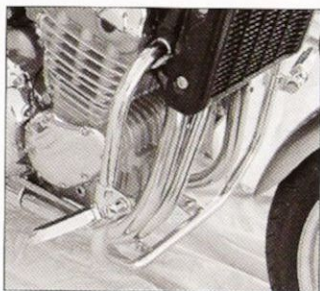
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Centenary Home Run Saturday June 15



examples of Trident, Sprint, Trophy and all models in our classic range.

To reflect the historical nature of the event we will also welcome owners of pre-Hinckley Triumphs to take part in the parade.

If you would like to take part, contact Simon Carter on simon.carter@triumph.co.uk or on 01455 891515. Please note we can only accept the first entry for each colour and model.

Our 100-year celebration has generated huge interest and places are going fast for the premier event of 2002. For the Centenary Home run we are hosting an action packed day and night of entertainment.

The programme will start with four separate ride-ins to the older factory at Hinckley. Health and Safety regulations mean that the production line is unable to run with the expected amount of visitors on the day, but you will get an exclusive glimpse of the production line and other areas of the factory.

Following the tour we will ride down to Towcester racecourse for traditional afternoon tea, displays, parades and other attractions. The evening will see us take in a fabulous meal, before spending the night dancing away to our star band, fronted by ex Dexy's Midnight Runner Andy Leek. There will be a paper-casino with real prizes, and a grand finale guaranteed not to disappoint.

This is a restricted ticketed event. Entrance will not be available on the day without a ticket. Tickets MUST be purchased by June 1 at the latest. Tickets for the Home Run are priced at £5 (€8.15) for RAT members and £10 (€16.30) for non-members. This includes road books, entry to the factory, afternoon tea and a commemorative gift. Tickets for the Centenary Party in the evening are priced and £20 (€32.60) for members, and £30 (€48.95) for non-members and include entry to the casino, competitions, dinner and live band.

Ride-In Information

The organisation of the ride-in points has been undertaken by some of our pack co-ordinators. For more details about the organisation of this, please see our web site, www.triumph.co.uk, and follow the links to RAT, or contact Simon Carter.

Start Point	Time	Location	Organiser
South East	8.30am	South Mimms Services	Colin Pavitt
South West	8.00am	Willowbrook Café, Wellington	Robin Salmons
North	9.00am	Fiddlers Ferry Services, A1/M62 Jctn	Danny Mountain/Paul Armer
Midlands	9.30am	Little Chef, A444, Nuneaton	Mike Coleman

Ride-ins will be organised on a road book basis. Everyone will be issued with a set of directions and will be able to ride at their own pace.

Open Day Parade

As part of the celebration we are hoping to create a parade of every Hinckley-built Triumph model. We are still looking for standard versions of Hinckley Triumphs, particularly early

Accommodation

With the number of participants we are expecting, RAT cannot organise accommodation, but below is a list of some hotels in Towcester and Northampton (15kms from Towcester).

Plum Park Hotel	Towcester	01327 811515
Watling Well Inn	Towcester	01327 350416
Garden Cottage	Towcester	01327 361555
Waterways Cottage	Towcester	01604 863865
Green Farm	Towcester	01327 860249
Christacom House	Towcester	01327 860968
The Stable	Towcester	01908 542293
Mostyn Cottage	Towcester	01327 860487
Bartholomew Arms	Towcester	01327 860292
The Fox & Hounds Hotel	Towcester	01327 857210
Aarandale Regent Hotel	Northampton	01604 631096
Abington Lodge	Northampton	01604 633128
Aran Hotel	Northampton	01604 621468
Aviator Hotel	Northampton	01604 642111
Broomhill Country House Hotel	Northampton	01604 845959
The Coach House Hotel	Northampton	01604 250981
Courtyard by Marriott	Northampton	01604 622777

Taxi Firms

If you wish to pre-book a taxi, try one of the local firms listed below.

Deanos Private Hire	Towcester	Tel: 01327 359113
M.B Cars	Towcester	Tel: 01327 352483
Norman Bull Driving Services	Towcester	Tel: 01604 859889
Grosvenor Limousines	Towcester	Tel: 0800 0740937
SMS Taxis & Minibuses	Towcester	Tel: 01327 353118
Sadies Cars	Towcester	Tel: 01327 358484
Hardingstone Taxis	Northampton	Tel: 01604 76662
Sky Cars	Northampton	Tel: 01604 721900

Camping

Towcester Racecourse has kindly offered limited camping space at the racecourse. There are toilet and limited shower facilities on site. Space is available from Friday 14 June and it will cost £10 per night per caravan, motorhome or tent. Please write to Chris Yapp at Towcester Racecourse, Easton Neston, Towcester, Northamptonshire, NN12 7HS for further details and bookings.

Bookings

Please send a cheque payable to RAT, to RAT, PO Box 83, Hinckley, Leicestershire, LE10 3ZP, along with a letter stating your exact ticket requirements, your membership number, and if applicable your chosen start point. Please note: tickets will be despatched 14 days before the event.

Up front



It has been a long winter! At last the season is ready to start again on both a national and local level. If you have not yet been out with a pack, check the listings in 'Around the Packs' and get along to one of the many events this year.

All of the packs are run on a voluntary basis and need and deserve to be supported to keep RAT functioning at a local level. It is a continual challenge to keep

attracting people to new and established events, and it certainly makes the effort worthwhile for our pack leaders and co-ordinators when their runs do attract new faces

On a national basis it is very much looking like 2002 will break all attendance records on the Raids. There is a growing

base of regular attendees, many of whom are also travelling into Europe to boost numbers on the European events. As always, it is advisable to consult your diary and get any bookings in now!

After the excitement of the NEC and Alexandra Palace, most of my time and effort has been directed towards the 2002 UK calendar and in particular the Centenary Home Run. If you are only going to attend one national event in 2002 make sure it is the Home Run. After all, it is unlikely that any of us will be around for our double centennial celebration! Planning is now in its final stages; it is going to be an awesome day. Remember that this is the only opportunity to get into the factory during 2002. Don't miss it!

See you out there soon.

Simon Carter
UK Co-ordinator, Riders Association of Triumph.

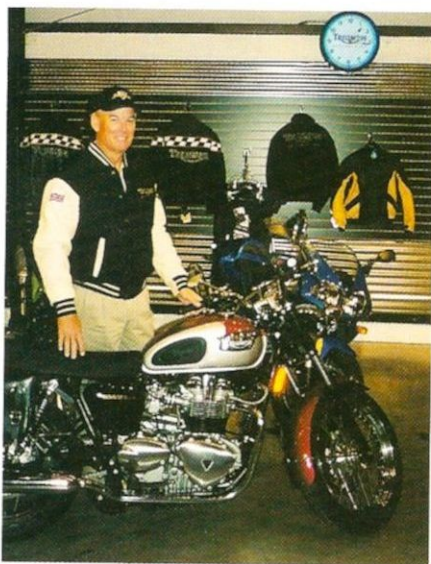
Fred's dream comes true

Fred Halliday had dreamed of owning a Bonneville for 30 years. Then just before Christmas he found he had won the bike of his dreams in the worldwide RAT member draw.

Fred, from Loudon, Tennessee, retired just a week after finding out he had won the prize, which now joins his Sprint RS in the garage. He had originally planned to buy a Bonneville, but decided on the RS when he found he's have to wait for delivery of the reborn classic.

RAT North America Co-ordinator Greg Casey joined Knoxville Pack Leaders Scot Dail and Richard Corn and Triumph dealer Milt McNally at Destination Motorcycles in Lenoir City to present Fred with his dream bike.

Fred Halliday takes delivery of the prize of a lifetime.



Coming up . . .

Be quick! There are only limited spaces left on the Dragon Raid and the Borders Raid is filling up.

To enter any of the UK Raids, send a copy of the form below and a cheque for the relevant amount, made payable to 'RAT', to RAT, PO Box 83, Hinckley, Leics, LE10 3ZP.

Riders on all Raids must be RAT members (there is no membership requirement for pillion passengers). If you only want to join in on the rides there is no charge, just be at the start point at the relevant time.

RAT Raid entry form

Please accept my entry for person(s) on the
RAT Raid.

Surname :

First name:

Address :

Tel. :

Email :

Membership No :

Machine :

Dragon Raid 2002

April 26 - 28

Bookings have been pouring in for the first National UK event of the season, and it is looking like last year's figure of 100 will be smashed. Returning to the Metropole Hotel in Llandrindod Wells, the weekend promises to include the usual Raid mixture of excellent riding, food, company, and partying.

The weekend will start off with a welcome buffet on Friday night, followed by an exhilarating day on the fantastic roads of Wales. Saturday evening's Raid Party will include dinner, prize draws and live music. Sunday will see us take a shorter route towards the border.



Pre-entry to this event is necessary. Tickets for the weekend cost £30 per person, which includes evening meals, entertainment, prize draws, road books and special limited edition



Dragon sticker plate 2002! Rides start from the Metropole at 9.45am on Saturday and 10.15am on Sunday.

We have negotiated a special rate of £35 per person per night including breakfast with The Metropole. To reserve your room, call The Metropole on 01597 823700 quoting Triumph. There is a £10 single supplement per night.

Dragon sticker plate 2002!
Rides start from the Metropole at 9.45am on Saturday and 10.15am on Sunday.

Borders Raid 2002

May 24 - 26

We return to the Borders region for our second Raid of the year. This time our base will be at The Manor House in West Auckland, County of Durham This quintessential Grade



I listed English manor house dates back to the 12th Century and is reputed to be one of Henry VIII's hunting lodges. The hotel has received an AA rosette for its food, and is looking forward to welcoming us for what promises

to be another memorable weekend.

Places are limited and filling up well so please get your booking in now if you are planning on attending this event. Tickets for the weekend are £30 per person, which includes evening meals, prize draws, and road books. If you only want to join in on the rides, be at the Manor House by 10.00 am on both days.

We have negotiated a special rate of £35 per person per night including breakfast with The Manor House Hotel. To reserve your room, call The Manor House on 01388 834834 quoting Triumph when you book, stating whether you require a single, double, or if you are happy to share, a twin room. Please note there is a £10 single supplement per night.

Highlands Raid 2002

30 Aug - 1 Sep

We will be staying at the magnificent Loch Rannoch Hotel. Set in 250 acres of its own parkland, this splendid 19th century hunting lodge sits on the bank of the Loch. Recently refurbished, the hotel will be a superb base for exploring the Highlands.

Surrounded by some of the best roads in the UK, we will launch the weekend with our traditional Friday night buffet, followed by an awesome days riding on the Saturday. Saturday night will combine the usual mix of good food, conversation, prizes and a spot of partying. Sunday's route will head South towards the border.



Tickets for the weekend cost £35 per head, which includes evening meals, prize draws and road books. If you want to join in only on the rides be at the hotel by 10am on both days.



We have negotiated a special rate of £45 per person per night, including full breakfast at the Loch Rannoch hotel. Please note there is a £20 single supplement per night. Contact them directly on 01882 632201 and quote

"Triumph" to benefit from the highly reduced rate. If you are travelling separately and wish to share a room, please contact Simon Carter who will collect names of like-minded riders, willing to share accommodation.

If you prefer to source alternative accommodation the Pitlochry tourist board can be contacted on 01796 472215 or via email on pitlochrytic@ptb.ossian.net



Spotting Nessie! Highland Raid 2001

Devon Raid 2002

October 11 - 13

The Best Western 3 star Tiverton Hotel will be our venue for the final Raid of the 2002. The hotel is ideally located on

the outskirts of the city, five minutes from junction 27 of the M5.

Friday night will see us enjoy a buffet meal in our own private function room. We will enjoy the fantastic Devon scenery on Saturday, stopping to enjoy a traditional cream tea on one of the stops. Saturday night we will enjoy a banquet and bid a sad farewell to the last national UK event of the year in style.

Tickets for the weekend cost £30 per head, which includes evening meals, entertainment, prize draws and road books. If you only want to join in on the rides be at the Tiverton Hotel by 10am on both days.

We have negotiated a special rate of £35 per person per night including breakfast at the Best Western. To reserve your room, call the hotel direct on 01844 256120 quoting Triumph. Please note there is a £10 single supplement per night.



European Raids 2002

European RAT co-ordinators Rüdiger Buck and Bertrand Goyez have planned an action packed season of events, with the highlight undoubtedly being the 'Alpine Odyssey', spread over two consecutive weekends in July. These events, based in Austria and Switzerland are guaranteed to leave those who attend with unforgettable memories of the area. Rüdiger and Bertrand can be contacted on 00 33 1 64 62 38 32, fax 00 33 1 64 62 38 20, email goyez@triumph.co.uk or ruediger.buck@triumph.co.uk. Mobile: Rüdiger +49 160 883 67 20; Bertrand +33 6 80 02 03 93.

Unless otherwise stated, please send cheques payable to RAT to our French office: Triumph/R.A.T. 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 £-€ exchange rate.

Rügen Raid, Germany April 12 - 14

Based on the biggest German island in the Baltic Sea, our hotel will be the comfortable bike hotel "Zur Kastanie" in Bergen in the middle of Rügen. The tours will take us across the island with beaches, chalk rocks, small ferries and the famous tree avenues.

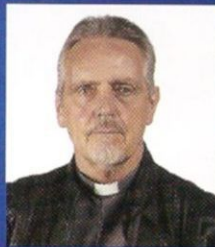
The price of €60 includes two nights B&B, road books and prize draws. Booking and further information is available from Rüdiger Buck.



Camargue Raid, France, April 13 - 14

The atmospheric Camargue region of Southern France is the venue for this event. Starting in Nimes, the programme includes rides on Saturday and Sunday, hotel with dinner and music on Saturday evening and an amazing climax with a paella lunch at the most famous French fighting bull farm. Priced at €100 per person, please send entries to Hervé Descamps, Paihes, 30170 Monoblet, France +33 (0)466 854 296, fax +33 (0)466 854 057 or by email on herve.hdp@wanadoo.fr.

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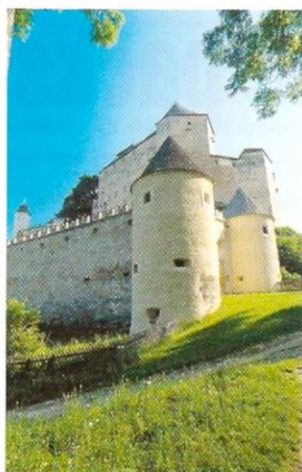
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Vienna Raid, Austria May 3 - 5

The 'Waldviertel' about 120 kms west of Vienna is the location for this event. The Hotel zur Linde in the little village of Nöchling, only 5kms from the Donau river will be our destination.

With a mix of sightseeing and excellent rides this is going to be a brilliant weekend. This event is priced at €70 per person, which includes two days half board accommodation in a double room, road books and prize draws. Contact Rüdiger Buck for further information and booking requests.

Corsica Raid, Corsica April 28 - May 5

Hervé Descamps is offering an action packed week of entertainment in the beautiful Corsica region in the South of France. Starting at Marseille harbour on April 28 at 7.00pm to catch the ferry, the week will continue with a complete program of events to suit everyone. Combine outstanding bike riding with excellent French and Corsican food, and throw in optional horse-riding, fishing, swimming and boat trips and you have a perfect recipe for a memorable week away.

The price of €500 per person includes return travel on the boat in a four bed-cabin including bike transportation, dinner and breakfast on board, lunch on days one and three, half board accommodation in the hotel, boat trip, treasure hunt, road books, prizes, souvenirs, and technical support for the bikes. If you wish to arrange your own crossing then the price is €350 per person

Contact Hervé on +33 (0)466 854 296, fax +33 (0)466 854 057 or by email on hervé.hdp@wanadoo.fr for further details. Send Cheques, payable to 'Hervé Descamps' to Hervé at Pailhes, 30170 Monoblet, France



Corsica, as it's waiting for you.

Flanders Raid, Belgium, June 7 - 9

Places on the European social event of the season are in exceptionally short supply. If you are planning to attend the party of the season, please contact Rüdiger Buck urgently for the latest booking information. Prices vary dependant on the type of accommodation booked.

Champagne Raid, France, June 21-23



After the great success of last year we are looking forward to repeating this popular Raid in the Champagne region of France. Returning to the excellent L'Auberge Champenoise in Moussy, we will explore the region and discover the secrets of the wine and champagne cellars. There will of course be plenty of opportunity in the evenings to sample the 'royal' drink, and to enjoy the fabulous food on offer.

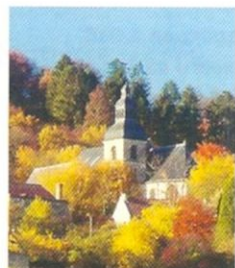
This highly recommended weekend will cost just €131 per person and will include half board accommodation in a double room and lunch on Sunday. Contact Bertrand Goyez for booking information.



Champagne Memories 2001

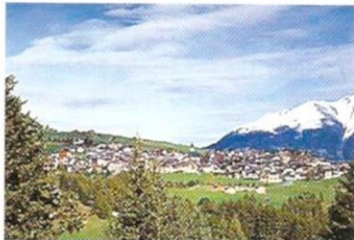
Escorted Trip to the Champagne Raid

UK Co-ordinator, Simon Carter will be leading an escorted trip to this Raid. Leaving the Midlands at 8am on Friday 21 June, we will take a late morning crossing of the channel and enjoy a leisurely ride to the hotel, arriving late afternoon in time for dinner. This will be ideal for nervous first timers and experienced campaigners alike. Please contact Simon on +44 (0) 1455 891515 or via email on simon.carter@triumph.co.uk for further details.



Serfaus Raid, Austria July 12-14

Stage one of an unforgettable Raid 'double'. Based at the Hotel Regina, we will explore the breathtaking roads of the Tirolean Alps. Saturday evening will be spent enjoying a party and BBQ in front of the hotel, to avoid the mountain climb 'enjoyed' by those present last year! To book a room contact Hotel Regina directly on +43 5476 6253, fax +43 5476 6253500 or via email g1.schwarz@tirol.com. They will confirm prices and availability. Alternatively, contact Rüdiger Buck for the latest information.



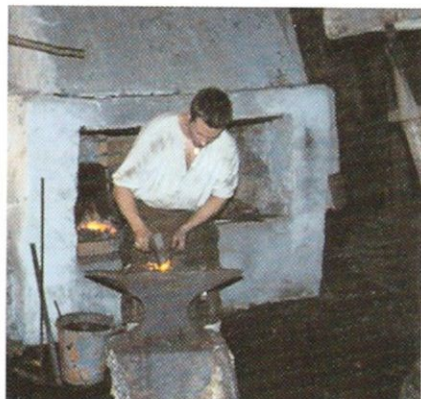
Swiss Alpine Raid, Switzerland, July 19-21

Step two of our course for Alpine maniacs. Based again in the beautiful wine valley of Valais, we are going to check out some other high passes to get used to hairpins, uphill and downhill riding. Hotel details and itinerary are yet to be finalised, but the event will start on the Friday evening in front of the Rothorn pub in Sierre, with a BBQ, some drinks and the first (but definitely not the last!) chance to taste the excellent local wine. Contact Rüdiger Buck for pricing and the latest information.

Swedish Raid, Sweden July 26 - 28

The Furusunds Vårdshus hotel at Stockholm Skärgård on the East Coast of Sweden is our destination for this exciting Raid. The hotel commands beautiful views over the Furusund, where we will be able to watch the sea traffic whilst enjoying the local hospitality. Ideally placed to explore some of the hundreds of islands in the area, the weekend will include some historical visits, guaranteed to provide a telling insight to the region. Priced at €160 per person staying in a double room on a half board basis (with a supplement for a single room).

Booking and further event information is available from Rüdiger Buck.



Around the packs

Canterbury - Robinsons

This year's highlight is a trip to the infamous Nürburgring. The trip is being organised in conjunction with Bike 2 Track Ltd, and with plenty to do and see in the region away from the circuit it promises to provide a memorable experience. Come along to the monthly meeting to find out more about the trip and the rest of the plans for 2002. The pack meets on the second Tuesday of each month at The Four Horseshoes pub in Graveney.



June 28 - 2 July.

"Robinsons Rat's meet the Nürburgring" Contact Jon Reeves on jon@bike2track.com or Andy Reid on 07974 761615 for more information.

The rest of the calendar will now have been finalised and is likely to include a trip to France, Duxford Air museum, Hastings, and a local charity run. Contact Mike Robinson on 01227 766267; Tony Watkins on 01227 760648 or visit their excellent web site on www.robinsonsrats.co.uk for the latest news.

Cheltenham

Pack leaders, Steve Prior and Pete Harris will be celebrating 100 years of Triumph with an assault on Lands End to John O' Groats during the weekend of 13 - 14 July. The route will be mainly spent off the motorways, with day 1 covering Lands End to Dumfries and day 2 doing Dumfries to John O' Groats. All of their other pack rides will begin from the Frog Mill inn at Shipton, which is at the junction of the A436 and A40.



21 April: The Cotswolds Run Meet at 10:30 at the Frog Mill
 26 May: Exmore - The fish and chip run Meet at 10:00 at the Frog Mill
 15 June: Centenary Home Run
 13 - 14 July: Centenary Challenge Run. Lands End - John O Groats - Not for the faint hearted!
 Email Steve on Stephenlprior@aol.com or 07802 447478.
 Pete can be contacted on p-mharris@freeuk.com or 07973 686455

Chippenham - Taylor Racing

Pack Co-ordinator Pete Clarke had added another camping weekend to the Taylor Racing 2002 schedule with all invited. All runs start from the Mallard at Lyneham, meeting at 10am unless otherwise stated.

24 March: The Wye Valley Run

21 April: The Somerset Run.

26 May: Visit to Sammy Millers Museum.

15 June: Centenary Home Run.

14 July: South Coast Run. 9.30am at the Mallard

11 August: Run to Thruxton BSB. 9am at the Mallard

13 - 15 September: Wiltshire camping weekend, Blackland Lakes Calne Wiltshire.

Contact Pack Leaders Pete or Steve at the shop on 01249 657575, or contact Peter Clarke on PETER.CLARKE.4275204.SUTH@ntlworld.co.uk or 07974 991159 for further information.



Croydon - Carl Rosner

Ian Norman continues as the Pack Co-ordinator for this respected pack, and will be offering a varied event program for 2002. The pack meets on the third Wednesday of each month at Biggen Hill in Westerham.



17 March: Pioneer Run. Meet at Box Hill at 10am

For details of the monthly meeting and the latest pack updates contact Ian on 07713 884144 or e-mail: iannorman1@aol.com

Edinburgh - Two Wheels

Two Wheels has prepared the following menu of events for 2002. "We have upwards of 20 bikes out on our runs last year, and we look forward to seeing more new faces out with us this season" commented Neil Danskin, Pack Co-ordinator.

31 March: Borders Run. 10am for 10.30 at the shop

21 April: Fife Run. 10am for 10.30 at the shop

19 May: Dumfries and Galloway Run. 10am for 10.30 at the shop

24 - 26 May: Borders Raid.

29 June: Inverary Run. 10am for 10.30 at the shop

14 July: British Super Bikes at Knockhill

21 July Kielder Run. 10am for 10.30 at the shop.

Contact Neil on 0131 668 4775 for the latest information.

Exeter - Bridge Motorcycles

Another pack re-launching is the Bridge Motorcycle pack. The monthly meeting spot is the Blue Ball Inn, Sidford on the Exeter Seaton Road (A3052), and the pack aims to meet on the first Tuesday of each month. The runs are being put together by Raid regular Tony Parsons and Paul Wideford at Bridge Motorcycles. Contact Tony on 01395 579659 or e-mail Tony.Parsons54@btinternet.com for details of 2002 runs. Alternatively, contact Paul at Bridge on 01392 260200.

Essex - Ongar Motorcycles

Pack leader Nick Westcott offers for your enjoyment, the following program for 2002. In conjunction to these dates, Nick will be attending a significant amount of the national and European Raids and is keen to run pack trips to these events if there is sufficient interest.

17 March: St Patrick's Run to Thetford Forest. Meet at Finchfield.

31 March: Run with Boyer Racing to Bognor Regis. Leave Finchfield at 9am

21 April: Cotswolds Run. Leave Finchfield at 9am

19 May: Norfolk Coast. Cromer, crabs, boat trip to see the seals.

30 June: Southend. Enjoy a seafood extravaganza along the front. Candy floss, chips, and "kiss - me - quick" on your helmet.

14 July: Bradwell run

11 Aug: Kings Lynn run.

All runs leave Finchfield at 10am unless otherwise stated. Contact Nick on 07801 594985 or on email at vethealth@btopenworld.com for further information.

Fareham - Rafferty Newman

Rising from the ashes, this pack is back! Led by Thunderbird owner Colin Ewart, and supported by ex pack leader Chris Linney of Rafferty's, it promises to be a success. Colin has ridden Triumph's since he was 17 graduating from a host of Meriden machines to his second Hinckley Thunderbird. "We have some exciting runs planned for 2002, with everyone welcome" commented Colin. Runs start from the Little Chef at West Meon on the A32/A272 cross-roads unless otherwise stated.

12 May: Amberley Museum Run. Meet at the shop at 9am.

7 July: "Mayfield Madness". Tackle the renowned 272 run. Meet at West Meon at 9.30am.

18 August: "Crab Sandwiches at Muddeford". Meet at 9am at West Meon

Contact Chris at the shop on 01329 232424 or Colin on 01753 280174 or via email on cewart@lineone.net for further details.



Chris & Colin - Rafferty Newman

Hinckley - Windy Corner

New Pack Co-ordinator Mike Coleman has put together an impressive selection of events for 2002. In addition to the regular Club pack night on the first Wednesday of each month at MIRA, Mike will be doing a mini run on the third Wednesday of each month.

24 March: Rays Run

17 April: Evening Run. Start at 7pm.

26 - 28 April: Pack trip to Dragon Raid.

15 May: Evening Run. Start at 7pm

24 - 26 May: Pack trip to Borders Raid

15 June: Pack trip to Centenary Home Run.

16 June: Triumph day at Ace Café.

Contact Roger Winterburn at Windy Corner on 01455 842922 or Mike on 0775 2249535 or via email on mike_coleman@ntl-world.com for further details.

Leeds - Eddy's Motorcycles

Eddys will be returning to the wonderful scenery of Rosedale Abbey for their traditional Yorkshire Camping Weekend. Hotel accommodation is available at the excellent White Horse Farm hotel, for those who are more accustomed to more home comforts!

10 March: Wolds Centennial Run. Contact Danny Mountain

20 - 21 July: Yorkshire Camping Weekend.



Yorkshire Dales 2001

For further information of upcoming events please contact: Paul Armer on 07740 627388, Danny Mountain on 01302 700818, or email Harvey Bosomworth harvey@harveybos.freeserve.co.uk

Lincoln - Webbs

Webbs this year are concentrating their efforts on supporting the National Rat scene and are channelling their efforts into organising rides to the Raids. Peter Littlewood said "the Home Run is our big event, and we expect to be taking upwards of 40 bikes with us"

15 June: Centenary Home Run trip. The big one!

Contact Roy Glover remmen@talk21.com, Peter Littlewood at Webbs on 01522 528951 or check out their website www.furnitureandinteriors.co.uk/rat

London - Boyer Racing

18 people attended the packs bowling night in January. Pack Co-ordinator, Colin Pavitt supplied the prizes of a bottle of champagne and a wooden spoon, and returned home after a thoroughly enjoyable evening with the wooden spoon! Come and join a run with one of the leading packs in the country.

17 March:

Pioneer Run.

Leave Oakdene

Cafe at 10 am ending

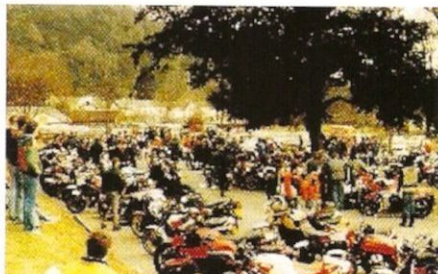
up at Brighton

to see the bikes

arrive and enjoy

fish and chips on

the beach.



Box Hill - 31 March

31 March: Box Hill

and Bognor Regis. Leave Oakdene at 10 am, and visit Bognor Regis for a fish and chip meal, via Box Hill.

1 - 4 June: Motorcycle Loft Hotel trip. The annual trip to Belgium!

29 - 30 June: Battlefields of the Somme trip.

28 July - 11 Aug: Black Forest Trip

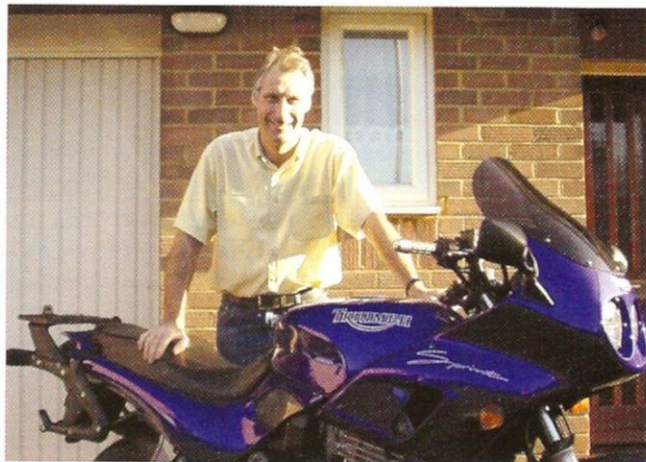
Contact Bill at Boyer Racing on 0208 854 8133 or Colin on 07971 590393

Northampton

Formerly the TW pack, now re-launched by Sprint rider Ian Harris. Ian is busy organising events for 2002 and looking forward to his first event in April. It was Ian's background as an engineer that attracted his interest in Triumph. "The build quality of these machines is excellent - even though I love my Sprint, when funds allow I will upgrade it for an ST" he commented.

28 April: "Coastal Capers" Run to Hunstanton. Leave from McDonalds at the Riverside Shopping Centre, just off the A45 in Northampton at 10am.

Contact Ian on 0777 393 5691 or via email on northantsrat@hotmail.com for details of this and upcoming events.



New Northampton Pack Co-ordinator, Ian Harris.

Perth - Motorcycle King.

The most northerly-based pack in the United Kingdom was attracting upwards of 40 bikes on their events in 2001. With an imaginative diary of riding and social events, pack leaders Jimmy and Stewart have something for everyone to enjoy, with a recent visit to an off-road driving school being a particular highlight.

28 April: First run of the season

31 May - 3 June: Ireland weekend. Early booking strongly advised

30 June: Pack Run

28 July: Pack Run.

Contact Jimmy or Stewart on 01738 442333 or via email on motoking@ukonline.co.uk for up to date information.

Shepperton - Jack Lilley Ltd

This pack meets on the first Wednesday of each month at the Bleak house pub on the A320 at Woking in Surrey from 8.30pm onwards. Contact Pack Co-ordinator Robin Johnson on 01932 224574 for the latest information.

Taunton - Taylors Motorcycles

35 members enjoyed a midweek coach trip to the Ally Pally show in January, illustrating just how this pack has grown over the past 12 months. Strong support from Tauntons, and an interesting diary of events led by enthusiastic Pack Co-ordinator Robin Salmons has swelled numbers.



Robin Salmons - Taunton Rats

24 March: Pre Easter egg and spoon Race. There's a catch it's on Chesil beach.

Breakfast at Willow brook café 10:00 am Leaving 11:00 am

7 April: Rats.Rats.Rats. Taylors on Chip Lane for Somerset's 100-Year celebration of Triumph. Finishing with a fish supper on the coast. Proceedings start at 11am

26 - 28 April: Pack trip to the Dragon Raid.

5 May: Somerset/Devon Coastal Run. Leaving Willow brook Café at 10am

18 May: 19 May: BMF Show. Leaving Chip lane at 8am

9 June: Post TT at Mallory Park. Leaving chip lane at 7am

15 June: Centenary Home Run. Leaving Willow Brook Café at 9am

16 June: Triumph Day - Ace Café.

28 July: World Super Bikes at Brands Hatch, be different - its via coach. Leaving Chip Lane ridiculously early!

Contact Simon in the shop on 01823 282321 or Robin SALMONSROBIN@aol.com for the latest updates.

Telford - Wylie and Holland

The club has filled all available places on the upcoming Irish trip in June, but if there is sufficient demand, an additional cottage will be booked. Pack Co-ordinator Richard Stilwell,



has recently launched a club website which will have all details of upcoming event.

Check <http://ourworld.compuserve.co.uk/richstilwell/RAT.html> for the latest information or contact Richard via email on richstilwell@cs.com

Tring - On Yer Triumph

10 bikes made the OYT run to Postcombe via the Chilterns in December. Pack leader John Ponting commented "Considering the time of year and the weather I have been delighted with the recent attendance. We have ST, Trophy, Sprint Executive, TT600, Boneville, Legend, Thunderbird and Tiger but so far no Daytona - I guess they might get dirty!"

All are welcome (particularly Daytona owners to prove John

Season opener at the SIMONHOF!!!
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- * 1 Fondue or Buffet evening dinner
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 5% reduction

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 Fax: 0043 6584 234234
 e-mail: hotel@simonhof.at
 web: www.simonhof.at

wrong!). OYT meet on the second Monday of each month at the Coach & Horses in Newgate St. Their monthly run is then scheduled for the following Sunday, and typically the pack will decide at their meeting where the run will go:

- 17 March: Pioneer run to Brighton. Leave the Little Chef at 10am
- 14 April: Pack Run. 10am start.
- 26 - 28 April: Pack trip to the Dragon Raid. Contact John for departure information.
- 19 May: Pack Run. 10am start.
- 16 June: Pack Run. 10am start
- Contact John Ponting (01707 335192) or Brian Cowell (01727 873654) for the latest information.

Wimborne - Three Cross

Victims of their own success? Places fill up so quickly now on their regular European trips, that Pack Co-ordinator Nigel has to continually upscale their accommodation needs. Why not join one of the most active packs in the country on one of their many events. World Super Bike rider James Toseland attended their club night in December and spent an enjoyable evening entertaining the crowd. Three Cross have also recently launched an impressive web site at www.3xrats.co.uk:



- 27 March: Club Night at the Elm Tree Pub. Meet at 7.30pm
- 14 April: Spring Surprise Run. Meet at 3X at 10.30am.
- 26 - 28 April: Pack trip to Dragon Raid. Contact Nigel for start time and meeting point.
- 9 May - 13 May: French Trip. Contact Nigel urgently to see if there are any spaces left!
- 26 May: Breakfast Run to Weymouth. Leave 3X at 8.30am
- 29 May: Club Night at the Elm Tree Pub. Meet at 7.30pm
- 9 June: Early Summer Ride Out. Leave 3X @ 10.30am
- 15 June: Triumph Centenary Home Run.
- Pack leader, Nigel Baker can be contacted on 01258 830091, or via email on Nigelmbaker@aol.com
- Please confirm details with the organisers before travelling.

OTHER EVENTS

Amberley Working Museum - Vintage Motorcycle Day - May 12

Supported by Hampshire based Triumph dealer Rafferty Newman, this event promises to bring a mix of the new and

old. All Triumph riders are invited to attend, and it is envisaged that the Triumph bikes will be parked together to celebrate our centenary year, and offer an opportunity to compare bikes across the decades. Entrance to the event costs £5, which offers a significant saving to the usual gate fee. Riders are asked to arrive between 9am and 11am to take advantage of the separate parking facility. For more information contact the event organiser Chas Thomas on 01798 875203 after 8pm.

Meriden Macmillan Motorcycle Megaride - June 30

Following on from the successful Megaride in June 2000, which was supported by many Rat packs and Triumph owners, this years event will be raising funds for Macmillan Cancer Relief. For a donation of £5, each rider will receive a commemorative badge, route map and a token for reduced admission to the National Motorcycle Museum. Support this worthy cause - further details available from www.megaride.co.uk or Neville Riley on 01676 532709.

Beaulieu Motor Museum - 1/2 Century Celebrations

Beaulieu celebrates its 50th Anniversary this year with its Motor Cycle World show on 29 - 30 June. Contact Beaulieu on www.beaulieu.co.uk or 01590 612624 for further information.

Welsh National Rally

This annual event is popular amongst many of our members. Full details of the 2002 event are available from www.clivemcc.mid-wales.net. All profits are given to good causes, with previous recipients including air ambulance charities in the Mid - Wales area.

**Around the World
Australia**

Yes! RAT now has some action Down Under! The Peter Stevens store in Melbourne is the first dealership to set up its own pack and they already have a packed programme planned for 2002, led by the energetic Maurice Allen.



Peter Stevens, Melbourne

March 25-30: Triumph 100th Birthday Celebration Ride, departs Phillip Island after the SWC and concludes at Sea World on the Gold Coast. Entry forms available from Peter Stevens stores.

April 1: Social Sips and Dinner at Shallots, 180 Waverley Road, East Malvern. 7.00 pm

May 6: Social Sips and Dinner at The Flower Hotel, 190 Bay Street, Port Melbourne. 7.00 pm

May 25-26: Weekend Away to Halls Gap. Bookings essential. Phone Maurice for more information and booking form.

June 3: Social Sips and Dinner at Shallots, 180 Waverley Road, East Malvern. 7.00 pm

July 2: Social Sips and Dinner at The Plough Hotel, 333 Barkly Street, Footscray. 7.00 pm

July 21: Christmas in July at Pig & Whistle Hotel, Trentham East. Bookings are essential. Phone Maurice for more information and booking form.

August 25: Social Sips and Dinner at Shallots, 180 Waverley Road, East Malvern. 7.00 pm

September 2: Social Sips and Dinner at The Flower Hotel, 190 Bay Street, Port Melbourne. 7.00 pm.

October 7: Social Sips and Dinner at Shallots, 180 Waverley Road, East Malvern. 7.00 pm

October 18-20: Australian Grand Prix at Phillip Island. Triumph on the display at the GP Expo.

October 27: Group Ride Around the Bay, departs Peter Stevens Triumph Service Centre, 386-392 Queensberry Street, North Melbourne. 10.00 am
November 4: Social Sips and Dinner at The Plough Hotel, 333 Barkly Street, Footscray. 7.00 pm.

December 2: Social Sips and Dinner at Shallots, 180 Waverley Road, East Malvern. 7.00 pm

December 8: Triumph Christmas Ride. More information closer to the date.

Phone Maurice (03) 9602 5833 for more information.

Peter Stevens, Adelaide

Peter Stevens' Adelaide dealership has run a number of customer events in the past and has now set up its own RAT pack to continue the good work. Contact Rob Bligh on (08) 8212 1494, fax: (08) 8212 7472, email: paul.maiolo@peterstevens.com.au .



Centennial Birthday Ride

Triumph Australia is celebrating Triumph's centenary by organising a ride from Phillip Island to the Gold Coast, culminating in a huge Birthday Party at Sea World.

Departing on Monday, March 25, the Ride will meander through Gippsland to our first overnight destination of Lakes Entrance. Over the next four days it will travel to Canberra, Bathurst, Tamworth and Lismore, and conclude on the Gold

Coast on Easter Saturday, March 30.

RAT members qualify for AUS\$10 discount on entry fee.

The Triumph 100th Birthday Party will be held at Sea World on Easter Saturday night when entrants will have exclusive use of some of Sea World's best-known facilities, such as the Corkscrew and the Bermuda Triangle. A buffet dinner will be served and there'll be a Caribbean Band on hand to keep the crowd in a party mood.

It is not a group ride; entrants will depart at their leisure. Those who can't complete the whole trip from the Island to the Gold Coast can join in at one of the overnight destinations along the way. Participation in the Ride is not limited to Triumph owners; everyone is welcome.

Triumph Australia, with the assistance of British Airways, will be giving away two return tickets to London (departing from either Melbourne or Sydney). Ride entrants will receive a Birthday Ride Passport which will be stamped at each overnight social venue.

At the Birthday Party at Sea World one Triumph rider or pillion, who has travelled the entire Ride route from Phillip Island to the Gold Coast, will be presented with the trip for two to London.

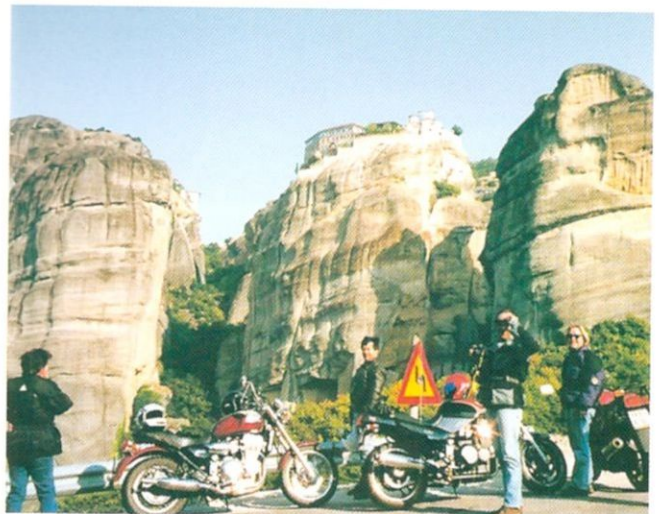
Full details of the Triumph 100th Birthday Celebration Ride are set out in the entry form which is available from Australian Triumph dealer, or email Triumph Australia (info@triumphoz.com.au) with your postal details.

Greece

Three great events are planned in Greece this year. Not to be missed by Greek members or even those planning a holiday

March 28: Triumph-Smirnoff Speed Four launch party
June 21-24: Crete/Chania Raid. Departures by boat on June 21 to Chania. Guided tours from local RAT Members. Swimming on Crete's most famous beaches with barbeques, Test-rides of the 2002 Model Range, visit of Crete's most traditional Sfakia villages, etc. Return on June 24 to the harbour of Piraeus.

Sept 28-29: Centennial Tour (900 km)
Athens-Lamia-Trikala (Meteora), Mestovo, Ioannina-Arta-Agrinio-Nafaktos-Delfi-Thiva-Athens.
Contact: Elisavet Stvlianaki, triumphgr@ath.forthnet.gr, +301 8000 500.





New Zealand

New Plymouth Raid, November 2001

Some flashbacks: The ride down, a great group, with the battlestar galactica (AKA Trophy 1200) catching us out on occasion as it "whooshed" quietly by trying to catch the flying Elgar on the very flash flame Speed Triple.

Saturday, the noise of all those Triumph exhausts collectively booming out on the ride around the mountain.

Dambusting: I can only imagine the amusement of those spectators (chickens, I mean) waiting for us to go over the edge of the dam - they could see what we were about to do, we couldn't.



Probably just as well, as the first time over the edge seemed like a 40 foot drop. Twelve of us had a real buzz and thoroughly enjoyed the outing.

Back to the hotel, via some alternative roads to have a few beers to build up stamina for the tug of war.

Tug of War: Obviously we Northerners failed to have enough beers, and we lost. Believe it it's true..... The Southern bunch are just bigger tuggers than what we are I guess, but we'll be out for revenge at the next opportunity.

Stunning scenery is guaranteed on New Zealand Raids.

Excellent buffet dinner, and if the Hotel staff wondered where all the oysters went, Joe ate at least six dozen of them. What an effort, much to Steve's concern later - "I think I love you Steve"!!

Sunday dawned rather ordinary for the ride home, and we followed Dave's devious detour that certainly did not lack variety - pea metal, bobby calves and fresh cow dung to test the concentration which was somewhat marginal after the evening before

Coffee at Te Kuiti brightened us up for the remainder of the (wet) ride home.

Great fun, looking forward to the Centenary Party next year!!!
Raewynne Gardiner

Coming up . . .

April 12-13: Triumph Centenary Party, Napier Travel Inn, Napier. Registration on Friday evening, 'Trumpet Ride' and 'Best Bike' competition Saturday morning, followed by a tour of Hawkes Bay with lunch during the afternoon. Buffet Dinner and Dance on Saturday evening.

Prize draw prizes will include a set of Triumph leathers.

Entry costs \$50 pp, (\$75 non RAT members) including Saturday night dinner dance, centenary polo shirt and entry to Best Bike and prize draw competitions.

Accommodation: Contact Janette Loomes at the Napier Travel Inn on 0800 404 800 (napiertavelinn@stubbs.co.nz) quoting 'Triumph 100 Year Celebration'.

Contacts:

Auckland: Raewynne Gardiner, 09 276 6453
(raewynne@northacc.co.nz).

Christchurch: Jason Todd, 03 3544 390.

Wellington: Mick Atkin, Wellington Motorcycles, 04 3844 149.

Spain

Estimado miembro del RAT

Nos complace anunciaros la próxima convocatoria del RAT en España que transcurrirá por tierras de Cataluña durante el fin de semana del 22 al 24 marzo del 2002.

Conviviremos durante dos días con muchos entusiastas y propietarios de Triumph venidos de varias zonas de Europa, y conoceremos nuevas rutas por espectaculares paisajes que hemos preparado para el fin de semana, incluyendo una cena y una fiesta especial el sábado, así como de degustar algunos platos más populares de la zona como la "calçotada" durante la jornada del domingo.

Hemos elegido como base el hotel Costabella en Girona, y por sólo 110 EUR (18.300pts) podrás disfrutar de 2 noches alojamiento y desayuno además de la cena y fiesta el sábado. Como las plazas son limitadas, os recomendamos reservéis vuestra plaza tan pronto como os sea posible al Telf. INFOTRIUMPH 93 457 6994 ó triumph@qualitybike.com, o se puede pagar directamente enviando un talón a favor de RAT a 19 Boulevard Georges Bidault, Croissy-Beaubourg, 77437, Marne-La-Vallee, Francia.

Os esperamos a todos allí.
Un saludo,

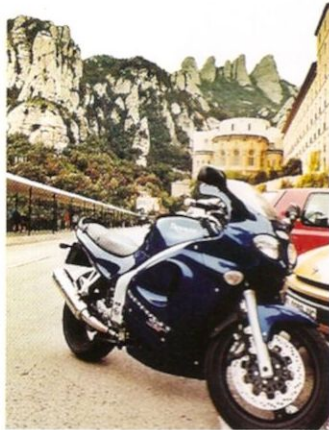
Marc Larrotcha,
Quality Bike (Barcelona)

Querido amigo,

Aprovecho esta oportunidad para saludarte y comunicarte que durante los próximos días 18 (sábado) y 19 (domingo) de Mayo, vamos a celebrar la segunda Reunión Nacional Triumph en el Circuito Internacional de Albacete y nos gustaría que nos acompañaras. Este año además celebramos el centenario de la marca.

Hemos preparado un paquete de actividades para que pases un buen fin de semana y conozcas a otros usuarios y amantes de la marca Triumph con los que intercambiar impresiones.

La actividad principal del fin de semana gira en torno a un cursillo de pilotaje, con el que tendrás la oportunidad de rodar en el circuito - independientemente del modelo de Triumph y del nivel de pilotaje que tengas - bajo la supervisión de un monitor. Podrás aprender, mejorar tu técnica, o simplemente divertirse rodando en el circuito; para esto no hace falta tener un modelo particular de motocicleta. Puedes incluso traer tu Triumph con motor Minerva (sí tienes la fortuna de tener una).



Montserrat Abbey is one of the destinations on the Catalunya Raid

Las tarifas están en función de si vas acompañado o no, e incluyen dos días de circuito exclusivo para pilotos Triumph, seguro asistencia medica en circuito, estancia de la noche del sábado en el hotel de 4 ó 3 estrellas con desayuno tipo buffet, cena del sábado 18, comidas en el circuito, así como bebidas y otras consumiciones en el propio circuito.

Piloto: 350 €.

Piloto + acompañante en habitación doble: 410 €

Suplementos:

Hotel noche del viernes con desayuno: 50 €

Hotel noche del viernes con desayuno con acompañante en habitación doble: 60 €

FORMAS DE PAGO:

a) Transferencia bancaria a:

Proeuropa Motor, S.L. Banco Popular Español (0075-0077-61-0601257408)

b) Talón a nombre de Proeuropa Motor S.L. ó en efectivo en Britannia, c/ Nuestra Sra. de Guadalupe, 9, 28028 Madrid.

Con objeto de facilitar la organización y las reservas en el hotel, necesitamos que nos confirmes, mediante el pago, tu participación antes del 31 de Marzo. Te agradeceré que lo hagas lo antes posible porque las plazas son limitadas.

Para poder rodar en el circuito es necesario disponer de chaqueta y pantalón de cuero, guantes, botas y casco. También se permite indumentaria de tipo Gore-Tex, con protecciones. Lo deseable, por supuesto, es la primera opción.

Para más información sobre el programa ponte en contacto con tu concesionario, donde te darán todos los detalles. También puedes ponerte en contacto con nosotros en el teléfono 91-724.17.87.

Recibe un cordial saludo.
Marian Robles



Triumph Spain are hosting a weekend track event at the Albacete circuit on May 18-19. There will be rider training for all skill levels and the event is open to all Triumph models.

The price of 350 € per rider (410 € if you are joined by a non-riding partner) includes 2 days on the circuit, medical back-up, 1 night in a 3-4 stars hotel (Saturday night, breakfast included), dinner on Saturday 18, lunches and drinks in the circuit.

If you need more info please call Marian Robles on 00-34-91-433.25.85 or 00-34-91.724.17.87. Bookings must be made by March 31.

Letters

RAT, PO Box 83, Hinckley, Leics., LE10 3ZP, England



Dramatic architecture and strong cultural contrasts were the themes of Rafael's TT600 tour of Morocco.

◀ Moroccan adventure

My name's Rafael Castro Melero and I live in Ciudad Real, in Castilla la Mancha (the land of Don Quixote), in Spain. I've been the owner of a TT600 for a year.

My most recent trip on the bike was to Morocco with my wife and two friends. The trip totalled 3,000 kms, visiting Tangier.

The Caves of Hercules, Rabat, Fes, Meknes, etc. It goes without saying that my bike behaved brilliantly.

Apart from the heat it was a great trip, although for those used to Europe, the cultural differences can be a bit of shock, especially the poverty. However, things are okay if you do a bit of research beforehand. The red tape at customs can be a bit of a pain, but if you 'tip' the right person...!

You also have to be wary of the guides. They're great in the cities, but you always end up in shops that give them a commission. There's no need to worry about the bikes. For about two Euros a night they'll look after them for you. Everything else was fine, but just remember to bring a pen (scarce), drink bottled water, and HAGGLE!

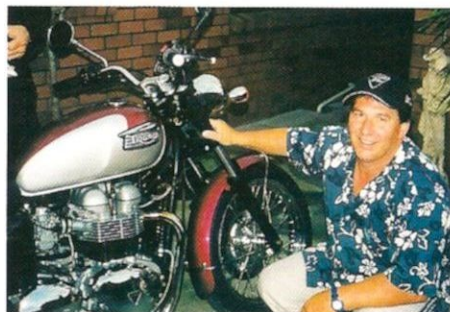
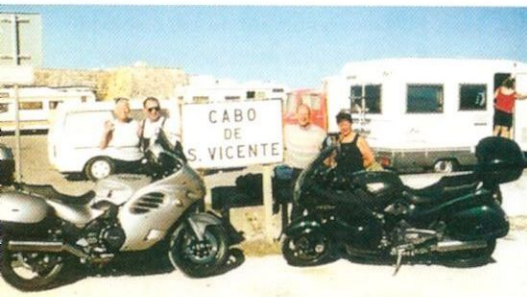
Rafael Castro Melero, Ciudad Real, Spain.

▼ A long way from home

We both sold our BMWs to buy Trophys and are more than happy with the decision. Here we are with our wives at Cape St Vincent in Portugal, the farthest point west in mainland Europe. It was a long way from Yorkshire in England, but neither bike missed a beat throughout the two week trip.

Terry McCarthy and Steve Robinson, Ossett, England.

It's a long way from Yorkshire to Portugal, but these two Trophys proved ideal for the job.



Steve still looks shocked at receiving his surprise present.

▼ Sweet sixteen

Over a 23 year period I have owned 15 motorcycles. This 2000 Thunderbird is the 16th and has the most positive-over-negative features I have yet encountered. It might not be the last bike I will ever buy, but I will never sell it!

Jean Roland Boutin, New York, USA.



This Thunderbird is Jean's 16th bike and his most favourite. Get that sidestand rest!

▲ Birthday surprise

My first glimpse of the new Bonneville was a picture in a bike magazine. "Look at this beauty," gasped my husband, Steve as he pushed the page under my nose to show that Triumph was again producing a version of his first love.

I immediately decided that this was going to be his surprise 40th birthday present. The magazine had a list of Triumph dealers. The rest was easy.

I asked the dealership to keep the bike a secret and they were as good as their word. Just one trip to sign the necessary papers and it was done. The reaction from two more Bonneville fans seeing the bike for the first time while I was in the shop confirmed that I had made the right decision.

It is always harder than you think to get your hubby out of the house. But with perfect timing and a little help from friends the bike was safely delivered, complete with a cover and a big red bow, and hid until the appropriate moment.

I wouldn't change anything. To see the look on his face was worth all the effort. Now I just have to figure out how to get it out of our bedroom!

Thanks to Auckland Motorcycle and Power Sports for their help.

Jackie, Auckland, New Zealand.

▼ Triumph obsession

No-one can say I'm not a Triumph fan! My six-bike collection includes a 1951 Thunderbird, 2000 Bonneville, 2000 Mecatwin Ascot, 1996 Thunderbird, 1998 Thunderbird Sport and 1993 Trident.

I also had a 1999 Speed Triple but found it a bit too sporty for my riding style so I had to sell it.

I'm now impatiently waiting to find out what the next new offering from Triumph will be. Why not a single cylinder to celebrate the centenary!

Raymond Salva, Beaumont, France.

Triumphs occupy a large part of Raymond Salva's life.



A combination of Triumph colours makes Nick Hedderly's Daytona a real stunner.

▲ Sharp dresser

I thought you might like to see the custom paint job I did with my Daytona, combining the standard silver with Roulette Green.

Nick Hedderly, Ivor, England.

Deals on Wheels

Hotels

AUSTRIA:

- Serfaus, Tirol. Hotel Regina. 10% discount, +43 (0)5476 6253.

GERMANY:

- Bad Peterstal, Black Forest. Hotel Palmspring. 10% discount, +49 (0)7806 301.
- Ulm/Lehr. Hotel Engel. +49 (0)731 140 40 400.
- Morstadt. Winzerhotel 'Zum Saalbau'. 10% discount, +49 (0)6247 377.

SPAIN:

- Andalucia. 'Casa Mariquita'. English run bed and breakfast accommodation in a small hillside village 30 minutes south of Granada. 15% discount for RAT members. +34 958 793 681

NEW ZEALAND:

- Best Western Group offer 10% discount, 09520 5418.

FRANCE:

- Pays Basque. 'Errotaldekoroda' farmhouse accommodation. 10% discount, +33 (0)5.59.54.29.77.
- Provence. Auberge de la Benvençudo. 10% discount, +33 (0)4.90.54.32.54.
- Languedoc. Maison St George, bed and breakfast. 15% discount, +33 (0)4.68.33.36.71.

EUROPE:

- ENVERGURE GROUP - 10% discount on Bleu Marine, Kyriad, Clarine, Climat and Balladins 5 - 10% discount in Campanille. For booking, call the main office : +33 (0)1 64 62 46 36 with code F48001 or via internet : www.envergure.fr with code F48001 and password 'Triumph'

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

- Dubbelju Motorcycle Rentals of San Francisco offer Triumph Legends for hire. 10% discount for RAT members on rental periods of over three days. 415-495-2774, dubbelju@dubbelju.com.
- Erne's Euromotos in Zurich, Switzerland, are Triumph dealers who offer bikes for hire at 5% discount for RAT members. +41 (0)1.272.7772.
- UK: Hughenden M40, Oxford. Contact Mike on 01844 279701.

Insurance

- 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.

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 +30 294 94905 (tritours@arafin.gr).

- Scotland: Highland Rider organise tours in Scotland, including the option of using your own bike or hiring a Triumph. Their programme runs from April to September and includes three, five, six or seven day options. 10% discount for RAT members. +44 (0)1506 846616, aw.olstravel@postservices.com.

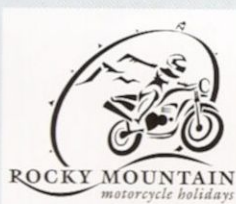
- Australia: British Bike Hire offer tours in the Australian 'Sunshine Coast' area of Queensland, Australia, including Triumph hire. +61 7 547 89887, shotton@telstra.com.

- 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.

- Various: Moto-Tours are a British based company offering guided adventure tours to a range of destinations. RAT members get a 10% discount on published brochure prices. Mototours@aol.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

- USA: Triumph dealers Canyon Ridge Cycles Inc Rentals & Tours in Canyon Ridge, Georgia, in the foothills of the Appalachian Mountains, offer RAT members 10% off when renting a bike or taking a tour. Telephone: 001 770-517-2554, email sales@canyonridgecycles.com, www.canyonridgecycles.com.



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. 20% off published brochure fares on Irish routes, special fares on Harwich-



Holland route. +44 (0)1255 242000 stating account 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

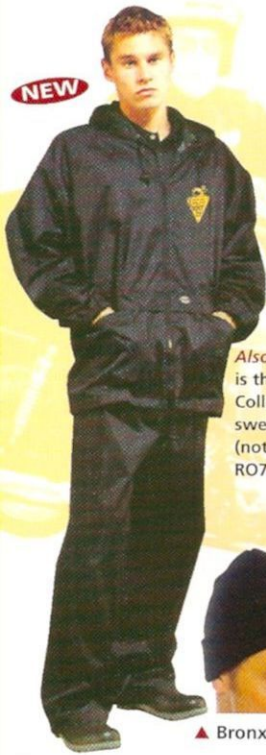
save 15% on their crossings. Call 08705 240241 (UK), 0820 003555 (France), 059 559911 (Belgium). Quote reference ST/TRB for standard return fares and EX/TRB for five-day return fares. Use the suffix TRC for car fares.

- 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.

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▲ Waterproof Jacket & Trousers - R08 - £30 (In nylon carry bag)

▲ Ladies Denim Shirt R13 - £20

▲ Unisex Denim Cap - R14 - £8

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The Gold Collection



▲ Zippo Lighter - R29 - £12

▲ Mag Lite Torch (L/15cm) - R24 - £18

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▲ Cap (green) - R20 - £7

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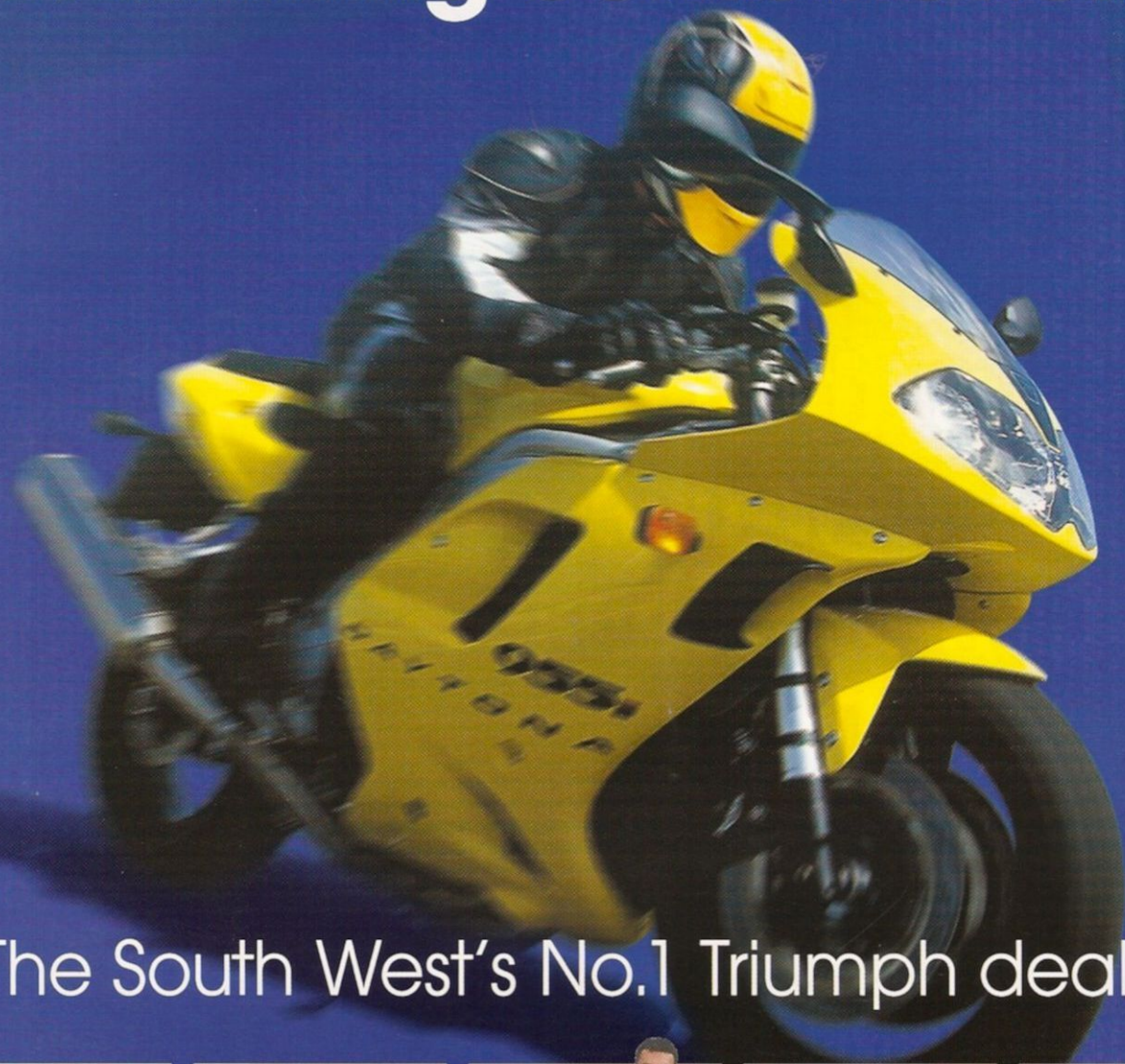
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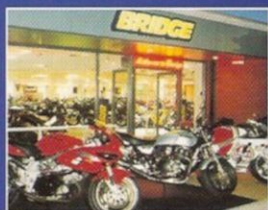
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