

TORQUE

THE MAGAZINE OF THE RIDERS ASSOCIATION OF TRIUMPH

No 24 Summer 2002
UK/International edition



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If you have any questions regarding RAT activities and events in your country, or any questions or problems concerning your RAT membership, please contact your regional co-ordinator.



• **General Manager:**
Neil Webster
tel: +33 1 64 62 38 32 fax: +33 1 64 62 38 30
email: neil.webster@triumph.co.uk



• **Brazil:**
Arthur Bezerra
tel: +55 31 411 7696 fax: +55 31 411 6391
email: a.bezerra@uol.com.br



• **France, Belgium:**
Bertrand Goyez
tel: +33 1 64 62 38 32 fax: +33 1 64 62 38 30
email: goyez@triumph.co.uk



• **Germany, Austria, Holland, Scandinavia & Switzerland:** Rüdiger Buck
tel: +49 160 883 67 20 fax: +33 1 64 62 38 30
email: ruediger.buck@triumph.co.uk



• **Greece:**
Eliza Stylianaki
tel: +30 1 8000 500 fax: +30 1 8000 542
email: triumphgr@ath.forthnet.gr



• **Italy:**
Alessandra Gasperini
tel: +39 02 934 5451 fax: +39 02 935 82575
email: rat@numerote.it



• **New Zealand:**
Raewynne Gardiner
tel: 09 276 6453 fax: 09 276 4065
email: raewynne@northacc.co.nz



• **North America:**
Greg Casey
tel: 678-854-2010 x2039 fax: 678-854-2025
email: gcasey04@aol.com



• **South Africa:**
Mike Davison
tel: 27-11-609 7385 fax: 27-11-609 4118
email: cabcomm@iafrica.com



• **UK & administration:**
Simon Carter
tel: 01455 891515 fax: 01455 891450
email: simon.carter@triumph.co.uk

www.triumph.co.uk

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Editor: Neil Webster
Contributing editor: Bob Berry
Production: Red Square Graphics
Advertising: Jayne Notley,
Warners Group Publications,
Tel +44 (0)1778 391189
Fax +44 (0)1778 394748
Email jaynen@warnersgroup.co.uk

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The sight and sound of a pack of Speed Triples fighting it out on the race track still stays with many British Triumph fans. We look back at the mid-nineties series.



16 Aiming high

Taking on previously unbeaten Alpine passes was part of the challenge for a mountain tour on a Triumph Bonneville.



24 Blown away

Roland Brown gets blown away by a turbocharged Bonnie - at no small cost to his wallet thanks to the US Highway Patrol.



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Edward Turner was pivotal in turning Triumph into one of the greatest names in motorcycling. We turn the clock back to the 1930s to assess his influence.

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RAT helps you get the most from your Triumph with a range of massive savings on a wide range of motorcycling activities and services.



Out of the ashes

Work has already begun to rebuild the sections of Triumph's Hinckley factory damaged by fire on Friday March 16. Full motorcycle production is scheduled to restart in early September.

The fire is believed to have stemmed from an electrical fault in the assembly hall of the original Hinckley factory (known as 'T1') at around 9pm in the evening. Although the assembly line and adjacent component store, administration office and plastic moulding area were damaged, emergency services managed to prevent the fire from spreading to other parts of the complex.

Damage to component production and paint shop areas and the engine assembly line was restricted to the effects of smoke.

The design and development building was unaffected, as was the parts, clothing and accessories department and new Triumph factory unit ('T2'), which are located on separate sites in Hinckley and continue to work normally.

Stocks of machines already delivered to dealers and distribution hubs worldwide will help to maintain supplies of new motorcycles during the Summer, prior to production



Prince Andrew, the Duke of York, made a morale-boosting visit to Triumph's Hinckley fire just days after the fire. He discusses the company's recovery plan with Triumph Managing Director Karl Wharton.

restarting.

Some models, such as the new Speed Four, production of which had only just begun, will however be in short supply until production recommences.

Special attention has been given to ensuring that supply of spare parts is unaffected by the fire.

A temporary warehouse facility has been rented in Lutterworth, about ten miles from Hinckley. This unit is fully computerised and linked to the main factory to allow Triumph to both maintain supply of parts to customers and dealers as well as to build up a stock of components for when production restarts.

As a result, no shortages or delays in supply are foreseen on the vast majority of parts, 98% of which are available from stock and accessible to Triumph dealers through the Triumph On-Line Parts ordering system.

Said Triumph Managing Director Karl Wharton: "Triumph Motorcycles have produced many famous models over the last 100 years and we plan to produce many

more great motorcycles when production is up and running again in September."

Perfect start

Triumph's new Speed Four made a perfect racing debut at the Le Mans 24 Hours meeting in April.

Entered in the opening round of the French 'Roadster Cup' series for naked midweight sports bikes, 20 year-old French rising star Tommy Gallet took a brand new Speed Four to pole position and then blasted to the race win, setting the fastest lap in the process.

Backed by dealer Beaumont Motos, Gallet will now contest the full series, where the main opposition comes from Yamaha Fazers, Honda Hornets and Suzuki SV650s.



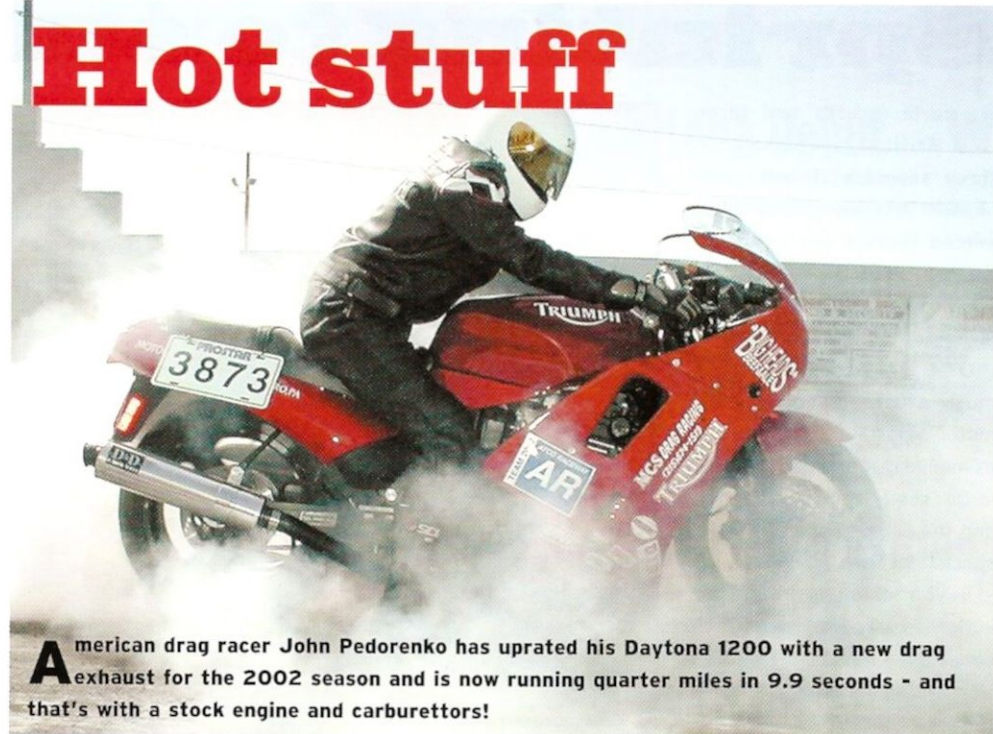
Outrageous!

Three years' interest free credit may sound outrageous, but that is the latest offer on the current Sprint ST, Sprint RS and TT600 models. The promotion was launched on 24 April and will run until the end of June 2002. A minimum 20% deposit is required.

The promotion is available through all authorised Triumph dealers excluding the Channel Islands.

Bruno Tagliaferi, Triumph's UK Sales & Marketing Manager commented: "The market is currently very competitive. We were fortunate prior to the fire in having good stocks available of these three models. It means we can support our UK dealer network and provide our UK customer base with the best possible finance package."

Other models in the Triumph range such as the Tiger,



Hot stuff

American drag racer John Pedorenko has uprated his Daytona 1200 with a new drag exhaust for the 2002 season and is now running quarter miles in 9.9 seconds - and that's with a stock engine and carburetors!

Thunderbird, Trophy 1200, Speed Triple and both Daytona models continue to offer 12 months interest free finance or low cost customer finance 24, 36, 48 or 60 months.

European Superbike School

The European Superbike School, as featured in Torque 22, will be holding all its events in 2002 at Nogaro in the South of France. There is a range of available packages ranging from a three-day school on your own bike, to three-day school on one of the school's TT600 machines.

All RAT members qualify for a 10% discount on the usual rates. Contact the school on 0870 2415159 or visit www.tdt.co.uk for pricing and availability.



Hands off!

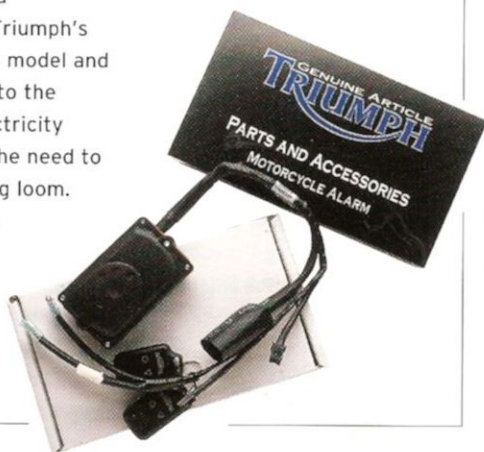
To help keep unwelcome hands off your pride and joy, Triumph have added the latest state-of-the-art alarm/immobiliser to their range of accessories.

Based on the Datatool Series 3 alarm, the Thatcham approved unit is a development of Triumph's popular Veto Evo model and plugs straight in to the motorcycle's electricity system without the need to cut into the wiring loom.

Other features include:

- Secure PIN override with a PIN number to disarm the alarm if the transmitter is lost.

- The choice of a silent or audible arming signal.
- Intelligent auto sleep mode to protect battery voltage levels.
- Hazard light function.
- Eight optional siren tones.
- Failsafe relays.
- Fluid movement detection.
- Transmitter battery level warning.
- SRA and SCM approved.
- Diagnostic LED.
- Thatcham Category MC1 compliant.
- Random code system for secure disarming.



Three wheels better?

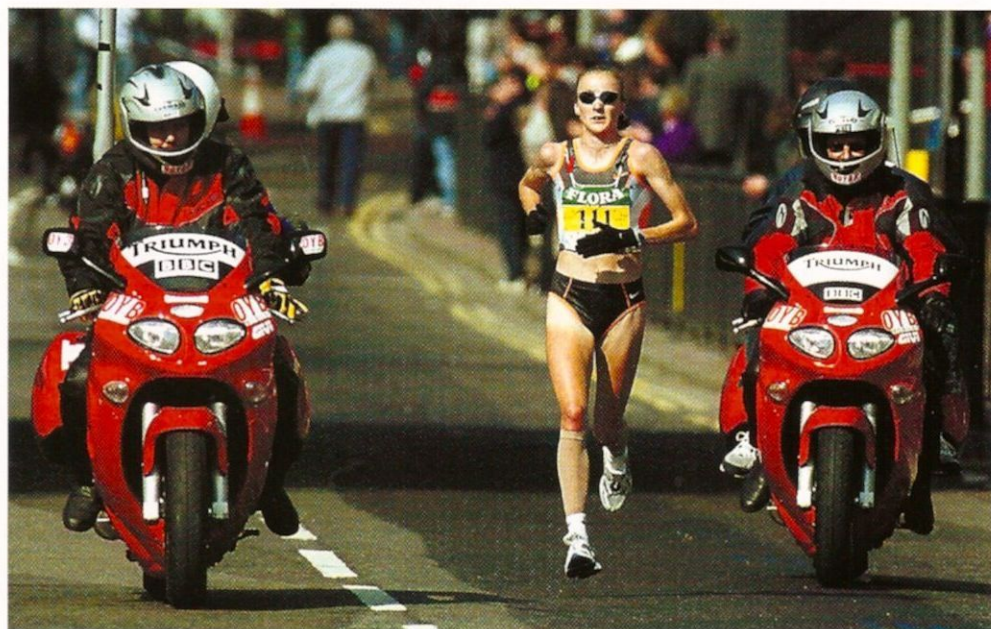
This wild Sprint RS was spotted in an advertisement in Australian Motorcycle Trader magazine. 'Independent rear suspension, awesome performance, top box included!' The asking price? AUS\$27,500 'Buy the trike, get the bike free'.

Sprinting to success

World records and three British successes in three separate classes were beamed into the homes of 42 million viewers worldwide via camera bikes on Sprint STs during the 2002 London Marathon in April.

OYB are one of the UK's most trusted suppliers of motorcycles and riders for use as mobile camera platforms for large scale sporting events, and the company has forged a special link with Triumph.

Seven STs tracked the action, with four bikes used to concentrate on the ladies race won by Paula Radcliffe in a time of 2:18:56. OYB have been covering the marathon for 20 of its 21 years and have been using Triumphs for the



last five years.

Ian White of OYB explains: "We have tried bikes from all of

the manufactures but we like Triumph - they produce good bikes." Keep your eye out for

the bikes at this year's Commonwealth Games in Manchester.

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RAT has negotiated discounts for members of 10% on the advertised prices for the following track days being run by track day professionals TrackTamers. Contact Bruce Card on 07956 859837 to book an event, or visit their web site on <http://www.tracktamers.co.uk/>. Prices in brackets indicate costs to non-members.

17 June	Cadwell Park	- Full circuit	£79.90	(£89)
12 July	Llandow	- Full circuit	£45	(£50)
13 July	Llandow	- Full circuit	£55.80	(£62)
19 August	Cadwell Park	- Full circuit	£79.90	(£89)
16 Sept.	Cadwell Park	- Full circuit	£79.90	(£89)

Endurance success for French Daytona

French dealer team Strike Moto took their Daytona 955i to victory in the opening round of their national Endurance Championship at Ledenon in May.

Sporting number 100 to celebrate Triumph's centenary, riders Michel Huin and Jean-Paul Leblanc moved from 11th on the start grid to come out on top of the 94 bike field after 300 miles and four-and-a-half hours' gruelling racing.

Based at Amberieu, east of Lyon, the team will now contest the full four-round French domestic endurance series as well as the international 'Master Endurance' Spa 24 Hours and Bol d'Or events.



Finishing touches

Add a touch of class to your bike with two new accessories released for the Summer.

- The Daytona 955i and Speed Triple axle nut cover kit consists of a stylish quick release cover for either end of the rear wheel spindle.

Manufactured from silver anodised billet aluminium, they are finished with the Triumph logo and fit any single sided swinging arm Daytona or Speed Triple model.

To order from your Triumph dealer, quote part number A9648000.

- A new high chrome lower yoke cover has been added to the extensive choice of accessories available for the Bonneville America. The cover fits directly over the lower yoke to give it a superb finish.

Part number A9738086.



UK Dealer News

Flitwick TT Daytona Debut

Steve Linsdell, owner of recently appointed Triumph dealer Flitwick Motorcycles, is racing a Daytona at this year's TT.

Returning to the Island for his sixteenth visit, Steve plans to run the Daytona in the Production and Senior races. Steve has scored several top three places with his best result being on a Saxon Triumph five years ago. This was enough to win him the prestigious 'Joe Craig Trophy' for the best performance on a British bike.

Flitwick Motorcycles, Station Road, Flitwick, Beds. 01525 712197

Pole Position in Prime Position

Few dealerships can boast of having thousands of potential customers outside their shop each Tuesday evening. New solus Triumph dealers Pole Position have one of the most enviable showroom locations in the country.

Situated at Bassetts Pole in Sutton Coldfield, the showroom is a stone's throw from one of the most popular bike meeting spots in the United Kingdom.

Pole Position's Terry Wright plans to offer exclusive parking at the dealership for RAT members at the regular Tuesday night meetings and he is keen to start a RAT pack from the dealership. If you are interested in helping establish this pack contact Terry on 0121 323 3523 for a chat.

Pole Position Triumph, Bassetts Pole, Sutton Coldfield. 0121 323 3523.

Taylor's go solus

From April 1, Taylor's of Taunton became a dedicated Triumph dealership. In addition to the full 2002 line up, the showroom has a range of clothing, parts and accessories. Colin Rutter, from Taylor's welcomed the move.

"We are promoting a lifestyle at Taylor's. Triumph is more than just owning a motorcycle. We aim to be the best at everything - including our RAT Pack." Contact the showroom on 01823 282321.

Get The Edge

Lunched by the Motorcycle Industry Association and supported by Triumph, The Edge offers discounts on services for successfully completing a riding assessment.

The four-hour training course is run by off-duty police officers on their own bikes, and as well as concentrating on riding technique, bike maintenance, security and first aid are covered.

UK RAT Co-ordinator, Simon Carter, attended an assessment in April and was impressed with how the scheme operates. "The scheme ran well. It helped me re-focus on several aspects of my riding technique and it was a highly enjoyable and challenging day." Contact The Edge on 0870 442212 or check www.get-the-edge.co.uk.



The Sound of THUNDER

The sound and sight of first generation Speed Triples battling their way around British race tracks in the mid 90s was a memorable experience.

Chris Pearson takes a look back at a series that helped make the big triples an instant modern classic.



The unfaired 'Café Racer' style of the original Speed Triple brought a breath of fresh air to the mid-nineties UK racing scene.

The seeds were sown for the series in late 1994 following the success of a one-off 'Past Masters' race held at the annual Mallory Park Post T'T event. Big names from the world of 70's and 80's racing took part in a supposedly friendly race around the 1.37 miles circuit, all on identical Speed Triples.

There were notable performances from several 'old timers' including Americans Gary Nixon and Dave Aldana, the latter resplendent in his skeleton leathers, previously banned by the AMA on the grounds of bad taste.

Devoted Triumph supporter Eric Bailey came up with a plan to develop a whole series devoted to the triples and managed to attract the interest of Donington Park racing boss Robert Fearnall. The package was finally

complete when Mobil stumped up the necessary cash to make the Speed Triple series a practical proposition.

The series would be run as support races at British championship meetings. The machines would all be privately owned and entered yet virtually identical. Close racing was guaranteed.

The set-up specification was set with the help of grand prix star Ron Haslam. The suspension was altered for race use and a Micron race can fitted. The tyres were controlled by the homologation of just one type and make of rubber, the highly rated Bridgestone BT50.

The Triumph Speed Triple was part of the Triumph T300 series. Designed as a modern cafe racer, with naked looks and clip-on handlebars, it made an unlikely racing machine. The engine was taken from the Trident 900

smoke and misfires. To cure this most riders developed a 'T' section that allowed the pipe to still vent into the air box but deposited any oil residue into a catch tank mounted at the lowest point of the pipe.

The modified parts could be easily purchased, thus creating a one-make series that would ideally spotlight rider talent rather than wallet power.

The first race of the series was held at Haslam's home circuit of Donington Park and the field of riders was very strong indeed. The prize money exceeded the amount that could be won for the full on Superbike championship with each Triumph victor taking home in the region of £2000 per round making the Triumph series a very popular second ride for most of the top open class runners.

Mark Phillips, Matt Llewellyn, Haslam and many more took their place on the grid the majority mounted on sponsor's machines with many enthusiastic Triumph dealers actively taking part. Phillips, a former top level competitor, was encouraged back into the world of racing when close friend and race enthusiast Steve Overton bought the triple and arranged the necessary backing for Phillips to compete.

Triumph UK sales and marketing manager Bruno Tagliaferri takes up the story: "It gave the Speed Triple credibility as well as making Triumph more visible at key circuits. It also brought the Triumph dealers into

the equation who supported it very well indeed," he explained.

Backing for the championship was very good with title sponsors Mobil putting up considerable amounts as prize money for each round. The size of the pot inevitably meant that the Triumph Triple series was beset by a run of cheating allegations that forced many a leading competitor to disassemble their machines in the scrutineering bay. Luckily though most claims were unfounded and the spirit of the competition was never undermined.

The points situation went completely to the wire between Phillips and Llewellyn. Going into the penultimate round at Mallory Park, Llewellyn held the points advantage over Phillips but his luck faltered in the wet conditions and the Leicestershire rider came home in seventh place while Phillips romped home to take the win and a one point advantage.

Now both riders shared three wins apiece and with the final race ending exactly were it began a few months earlier at Donington, the championship was going to be decided in a one-race dash to the flag.

In tricky damp conditions it was Phillips who yielded first, crashing out in the ultra fast Starkey's Bridge section. Then Llewellyn, with the crown safely in sight, lost control at the tight Goddard's hairpin, handing the final victory to current Supercup rider Paul Brown.



The Speed Triple Challenge ran for three seasons in Britain, but Triumph one-make series have also flourished in Germany and France, where the TT600 Cup still guarantees close racing for Triumph fans.



In 1997 the Challenge ran for a season on the new T509 version of the Speed Triple.

It wasn't only the young guns who capitulated that day. Haslam, fighting for a final third placing in the standings, also threw it all away in the heat of the moment. Luckily all were uninjured, third place in the championship eventually going to endurance racing expert Brian Morrison.

Llewellyn's fall handed the championship title to 'The Captain' (so-called in reference to Princess Anne's first husband, international horseman Mark Phillips, who really was an Army Captain).

The popular Lincoln racer and now bike clothing shop owner, claimed the crown while sitting it out on the track side. His Webb's of Lincoln backed Speed Triple had carried him to the overall title, but even more importantly marked his return to near full fitness following a horrific crash while riding for the Loctite Yamaha team some six years previously.

Phillips once again lined up as a firm favourite

for the 1996 Speed Triple series, but an unfortunate incident while testing resulted in a broken collarbone and thwarted a back-to-back title challenge.

The 1996 title was won by TT specialist David Jefferies, with Paul Brown second. The introduction of the all-new ally framed T509 at the end of that season marked a change of direction for both Triumph and the Speed Triple Challenge, which ceased after a third and final series in 1997.

Triumph one-make series still feature on race programmes however. The French TT600 Cup is in its second season and guarantees close racing between hungry young riders on virtually identical machines.

And with young rising star Tommy Gallet already setting the pace in the French Roadster Cup for 'naked' 600cc sports bikes on a new Speed Four, echoes of the old Speed Triple Challenge can still be heard.

“With young rising star Tommy Gallet already setting the pace in the French Roadster Cup for ‘naked’ 600cc sports bikes on a new Speed Four, echoes of the old Speed Triple Challenge can still be heard.”



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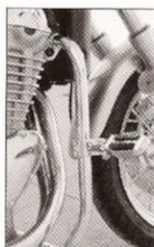
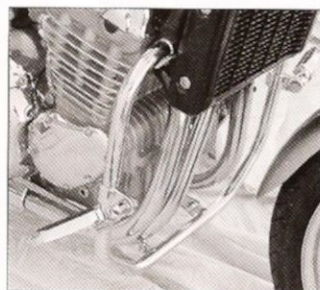
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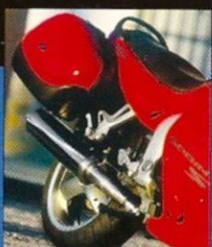
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Alpine CONQUEROR

Thomas Mayer scales the one remaining Alpine pass that had defeated him many times before - and the Bonneville impressed him so much that they will be staying together forever.

Climbing up the Gavia; in bad conditions but more of a challenge than Stilsfer Joch.



R



Barrage de Castillo. A huge reservoir surrounded by a beautiful landscape, narrow pass roads and canyons.

NERVOUSLY watching the sky, we unload our bikes from the train in Lorrach. Doesn't look good for a biker's touring week but the weather won't dampen my spirits as I eagerly look forward to starting my first big tour on the new Bonneville.

However, when I lose my sun glasses in the heavy rain of La-Chaux-de Fonds we decide to change plan. The weather forecast for the entire Alps region is very bad except, unsurprisingly, for the south of France. Let's change direction!

We are lucky to find clear skies in Montreux and dry our kit in the sun while enjoying our first cafe au lait. An elderly man (French or Swiss?) wants to know the age of the bike. I would be asked this question frequently during our trip; proof that the Triumph designers have skilfully combined past with present in the styling of the Bonneville.

In the evening we ride towards Annecy, a town well-known for its culinary treats and a compulsory stopping place when heading south. Uli, my long-time touring partner, grins when I stop at a little village to take a picture - the Triumph in a village named 'Bonneville' is a must.

Almost unavoidably we cross the familiar Col de Galibier - altitude 2600 metres. The weather is great, although a rather cool at this height. Descending to the Lautarec about 600 metres below, we now make our way towards Brancon/Gap finding our night quarters after a brief search in Draguian. The hotel does not live up to our expectations but dinner in town is first class. We dine outside, appropriately on a nice August day in the Provence.

As we are spending two days in this area we decide to go on a Provence boat cruise - especially since the harvest of lavender has just started and its fragrant smell is all around.

We spend half a roll of film taking pictures of the endless lavender fields surrounding us in



On our way to Gorges de Daluis. Impressive canyons from Bauxite-red coloured rock.

On winding roads the
Bonnie seduces me with
its great handling and
enormous torque.

the Sault region on our way to Mont Ventoux. In the far distance the mountain is waiting for us with its huge snow-white peak.

Although it is only 1900 metres high it is extremely cold on its treeless hilltop. However, a little later we stop in Apt for a coffee break and visit a flea market at 33 degrees! A station wagon would be handy now.

On the winding roads the Triumph Bonnie seduces me with its great handling and enormous torque - which we had improved somewhat with a replacement exhaust system.

After fruitless efforts to find a room in one of the pretty provincial towns we end up in the capital, Aix-en-Provence. Uli was finally



Approach from Bormio
(south ramp) to the Stifser Joch.

convinced that it is not an ugly industrial city but a wonderful example of the French way of life and architectural style. The evening meal at the 'Paris' restaurant on the famous Cour-de-Mirabeau is therefore a long one.

A day earlier the Gorges-de-la-Nesque had whetted our appetites for the French canyons and so now we head for the Grand-Canon-du-Verdon. Up we go and take the north route to Castellane.

THE weather is just great with biker-friendly temperatures so we decide to cross Europe's highest pass today - the Col-de-la-Bonette. Normally shrouded in mist and rain we are lucky to enjoy the beautiful panoramic view from the top before, with some sadness, leaving the Mediterranean behind to ride deep into the Alps.

There's no way of escaping the mountain weather anyway, so I just let the Bonneville roll from Bonette to Barcelonette, our night destination. I enjoy the silence and listen to the sounds of the tyres and brakes. Two guys on a BMW are passed and left behind and we were to meet up with them later in the hotel.

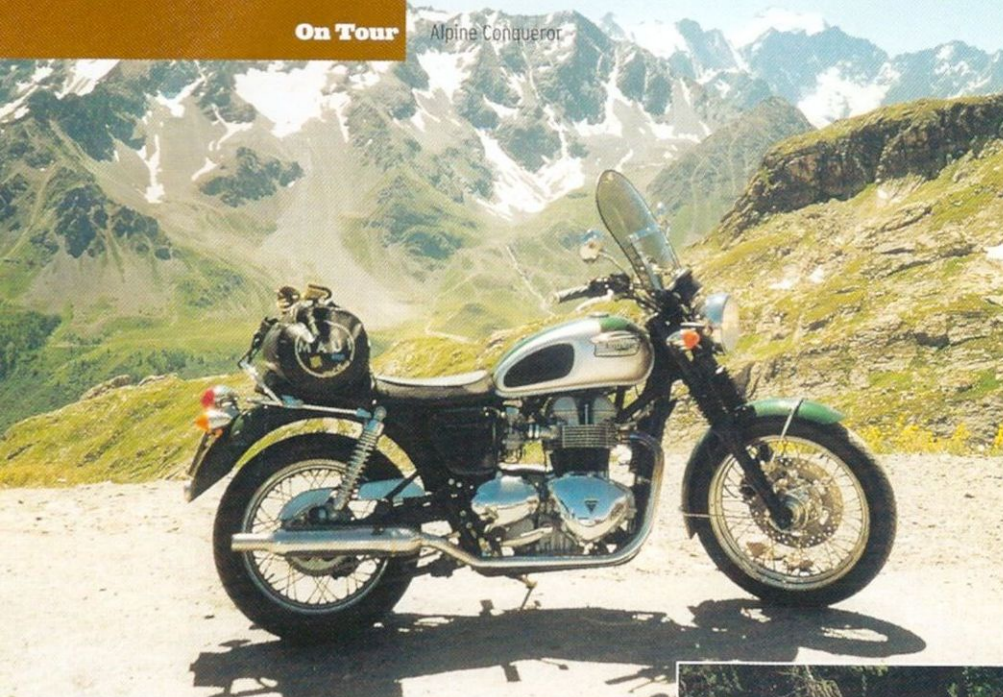
In all situations the Triumph engine works fine, no problems in the pouring rain of the Jura or at 33 degrees in the Provence. Everything's fine. The next day we take a longer excursion on the autobahn in order to save time going to Como.

At Lake Como we find a pretty hotel on the lakeside and book in after a 15 minute search for the owner. Our night's sleep is interrupted by impressive thunderstorms over the lake. The heavy rain means we have to break out our wet

A treeless mountain:
Col de la Bonette, Europe's
highest road pass.

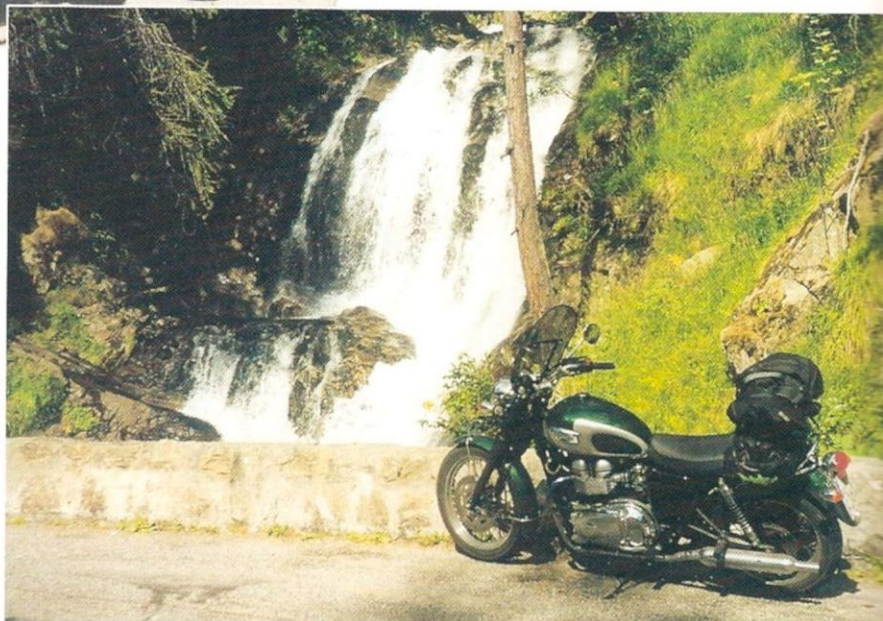


In all situations the Triumph engine works fine, no problems in the pouring rain of the Jura or at 33 degrees in Provence.



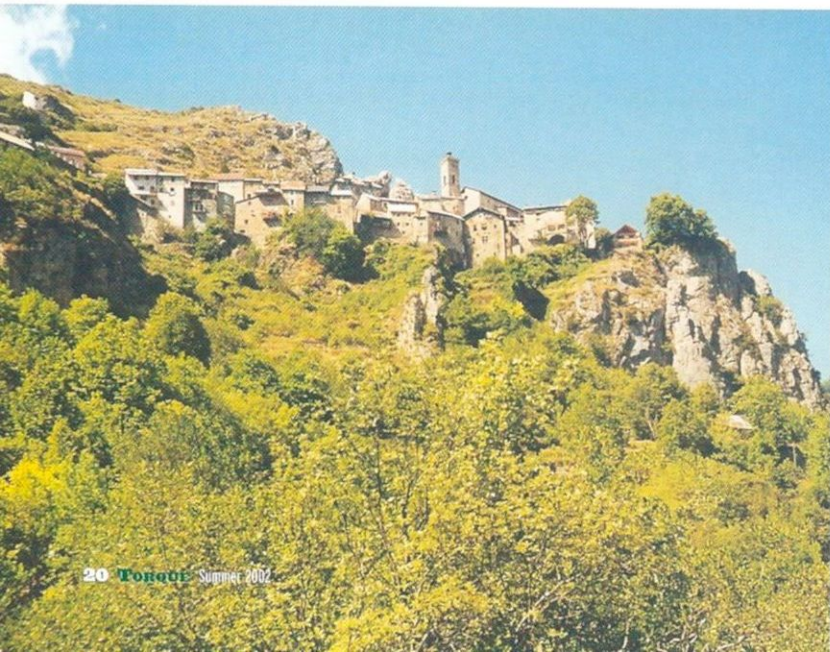
Leaving the Grand Canyon de Verdon on our way to Castellane, the main starting point for all canyon freaks.

At some parts
the turns are
extremely tight
and the traffic
is murder.



On our way to the Col.

Vegetation is getting less in this altitude as is the population.



weather riding gear, making sure our papers are accessible and sealing the zippers of the luggage.

No matter what the weather, today we would cross the only European pass that had previously defeated us many times due to its heavy snow - The Stilfser Joch. Let's see if it is really as extreme as people always say.

Masochistic motorcyclists had told us that riding up this pass in bad weather is pure hell but we encounter only rain and cold. At some parts the turns are extremely tight and the traffic is murder.

On the top we don't find 'the best rolls of the Stilfser Joch' as we had read in Germany, only expensive and average food. Warming up a bit before the northern descent we observe children on bicycles. This impresses me somewhat and puts our own conquest of the pass into perspective!

The sky lights up and we ride down to Meran where we manage to lunch outside just before it starts to rain again.

I have had around 20 different bikes during my life but the Bonnie will be staying with me.



Bonneville in France, about 20 miles south-east of Geneva.

It's the weekend now and we see a lot more bikers. Do we wave or not? If the answer's yes I'd never have my left hand on the 'bars. The problem is solved easily; the Italians don't greet because they have too many bikers at home. The Swiss don't greet because they ride so fast that they can't lift a hand for a second. The French also ride fast but they greet with the right foot when they pass another biker; I really like that especially since they must have seen our German licence plate.

On Jaufen Pass, which we cross the next day on our way north, the restaurant owner tells us that he welcomes more than 1000 bikers on a sunny weekend. This might be underestimated as we are astonished by the masses of bikers up here in bad weather!

One solitary rider was up here on a Kawasaki W650 and we have a long discussion about our respective bikes. A picture of the two of us together conciliates English and Japanese biking camaraderie. This would probably not work with ingrained Harley owners.

I am totally pleased with the qualities of my Bonnie, now completely covered with road grime - which I think makes her look much more like the original.

In the south Tyrol I meet my wife who has driven down from Hanover. After a detour to Lake Garda with Aida in Verona we quickly run down to the Toscana for ten days in the area aboard the Bonnie.

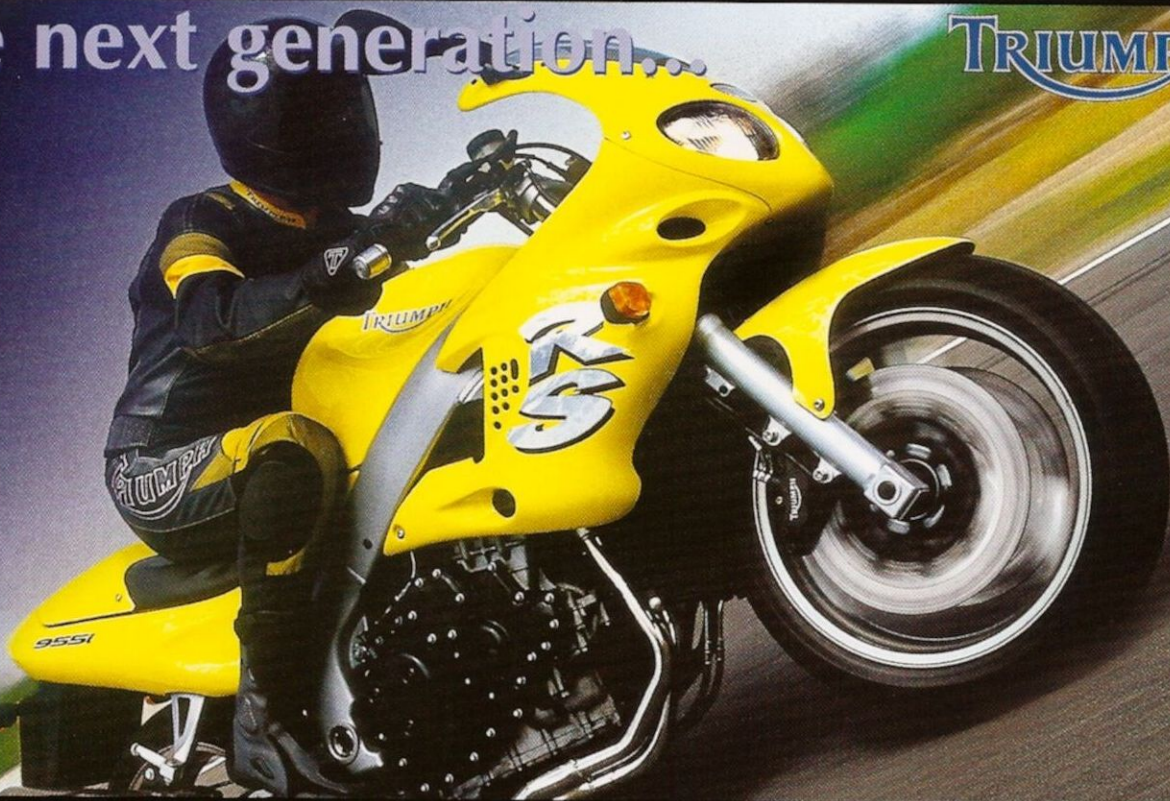
After wearing it for 30 years, I exchange my jet helmet for an integral helmet for long ride back home. My caring mother had given it to me as a birthday present.

My Triumph dealer in Syke near Bremen is already waiting for me to bring the bike in for a service and has a new fuel tank cap ready (I had lost mine in Italy). A few days later I pick up the bike - and it's raining. They had washed it so nicely and how does it look now?

I have had around 20 different bikes during my life but the Bonnie will be staying with me. After the long tour she will stay in the garage and rest for a while. So will I.

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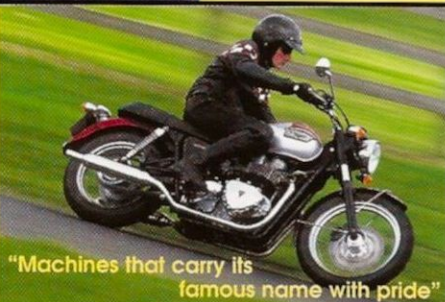
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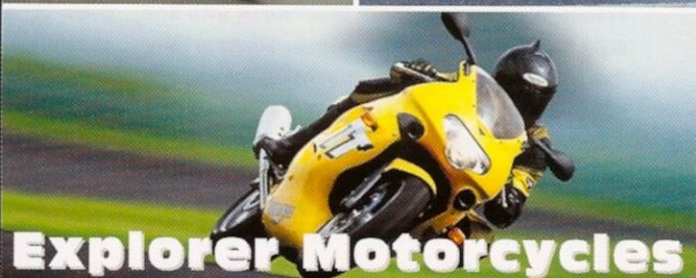
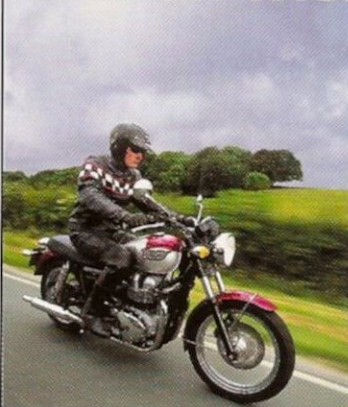
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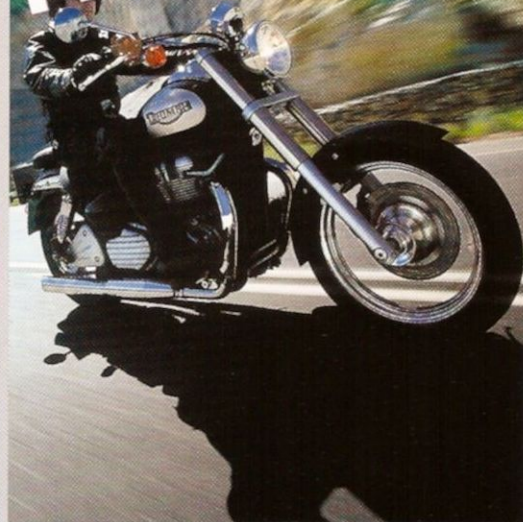
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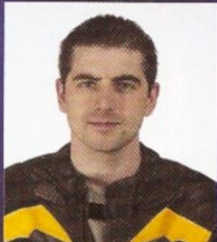
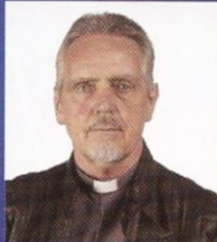
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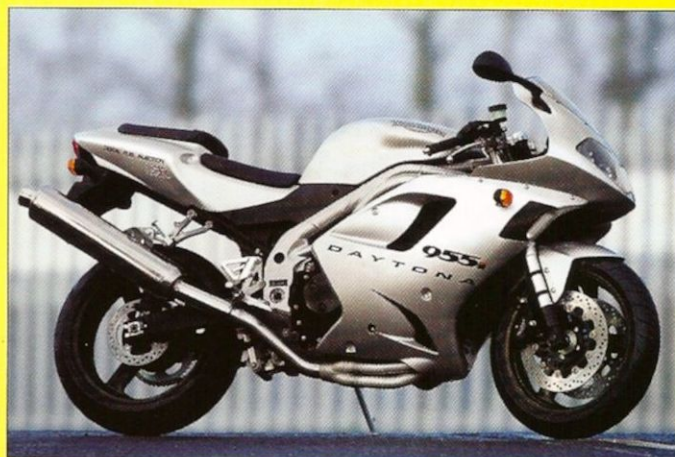
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Not the best riding style to avoid the attention of the Highway Patrol. Roland gets down to business between the high bars.

Roland Brown gets aboard a Hinckley Bonneville with twice the horsepower of the standard bike, courtesy of a turbocharger. At some cost to his wallet however, as he falls foul of the Daytona Highway Patrol...

SITTING on a stationary Bonneville at the side of the road in Daytona Beach, Florida, while a police officer wrote out a speeding ticket, I couldn't help smiling at the irony of the situation.

At the press launch of the new Hinckley-built Bonnie some time earlier, I'd held the throttle open and crouched over the petrol tank in time-honoured fashion as the twin had edged towards the 100 mph mark that I'd been determined to crack for old times' sake.

In Daytona, riding US firm Turbo Connection's turbocharged Bonneville, things

had been very different - and rather more dramatic. Heading back towards town to return the bike to its owner Brian Olson after my test, I'd been unable to resist a final brief burst of acceleration that had sent the Bonnie roaring through the ton mark. Then I noticed a radar-wielding policeman at the side of the dual-carriageway.

Moments later the road ahead was crawling with police who waved me down to issue a ticket for 101 mph and a fine of \$266 - Ouch!

I certainly hadn't planned to test Olson's latest creation in quite such an expensive way but the incident had at least confirmed the 'blown' Bonnie's speed potential. Needless to

BLE JEOPARDY



Well, it was Daytona Speed Week, and boys will be boys...



Silencers were modified by Brian on this bike but he now supplies a four-into-one exhaust system with his kit.

Speeding tickets are an inevitable hazard when you ride the Turbo Connection Bonneville.

say, I didn't bother mentioning to the pistol-wearing officer that a little further down, he would have seen a substantially higher number on his radar gun.

Speeding tickets are an inevitable hazard when you ride the Turbo Connection Bonneville. If ever there is a performance mod that changes the character of a motorbike, then it's bolting a turbo on to it.

In standard form the new Bonnie is a torquy, soft-running cruiser with a distinctly different image to that of the racy original T120



The AeroCharger turbo's plumbing isn't pretty but the Stage Kit doubles the power.

Brian has also successfully used the Aerocharger unit on Triumph triples and couldn't wait to try it on the new Bonneville.

Bonneville of the Sixties.

Turbo Connection's free-breathing special brings the new Bonneville closer to its roots.

With the simple addition of the turbo, the twin is transformed into a rev-hungry predator that demands to be ridden in a considerably more aggressive fashion. The days when a parallel twin could rule the roads are long gone, but with a turbocharger in place the new Bonneville's spirit is close to that of its forebears of four decades ago.

The dyno figures show the difference that a forced induction system makes. With the Stage One kit, which sets boost at seven psi (0.48 bar), the 790cc twin's peak rear wheel output is lifted from 53 to 89.6 bhp at 7300 rpm,

with a healthy rise through the upper part of the rev range.

In Stage Two form on the bike I rode, with 10 psi (0.69 bar) of boost, max output leaps again to a distinctly useful 108.9 bhp - double the standard output - at the same revs.

This bike is the latest in a line of turbo Triumphs from Olson, who is based in the appropriately named Rapid City in South Dakota. After getting involved with turbochargers for cars, he turned first to snowmobiles and then to bikes, specialising in Triumphs.

When Olson heard that Triumph was set to revive the Bonneville he couldn't wait, and secured delivery of his local dealer's first machine.

The kit is based around the compact, American-built Aerocharger turbo unit which in recent years has been used on numerous bikes from V-twins to straight fours.

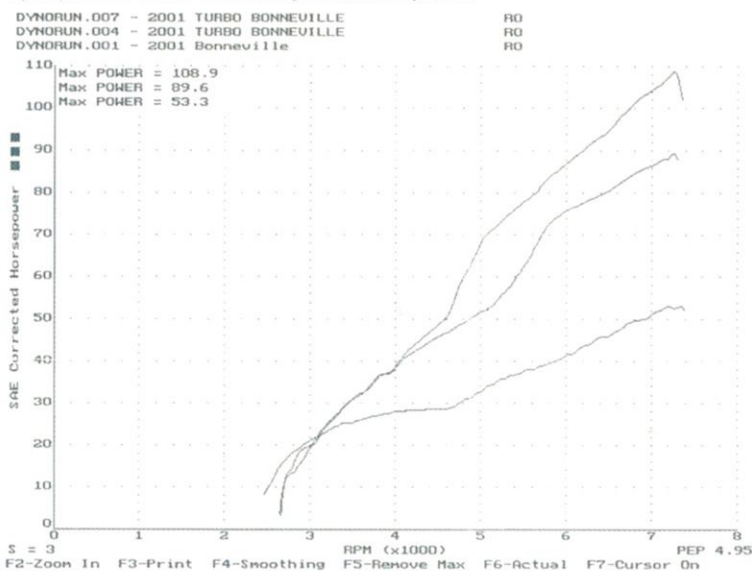
When I rode the freshly finished bike in Daytona, my first impression was very positive. You wouldn't say that the turbo and its assorted plumbing look exactly neat, hung down in front of the traditionally styled parallel twin motor, but there's a certain strange appeal about the whole crazy bike.

From the rider's seat the bike looked normal but certainly didn't sound it when I fired up the engine, which came to life with a deep bark through standard 'peashooter' silencers that Brian had cut and re-welded without their innards.

Tickover was set slightly high but the Triumph's response at low revs was good and it pulled away crisply enough to make me think that it would be easy to handle even in heavy traffic.

It was certainly pleasant enough to ride as I headed out through the outskirts of Daytona. In the lower gears, simply tweaking the throttle sent the bike shifting smoothly forward with pretty much the easy gait of the standard model.

Dyno printout of the turbocharged Bonnie's power.



If you love the Bonnie but crave extra power, this could be the answer...

Payback time came the moment the Bonneville's boost level reached the critical point. Suddenly the Triumph was transformed, snapping forward with an angry roar and a shoulder-splitting surge of acceleration that had me holding on tight and grinning like a madman behind the raised handlebars.

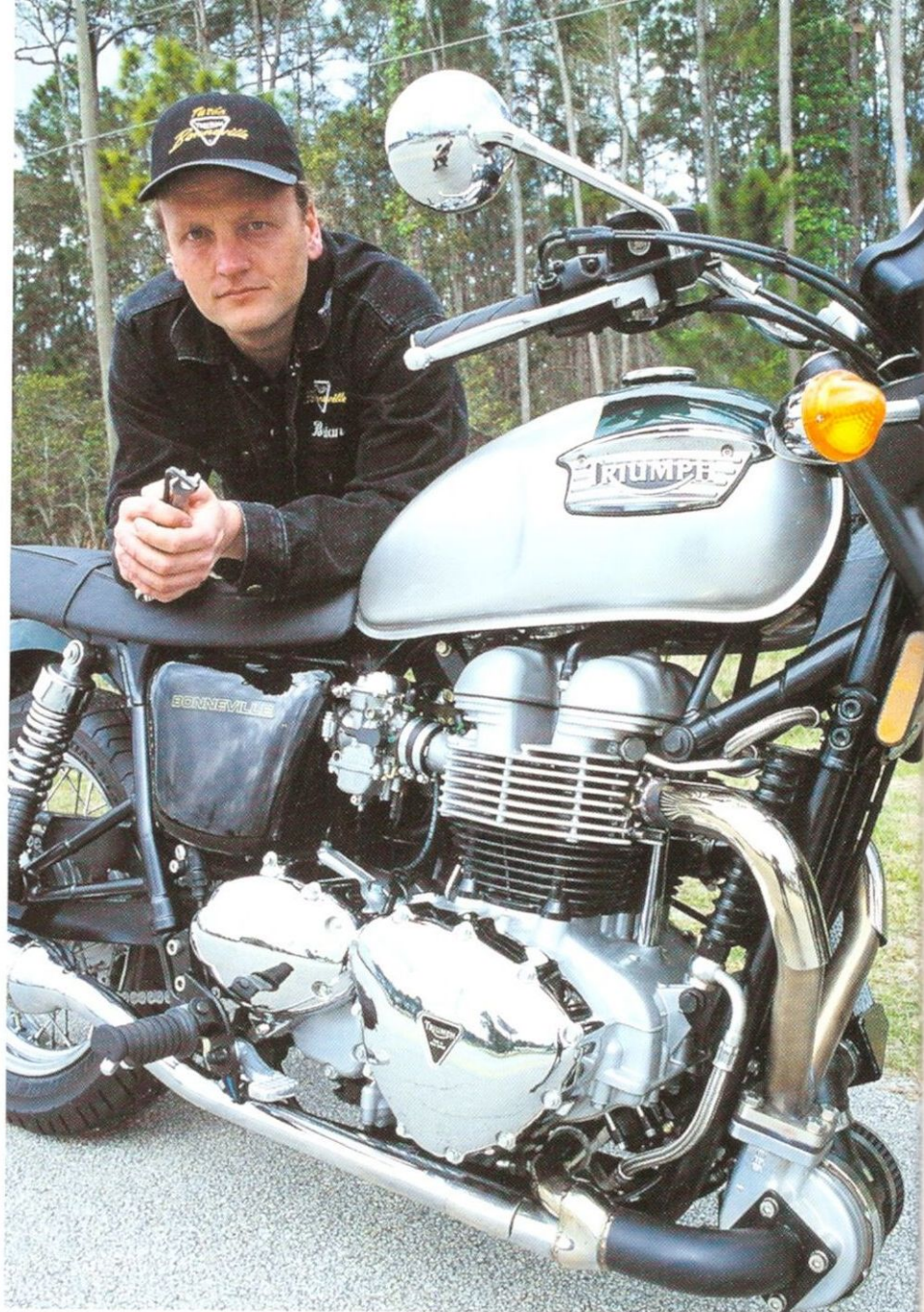
The road out of Daytona was crowded with bikes and soon I was roaring past them all: Harleys, a couple of Buells, even a Kawasaki sports bike... Taking on all comers and smoking them on the Bonnie.

So what if they weren't trying too hard; this was much more like it. Suddenly I was aboard a fire-breathing monster that reminded me just why Triumph's hot-rod was so named in the first place: for the famous Bonneville Salt Lake exploits of Triumph's Johnny Allen and other high-speed heroes of the Fifties. Not to mention Rollie Free, whose famous horizontal, wind-cheating riding position aboard his big Vincent at Bonneville just had to be re-created on a deserted Daytona straight.

Standard gearing meant it hit the rev-limiter at around the 120 mph mark, but the turbo Bonnie's strength isn't high top speed, it's the way it stretches your arms and your cheek muscles between 60 mph and a ton.

This encouraged me to ride the bike in a completely different way to the standard Bonneville, keeping the revs up and using the freshly doubled horsepower at every opportunity... including, unfortunately, the last and most expensive one.

The policeman was not impressed, either by my speed or the fact that I wasn't carrying a



Turbo Connections' Brian Olson with his fire-breathing creation.

driving licence, a legal requirement in the States. He made me abandon the bike to be collected by Brian, who fortunately was not far behind in his pick-up truck.

So my test of the world's quickest Bonneville ended badly, but not before I'd had a great time. Bolting a turbo to Triumph's twin hasn't produced the most practical or sensible bike in the world, but it has certainly added plenty of performance and excitement. If you love the Bonnie but crave extra power, this could be the answer. Just be careful where you open it up...

■ Turbo Connection, 2019 Eclipse Avenue, Rapid City, South Dakota 57703, USA. Tel/fax: +1 605 393 0816. E-mail: Turbo595@aol.com . Needless to say, fitting a turbo to your Bonneville will invalidate the manufacturer's warranty!!

... just be careful where you open it up!

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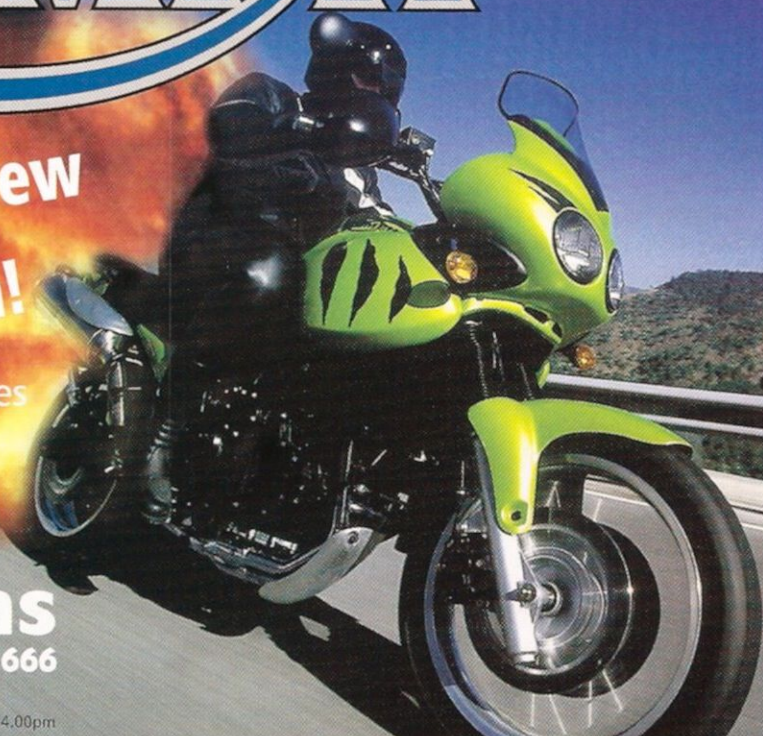
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Triumph factory catalogue promoting the winning team of the 1949 ISDT with Alves, Manns and Gaymer.

The 1955 International Six Days Trials team of Alves, Giles and Wicken on 500cc Triumph Trophys.

THE TURNER

The arrival at Triumph of a talented young designer called Edward Turner transformed the company's fortunes in the Thirties. A decade or so later Triumph was entering the Fifties as world leaders in motorcycling. By Jim Reynolds

In the last issue we saw how the Triumph Engineering Company was bought by entrepreneur Jack Sangster in the 1930s and the young Edward Turner moved in as chief designer and general manager. Here was the man to give the company a new focus and flair, even if he did tread on a few toes along the way.

He started off by slightly reducing wages and raising the price of the loss-making smaller bikes. Then the sales manager was told he would be an area manager in future, out-calling on customers, not working from an office chair. And Turner restyled the single cylinder models that were the company's main product, making them sharper in appearance. Sales began to pick up.

In July 1937 Edward Turner's historic contribution to British motorcycling was announced. The 500cc parallel twin Speed Twin offered the public twin cylinder power at single cylinder price and weight, with the advantage of smoother running, better acceleration and engine flexibility.

The exhaust note was pretty good, too. It was an instant hit, and the Coventry factory worked flat out to meet demand. In 1938 came the Tiger 100, a sporting brother for the Speed Twin with the top speed its name suggested.

Turner had a magic touch when it came to styling and layout ideas but racing expertise was his blind spot. A couple of likely lads, Ivan Wicksteed and Marius Winslow, approached the great man at the annual Motorcycle Show about getting hold of the new Speed Twin to attack the 500cc lap record at Brooklands. Turner dismissed them as wasters.

That was a short-sighted response. Brooklands was the banked circuit where speed men made the news, breaking records that happy manufacturers then advertised to the public. Wicksteed and Winslow weren't easily put off though (record breakers aren't, by nature) and bought the Triumph through a dealer.

Carefully prepared, its engine supercharged and the cycle parts pared to the absolute minimum weight, the bike was developed for the big attempt. In October, 1938, Wicksteed set a new 500cc class record at 118 mph.

Edward Turner booked full page adverts to tell the world and invited the partners to Coventry to discuss their future plans. But it all came to a halt as Adolf Hitler's ambitions set Europe alight. Brooklands never re-opened as a race track so the 500 record is held forever by Wicksteed on the Triumph.

Let's try to measure how significant the Speed Twin was at the time. Triumph's twin cylinder model knocked other makers' sales sideways and they struggled to sell their traditional single cylinder models.

Norton, that great racing company, announced it would not officially support racing in 1939 and concentrate its efforts on



REVOLUTION

producing despatch rider bikes for the military.

"Rubbish," said the late Freddie Frith, a Norton team member in those far-off days, when I interviewed him in the 1980s. "They couldn't sell their old singles against the new Triumph and needed that military business to survive. They couldn't afford to race!" Maybe Edward Turner's antipathy to racing wasn't so short sighted after all.

With war declared in 1939, Triumph developed a lightweight 350cc twin for military use but the factory in Priory Street was burned to the ground in a Coventry air raid. One day a busy factory, next day it was a smouldering shell.

Temporary premises were found in Warwick, but the real significance of this apparent tragedy was Government agreement to help the company build a brand new factory outside the city. It was in the village of Meriden but it didn't get started until the objections of Meriden Rural District Council were overcome by the might of Whitehall. In 1942 the new factory was in business, producing the 350cc single-cylinder 3HW for the forces and doing its bit for the war effort.

When peace broke out in 1945 the company offered the 3H in civilian form, the Speed Twin and Tiger 100 and a new model, the 3T 350cc twin. The twins came with telescopic forks, new to Triumph but introduced by the London-based Matchless company on its military model in 1941.

Matchless were critical of Triumph copying what it claimed was its own idea; Turner responded with full page adverts saying 'All that glitters is not gold' and suggesting that the Triumph version was superior. In fact, telescopic forks first appeared on BMWs in the 1930s and it was their design that Matchless had copied in the first place!

Racing in the Isle of Man got under way again in September 1946 with the Manx Grand Prix. Irish farmer Ernie Lyons was entered on a Triumph that ostensibly was nothing at all to do

with the Meriden factory, where all efforts were concentrated on developing new road models.

But Freddie Clarke, a man with a long competition history, had helped with development of the racer by the McCandless brothers in Belfast. All very back door and not a word to the gaffer...

The 500cc Manx GP was run in pouring rain. 1938 winner Ken Bills was the firm favourite on a Manx Norton prepared by the great Steve Lancefield but Ernie Lyons, almost unknown in England, was quick in the wet while Bills was a little cautious.

The Triumph man won the race, a famous victory, and soon Triumph were offering a 500cc racer, the Grand Prix. It had a wonderful exhaust note on open megaphone exhausts. Road holding was not of the best but it won some major races, notably the 1948 Manx GP with Manxman Don Crossley in the saddle. But it didn't match up to Norton's well developed Manx and in the early 50s it was dropped from the range.

Road racing might not have been Edward Turner's favourite sport but he recognised trials as a good way of proving a bike. In the 1948 International Six Days Trial (ISDE today) Britain's team for the International Trophy included three 500 Triumphs, specially prepared and using the light alloy barrels used on the engine when it worked as a generator unit in wartime aircraft.



Turner's historic contribution to British bikes - the 1937 500cc Speed Twin.

The Tiger 100 introduced in 1938 as a sporting brother for the Speed Twin.



Another breakthrough for Turner and Triumph - the 1949 Thunderbird.



The Trophy team came home with the big prize from what is, in effect, the Olympics of motorcycling. At the end of the year the TR5 Trophy model was announced. It was another hit, popular with both trials and road riders.

If ever you get a chance to ride one of those 500 Trophys, grab it with both hands. A good example will tell you all about the appeal of Triumph 50 years ago, with a smooth and flexible engine, light weight and a wonderfully easy way of travelling.

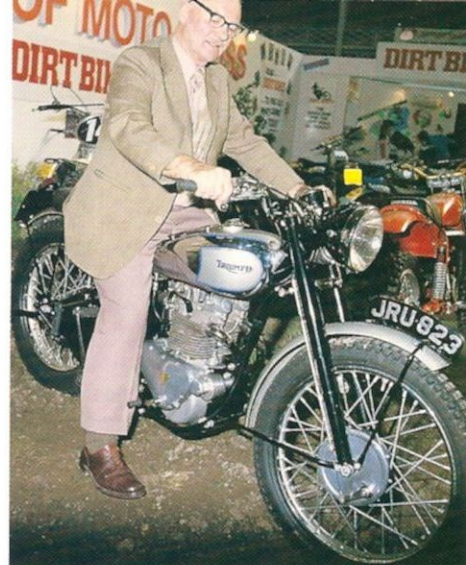
At speed it dances around a little but it wasn't designed as a racer. It was developed to ride across country on whatever back roads, lanes or cart tracks you came across. Today a genuine TR5 fetches serious money, and if you're lucky enough to ride one you'll see why.

As well as doing their valuable bit to help with the Trophy at the 1948 ISDT, Triumph had entered a factory team of three and brought home the manufacturer's team prize. Then they did it again in 1949, '50 and '51. Led by Jim Alves, a Somerset man with a delicate throttle touch, they were super successful. When the ACU introduced the Trials Driver's Star, a quaint old title for the British trials championship, the winner in its first year was the talented Mr Alves.

Ivor Wicksteed reunited in 1996 with the supercharged 500cc Speed Twin on which he set a new record of 118 mph at Brooklands in 1938.



Edward Turner's first exercise, the 1937 single cylinder Tiger 90.



Victorious ISDT team member Jim Alves with a 1949 TR5 Trophy.

In 1949 came another breakthrough when the 650cc 6T was launched. It was developed in response to the US market's demand for more capacity and easier cruising on their long, straight highways. It came with a name out of American folklore - Thunderbird. The mighty Ford Motor Company liked the name too when they developed a sports car, and actually gained Triumph's agreement to use it.

The Thunderbird launch was a model of how to do it right. In September, three bikes were ridden around the Montlhery speed bowl, south of Paris, for 500 miles. Two averaged over 90 mph and the third, delayed by a split fuel tank, managed 86 mph for the distance. Then they all did the final lap at over 100 - the magic 'ton' that was talked about but seldom reached on a road bike. It was a sensational demonstration of the new bike's speed and stamina, and the publicity was enormous.

Even better, these weren't development specials that would be copied and made available to Mr Average in a few months time. If you were impressed by the news of the new bike and went down to your local Triumph dealer to see what it looked like, there it was in the showroom.

It looked very much like the established Speed Twin, with the same frame, the neat nacelle that enclosed the headlight and an outwardly similar engine. It was finished in a distinctive blue, a bit flash for some tastes in days when most bikes came in black, but there was no mistaking the Thunderbird when you saw one.

Triumph entered the 1950s and a time of growing prosperity with a very strong range, 350, 500 and 650cc twins catering for most road riding tastes. They looked really good. The Tiger 100 of the early '50s, in its distinctive silver and black livery, is one of the all-time best looking motorcycles in the world - they were well priced and they were available. Edward Turner's Triumph factory was looking like a world leader.

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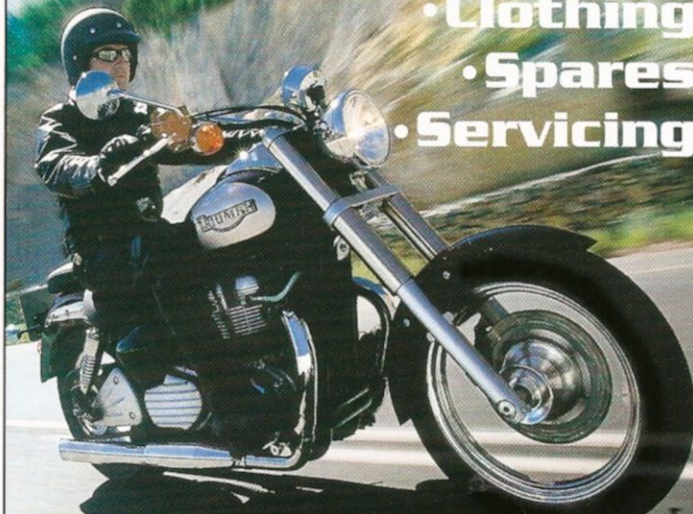
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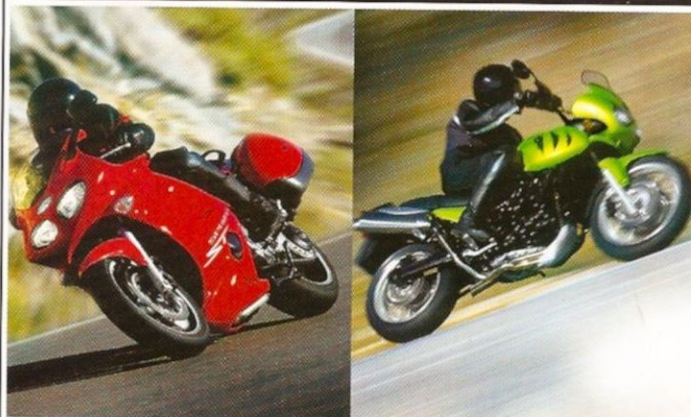
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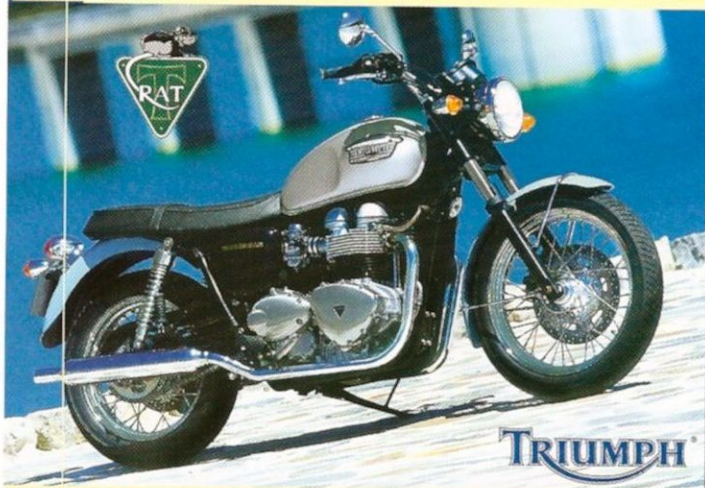
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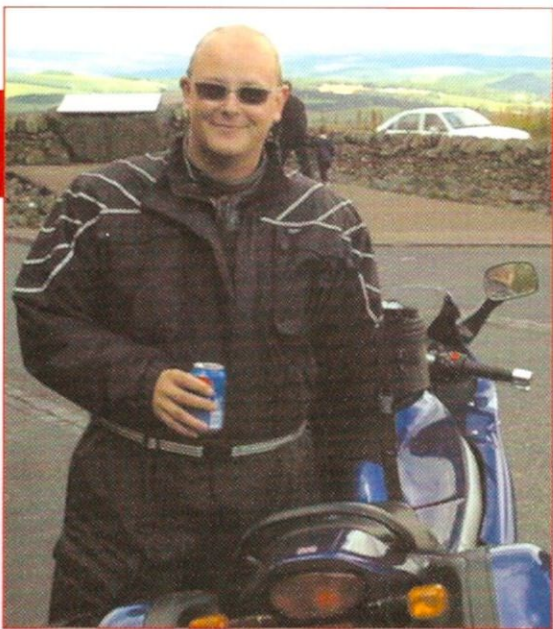


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Up front

However, for many of our members it is simply impossible to spend a full weekend away with RAT. Childcare, work commitments and other priorities take their toll. New for the summer of 2002 will be one-day RAT Runs. Organised on a similar basis to the Saturday ride of a raid event, but without the need for an overnight stop, the runs will take place in different regions around the country, and feature a prize draw with some truly fantastic prizes up for grabs.

The first of these runs is on July 7 in the Midlands, with plans for further RAT Runs around the country this year. Keep checking the events section at www.triumph.co.uk for the latest plans.

Organising any event can be difficult and frustrating, but watching 120 people dance the night away after an awesome days riding in Wales in April was incredibly rewarding. I still need your feedback and thoughts about events for the rest of this year and for the 2003 season. Where do you want to go?

Thanks for your support. See you out there in 2002.

Simon Carter
UK Co-ordinator, Riders Association of Triumph

Our Centennial year kicked off in magnificent style at the sold out Dragon Raid and with the Borders Raid also drawing a capacity crowd, it proves just how popular the Raid format has become.

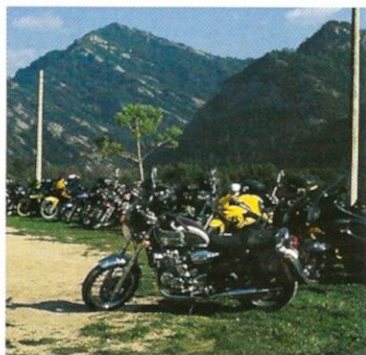
There is something for all categories of riders on these events, and people are finding out just how addictive the Raids can become. One of our pack leaders covered 20,000 miles last year attending events, riding two-up with his wife to places as far away as Monte Carlo and Catalunya!

Iberian adventure

Catalunya Raid

Hard luck if you missed it! Thirty-five members from England, France, Spain and Germany kicked off the season in style in North-East Spain at

Bike park with a view!



the first Catalunya Raid. Some members ventured up to 700 miles south to enjoy the glorious sunshine and terrific riding.

Saturday's route headed westwards towards Montserrat Abbey, with the group enjoying a mixture of

twisting roads along small rivers alternating with long wide fast roads.

Sampling the healthy water direct from the spring in the late morning was an experience not to be missed and was one of the many highlights of this brilliant curtain raiser to the 2002 calendar.

On Sunday we snaked

1800m up into the Pyrenees on deserted roads, prior to meeting with 20 members from the RAT Pack of Barcelona dealer Quality Bikes to enjoy the traditional Spring onions 'Calcatoda' lunch.

Locally based Briton Simon Brampton organised the entire weekend. Special thanks go to him and to Marc Larotcha of Quality Bikes, who sponsored the event t-shirt.

We will do this Raid again next year in late March, so if you missed it this year, make a note now!



Ready for take off...



Leaving the hotel

Challenging the Dragon

Dragon Raid

For those who tackled the fearsome Devils Staircase on the Sunday, the hairpins, the drops and the spectacular views from the top will remain the abiding memory of this great weekend.

The largest UK Raid yet, with 120 members taking part, we used the excellent Metropole Hotel in Llandrindod Wells as the base for an exploration of some of the wildest roads in the area.

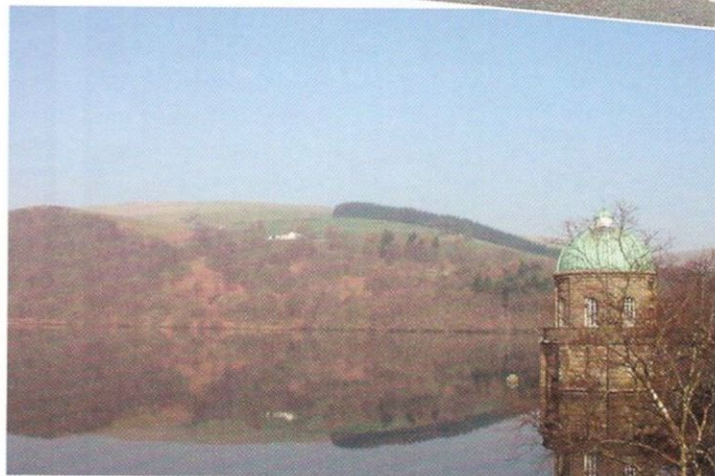
Speed Triple rider Mick Power shrugged off Saturday's 220 mile route to provide the evening's music, along with his other colleagues from official RAT band - Watch This Space.

On a weekend of many celebrations, special mention must go to Raid regular Richard Quarterman, who celebrated his 28th wedding anniversary at the Raid - alone! To a standing ovation,



Richard (below left) received a new Triumph key ring - maybe he can put the keys to his new bachelor pad on it!

It was a classic weekend. Watching 90 bikes snake across the Elan valley on Saturday was a special moment. Thanks to everyone who turned up, rode and challenged the Dragon. See you at the Dragon Raid 2003. Book early!



Far from the straight and narrow

Vienna Raid

Members from Finland, Britain, Germany and Austria converged on the beautiful Donau Valley west of Vienna in early May and found there were very few straight lines on the road book for the weekend's riding

One highlight of the event was the two-mile hillclimb-style descent into Bad Grosspertholz that many of the 30 strong party couldn't resist repeating or a series of up-and-down passes!



Nick Westcott from England won a Triumph Retro paddock jacket in Saturday evening's prize draw hosted by Vienna dealer Ferdinand Fischer.

Sunday's route was as superb as Saturday's, finishing with an ice cream by the river in Krems as a memory of a fantastic weekend's riding, hospitality and local delicacies.



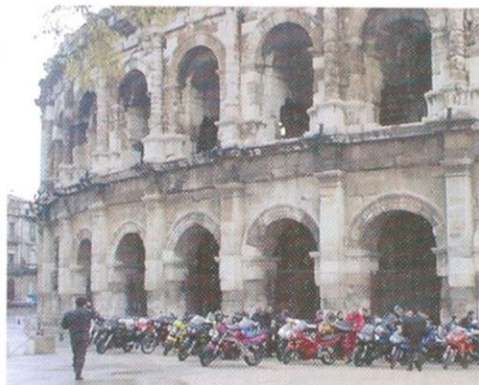
Lagoons, wine and fighting bulls

Camargue Raid

The atmospheric lagoons and marshes of southern France were the venue for the Camargue Raid in April, hosted by the Technic Moto RAT Pack from Nimes.

Starting from the town's Roman amphitheatre, Saturday's ride included a trip to the medieval walled town of Aigues-Mortes and a visit to the wine cellars of Gallician. The overnight stop at Saintes Marie de la Mer had to be reached by ferry - a short but highly original voyage to end to the day

Sunday's programme began with a tour of the famous Etang de Vaccares lagoon and went on to a lunch stop at a farm where fighting bulls are raised. But the cherry on the cake of this event organised by Nimes pack leader Herve Descamps, was an invitation from RAT member Henri-Pierre Bois for everyone to go back to his vineyard where everyone not only got to taste the wine, but took away a souvenir bottle as well.



Spring on 'The Island of Beauty'

Corsica Raid

After organising two visits to Corsica for his own pack last year, and obtaining an intimate knowledge of the best riding the island could offer into the bargain, Herve Descamps hosted a full blown Corsica Raid in May, with 72 members taking part.

After crossing to the island by ferry the participants spent five days exploring a spectacular selection of routes, lazing in the sun, swimming in the sea, or just enjoying the excellent Mediterranean



food and wine.

Another pack visit to Corsica is being organised between October 29 and November 3 this year - all members welcome - while Herve is now busily planning a RAT Raid to the neighbouring island of Sardinia for next Spring - as well as September's Cevennes Raid in his own home region

Places for all these events are limited, but all Herve's events are spectacular, so if you want an unforgettable experience, contact him direct on 00 33 466 854 296 or herve.hdp@wanadoo.fr to book your place. You won't regret it!

Coming up . . .

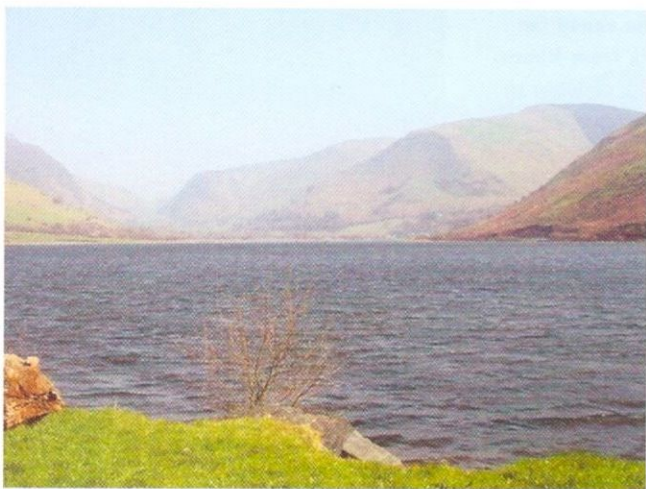
Cotswold 'National Trust Run' July 7

A new idea - one day runs, aimed at those who cannot spare a full weekend to join a Raid event. Starting with tea & coffee at Action Motorcycles in Redditch we will have an enjoyable ride through the Cotswolds before stopping off at Chedworth Roman Villa to experience life in Roman Britain during the 4th Century.

Lunch can be enjoyed at the Villa if required, before we return to Action Motorcycles for farewell drinks and prize draws.

Tickets for this event cost just £5 (£2 for National Trust members) per person, which includes roadbooks, refreshments at Action Motorcycles, entrance to Chedworth and your entrance into the grand prize draw. Please send your bookings to Simon Carter.

Highlands Raid August 30 - September 1



Glorious Scotland

If you enjoyed the wild roads of the Dragon Raid in April then the Highland Raid promises more of the same. We are staying at the magnificent Loch Rannoch Hotel, a magnificent 19th century hunting lodge set in 250 acres of its own parkland on the edge of the Loch. Recently refurbished, the hotel will be a superb base for what guarantees to be a memorable weekend in 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 day's riding. 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.

Accommodation:

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

Devon Raid October 11 - 13

The beautiful West Country is where we bid a sad farewell to the 2002 UK Raid calendar.

Based at the three-star Best Western Tiverton Hotel, ideally located on the

outskirts of the city, five minutes from junction 27 of the M5 we meet up on the Friday night for a buffet meal in our own private function room. On Saturday we head into the fantastic Devon scenery, stopping of course to enjoy a traditional cream tea!

The last Raid Party of the year on Saturday night should be a suitable climax to the day before we saddle up for Sunday's

gentle cruise and head for home in the afternoon.

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.



Accommodation:

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 01884 256120 quoting Triumph. Please note there is a £10 single supplement per night.

European events.....

Book the time off work, dust off the passport and order the Euros! The 'Alpine Odyssey' is approaching, and offers a perfect opportunity to enjoy a fortnight in Europe with mountain raids on two consecutive weekends.

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



Devon Coastline

Bertrand Goyez and Rüdiger Buck can be contacted on +33 16 46 23 83 2, or via email on goyez@triumph.co.uk and Ruediger.buck@triumph.co.uk respectively. Mobile: Rüdiger +49 160 883 67 20; Bertrand +33 6 80 02 03 93.

Nurburgring Rider Training, Germany July 8-11

We are offering a rider training course on the famous Nürburgring in July - but hurry as places are strictly limited. This event is aimed at advanced riders but you don't have to have racing experience to take part.

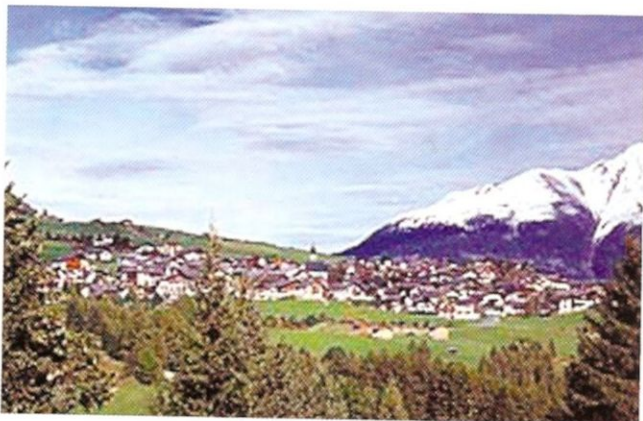
Under the guidance of expert instructors, practical and theoretical training will be delivered in small groups. Priced at € 800 per person which includes track entrance, tuition fees and three nights half board accommodation in a double room, at the near-by Ring Dorint Hotel.



On the Ring, the most demanding race course in Germany.

Serfaus Raid, Austria July 12-14

Part one of an unforgettable fortnight of Raids. Based at the well-known 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, so as 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 for the latest information.

Alpine Raid, Switzerland, July 19-21

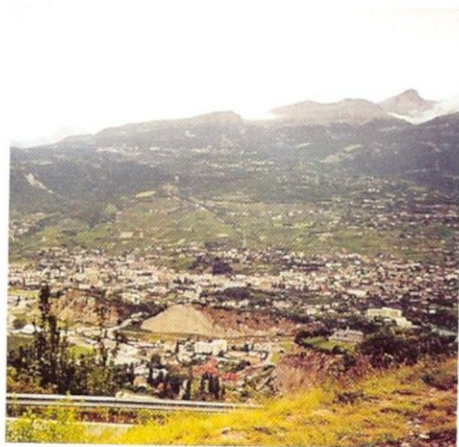
Step two of our course for mountain maniacs. Based again in the beautiful Valais wine valley, we are going to check out some other high passes to get used to hairpins, uphill and downhill riding. Our base will be the three-star Hotel Terminus in Sierre. The weekend is priced at € 240 per person, which includes two nights bed and breakfast in a twin room, and four meals with aperitifs. Contact Rüdiger for the latest updates.

Swedish Raid July 26 - 28

Staying at the Furusunds Vårdshus hotel at Stockholm Skärgård on the east coast of Sweden, we will be ideally placed to explore the hundreds of islands in this beautiful area.

The weekend will include historical visits guaranteed to provide a telling insight to the region and the hotel commands beautiful views over the Furusund, where we will be able to watch the sea traffic whilst enjoying the local hospitality.

The event is priced at € 160 per person in a double room including two nights with half-board accommodation with three-course dinner. For booking and further information, please contact Rüdiger.



Salzburgring Track Day, Austria, August 2

A Triumph only track day, organised by a group of Austrian Triumph dealers. Day tickets bought in advance cost only € 50, with a 10 % discount for RAT-members. Contact Heinz Sommer in A-4061 Pasching, Tel. +43(0)7229 73404, trivox.sommer@24on.ccor dealer Jürgen Schnaller in A-6114 Kolsass, Tel. +43(0)5224 66 333, office@schnaller.at.

Normandy Raid, France, August 2 - 4

French RAT co-ordinator Bertrand Goyez has devised a marvellous program to explore this beautiful and historic area. Highlights of the weekend will include the Pointe du Cotentin and the fantastic Normandy Bridge, the historic beaches of WWII, the incredible steep coast of Etretat and the beautiful harbor of St Valéry en Caux.

Price is € 120 per person for 2 nights B&B (in a twin room) with 4 meals. Contact Bertrand for further information.

Rhön Raid, Germany, August 2 - 4

The Rhön is one of the most beautiful but least known regions in Germany, lying 100 kilometres north-east of Frankfurt. Much of the area is a national park with empty, winding roads and picturesque small villages. A superb location for an event with real character.



Our Hotel is super bike-friendly, with plenty of space, a drying room for wet clothes and a sauna. Priced at € 115 / € 133 in a double/single room, which includes two nights half board accommodation with a four course dinner, road book, raid souvenir and regional souvenir. For booking and further information, please contact Rüdiger.

Baltic Raid, Germany, August 16-18

Within easy striking distance of the UK, this Raid will take us to the most northern part of Germany between the North and Baltic Seas. Returning to the Hotel Stregliner Mühle, this event promises an exciting selection of regional food amongst wonderful scenery.

With a northbound tour on Saturday and a southbound tour on Sunday we will visit the most beautiful part of Northern



Germany. Priced at € 120 per person per day in a double room including breakfast buffet and a 3 course diner. Single supplement € 8 per day. Included in the price is the use of an indoor pool and a sauna. For further information and bookings contact Rüdiger

Ardennes Raid, Belgium, August 23 - 25

A unique 18th century converted church is our base for this weekend in the wild and wonderful Ardennes hills of south-east Belgium. The four-star hotel in Marche-en-Famenne is a magnificent venue from which to explore the region and its excellent winding roads of the area. Priced at € 166 per person, it is strongly advised to get your bookings in early to Bertrand.

Also coming up...

**Black Forest Raid, Germany,
October 2-6**

**Cevennes Raid, France,
September 21-22**

**Monte Carlo Raid, Monaco,
October 12-13**

There will be more details in the next issue of Torque, or contact Bertrand Goyez or Rüdiger Buck for more information. To enter any of the UK Raids, send 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. To enter an overseas raid contact the relevant organiser direct. Contact details are on page three.

RAT Raid entry form

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

Surname :

First name:

Address :

Tel. :

Email :

Membership No :

Machine :

Around the packs

Canterbury - Robinsons

Tony Watkins has stood down as club chairman after three years of organising many, if not most of the runs and trips, since this pack was formed. A BIG thank you to Tony for all of



Robinson's RATS on the prowl

his efforts. Nick Hamilton ably replaces Tony, with the pack continuing to be assisted by Mike Robinson in the shop. The pack continues to meet on the second Tuesday of each month at The Four Horseshoes pub in Graveney.

- 7 July: Club Run - Hastings with Free Fish & Chips Lunch
- 9 July: Club Meeting
- 4 August: Club Run - Treasure Hunt & BBQ
- 13 August: Club Meeting
- 23 - 26 August: Normandy Trip

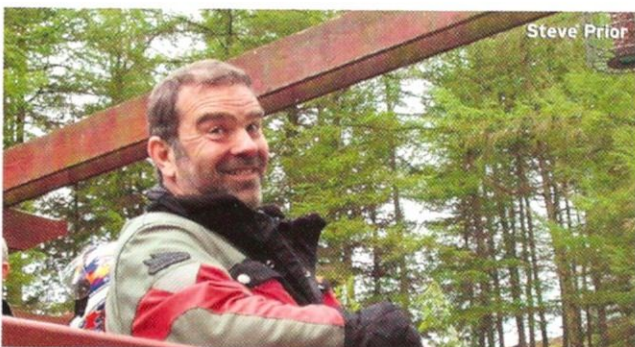
Contact Mike Robinson on 01227 766267; or visit their excellent web site on www.robinsonsrats.co.uk for the latest news.

Cheltenham

Seven bikes made it to this season first event in February, the 'Hypothermia Run', and the pack have since run a successful trip in conjunction with the Ongar pack around the Cotswolds. There is still time to join Peter Harris and fellow pack leader Steve Prior on their Lands End - John O' Groats assault during the weekend of 13 - 14 July. All pack rides start at the Frog Mill inn at Shipton, which is at the junction of the A436 and A40.

- 13 - 14 July: Centenary Challenge Run. Lands End - John O Groats - Not for the faint hearted!
- 18 August: Valley of the Rocks Run
- 6 October: National Motorcycle Museum Run

Email Steve on Stephenprior@aol.com or telephone him on 07802 447478. Pete can be contacted on p-mharris@freeuk.com or on 07973 686455.



Steve Prior

Chippenham - Taylor Racing

Fifteen bikes enjoyed glorious sunshine on the 'Wye Valley Run' on March 24. Both Pete and Steve represented the shop, with the ride led by pack co-ordinator Pete Clarke. The Chippenham pack is gearing itself up for the premier event of the year, the 'Wiltshire Camping Weekend'. All of Taylors rides start from the Mallard at Lyneham, at 10am unless otherwise stated.

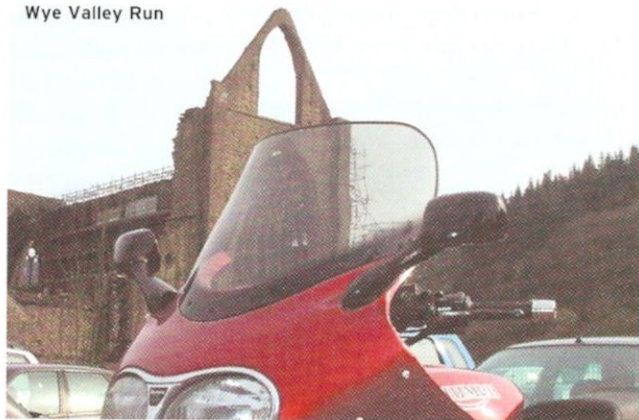
14 July: British Moto GP at Donnington. Meet in Wootton Bassett High Street at 7.30am.

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

13 - 15 September: Wiltshire camping weekend, Blackland Lakes Calne Wiltshire. Prices for two nights in a tent for one person and a bike is £13.14 inclusive and £5.40 for an extra person. Bookings made by the 22 August 2002 will receive a 5% discount.

Peter and Steve can be contacted in the shop on 01249 657575, and Peter Clarke on PETER.CLARKE.4275204.SUTH@ntlworld.co.uk or 07974 991159.

Wye Valley Run



Croydon - Carl Rosner

Pack co-ordinator Ian Norman is running, by popular demand, a repeat trip to the Greene King Brewery in Bury St Edmonds on 7 September 2002. It's bound to be a popular event so get your bookings in now! The pack meets on the third Wednesday of each month at Biggin Hill in Westerham

7 September: Overnight Visit to Greene King. Contact Ian urgently to reserve your place and to experience the delights of the 'Tap Room'.

For details of the monthly meeting and the latest pack updates contact Ian on 07713 884144 or e-mail: biker460@aol.com

Derby - Powersports

Powersports cordially invite you onto one of their Tuesday evening rides, held monthly throughout the season. Ian or Jeff lead out the runs from their Derby showroom. Contact either of these gents for dates, times and places information on 01332 206092.



Ian & Jeff - Derby Powersports

Edinburgh - Two Wheels

Edinburgh has the following events planned for the rest of the season.

- 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 pack co-ordinator Neil Danskin on 0131 668 4775 for the latest information.

Exeter - Bridge Motorcycles

The Blue Ball Inn in Sidford provides the venue for the monthly meeting spot for this recently re-launched pack. Meeting on the first Tuesday of each month, Pack Co-ordinator Tony Parsons is putting together a selection of evening Triumph rides outs.

Contact Tony on 01395 579659 or e-mail Tony.Parsons54@btinternet.com for details of the remaining runs for 2002. Alternatively you can contact Paul at Bridge motorcycles on 01392 260200.



Toby

Essex - Ongar Motorcycles

Freshly returned from his recent foreign travels, Nick Westcott invites you to join him on one of his remaining runs this season.

- 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 August: 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

Enjoying their recent full time return to the National RAT scene, the Rafferty Newman pack has added the following events to their domestic 2002 calendar. Runs start from the Little Chef at West Meon on the A32/A272 crossroads unless otherwise stated.

- 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.

Hastings - JS Gedge

The Gedge RAT Pack are back! Thirty people crowded into the Red Lion for their re-launch in April, and were given details of an exciting calendar of events for the rest of the season. Trevor Gedge welcomed the return of a pack. "I thoroughly enjoyed the two European Raids I have been on - this dealership needs a RAT Pack," he said.



Nigel Rutherford

The pack is in the capable hands of Speed Triple rider Nigel Rutherford who has a long history of Triumph ownership. "Triumph is in my blood - I have been on and off Triumphs since 77 but always come back." This pack meets on the third Wednesday of each month at the Red Lion pub at Magham Down.

- 16 June: BSB at Brand Hatch. Leave the services on the Boship roundabout on the A22 at 9am.
- 21 July: BBQ Run.
- 28 July: WSB at Brands Hatch. Leave Boship roundabout services at 8am.
- 8 - 15 September: European week run. Contact Trevor now for further details.

Contact Trevor in the shop on 01424 423520 or contact Nigel on 01323 738801 or via email on ratpack@egin.mistral.co.uk

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.

- 15 June: Pack trip to Centenary Home Run.
- 16 June: Triumph day at Ace Café.
- 3 July: Pack night at MIRA, starting at 7.30pm
- 17 July: Evening Run. Leaves Mcdonalds near Safeways at 7pm
- 7 August: Pack night at MIRA, starting at 7.30pm
- 18 August: Rays long run
- 21 August: Evening Run. Leaves McDonalds near Safeways at 7pm

Contact Roger Winterburn at Windy Corner on 01455 842922 or Mike on 0775 2249535 or via email on mc_coleman@yahoo.com for further details.



Windy RATS at Sammys

Leeds - Eddy's Motorcycles

Eddys got the season off to a good start at the Wolds Run in March, where a dozen Triumphs took a 200 mile run through the Wolds to the snow covered 'Chop Gate' café for lunch. They will be returning to the wonderful scenery of Rosedale Abbey for their traditional Yorkshire camping weekend in July. Hotel accommodation is available at the excellent White Horse Farm hotel, for those who are more accustomed to their home comforts. The 'Old Sheep' ale is highly recommended at the hotel - be warned its strong stuff!

- 21 - 22 July: Heartbeat Camping weekend - Rosedale Abbey.
- 3 - 4 August: York Night Out / Pickering Steam Rally.



Camping at Naburn Lock

- 1 Sep: Calvalcade of British Bikes. Pontefract Racecourse.

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

London - Boyer Racing

It was cold, it was wet and it was windy - well it was a bank holiday! The promise of a huge breakfast at the Oakdene Café and fish and Chips at Bognor Regis was enough for 14 bikes to brave the elements on a miserable Easter Sunday. There is still time to attend the premier Boyer event of 2002 to the Black Forest. Contact Bill in the shop for the latest information.

- 28 July - 11 Aug: Black Forest Trip

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

Northampton

The Northampton groups first run on 28 April saw seven members bravely tackling howling cross winds on a run to Hunstanton. Pack Co-ordinator Ian Harris invites you to one of the remaining events of the season.



Hunstanton Run

- 7 July: Ride Out. Where do you want to go?
- 31 August: Free day. Where do you want to go?
- 22 September: East Anglian Classic Motorcycle Restoration

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

Perth - Motorcycle King.

Join the most northerly based pack in the United Kingdom on one of their popular monthly outings.

- 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.

Taunton - Taylors Motorcycles

Seventeen bikes made the Egg & Spoon race at Chesil Beach in March. Contestants battled the egg and spoon race, wearing full motorcycle kit on the beach, with Triumph prizes given for the first three places. Colin Rutter from the shop and new Pack Co-ordinator Neil Macdonald are busy forging plans for a pack trip to Spain later in September.

18 August: No lunchbox required run.
 22 September: Black Mountains. Leaves Chip lane at 9am.

Contact Colin on 01823 282321. Neil can be reached on 0777 3935240 or via email on neil@nmacdonald.freemove.co.uk



Chesil Beach

Telford - Wylie and Holland

Pack Co-ordinator Richard Stilwell provides an entertaining account of the packs "sinking feeling" run in March.

"Reg kindly organised a 'Lucky Double' run to the submarines at Birkenhead. Originally it was going to be a 'Sinking Feeling' run but at the last moment Reg changed the run.

The run was split into two halves. In the morning we had a 'No Breakfast' run as Reg decided to take us to a wonderful watering hole that did not open for another hour. Then in the afternoon he had a 'Save Up For My Holiday In Switzerland' run when he sneakily surcharged his trusting, dependable, reliable, honourable mates.

Despite the entrance to the submarines being only £8, Reg tried to charge us £12.50. Fortunately this dastardly deed was spotted as we were leaving the submarines and everyone agreed that it was a totally genuine mistake and the matter was completely closed. It was also agreed that absolutely nobody else would be told about this and it would definitely not be published on the website, or in Torque."

If you're feeling brave, join the pack on one of their upcoming events!

2 July: Monthly Meeting at The Gate in Bratton, Telford. Meet around 19.45

14 July: The "Get Slated Run" Meet at Wylie & Holland at 08.30 or the food stop at Bridgnorth at 08.00



Wylie & Holland

6 August: Monthly Meeting at The Gate in Bratton, Telford. Meet around 19.45

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

South Wales

This enthusiastic bunch meets on the third Monday of the month at the Blue Anchor at East Aberthaw. Contact pack leader Arthur Jeffery for the latest ride information on 01446 710196

Tring - On Yer Triumph

Eight bikes had a thoroughly entertaining day out in April, visiting Bessingham Steam Museum. The pack as was run by Pack co-ordinator, John 'Two Cakes' Ponting. The run culminated in a visit to Bessingham Steam Museum, which hosts a large selection of engines and a Dads Army exhibition.

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:

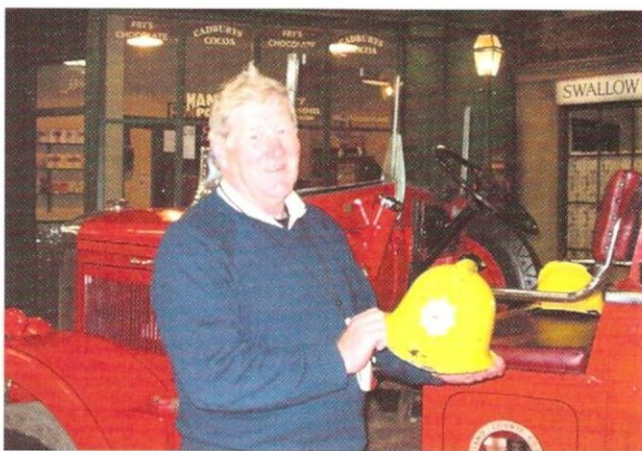
8 July. Pack meeting. 7.30pm at the Coach & Horses

14 July: Pack Run. 10am start from the Little Chef, Chiswell Green.

12 August. Pack meeting. 7.30pm at the Coach & Horses

18 August: Pack Run. 10am start from the Little Chef, Chiswell Green.

Contact John Ponting 01707 335192 or email on sprinter@kinghell.com or Brian Cowell 01727 873654 for the latest information.



Fireman John Ponting

Wimborne - Three Cross

Thirty bikes attended the February Freezer Run, which gives you an idea of the scale and commitment running throughout this pack. Pack co-ordinator Nigel Baker, with the help of his wife Julie, has expanded his summer programme to include the following events.

26 June: Social Meet, Elm Tree Pub - 7.30pm onwards

7 July: Somerset Trip. Leaves 3X at 10.30am

21 July: Hampshire Scenery Run. Leave 3x at 10.30am

4 August: BBQ lunch at Nigels. Bring your own meat and booze.
 11 August: BSB Thrupton. Leaves Little Chef, Shaftesbury at 8.30am
 18 August: Summer Ride out. Leaves 3x at 10.30am
 28 August: Social Meet, Elm Tree pub. 7.30pm onwards.

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

Please confirm details with the organisers before travelling.



Around the World

Australia

Centenary Celebration ride

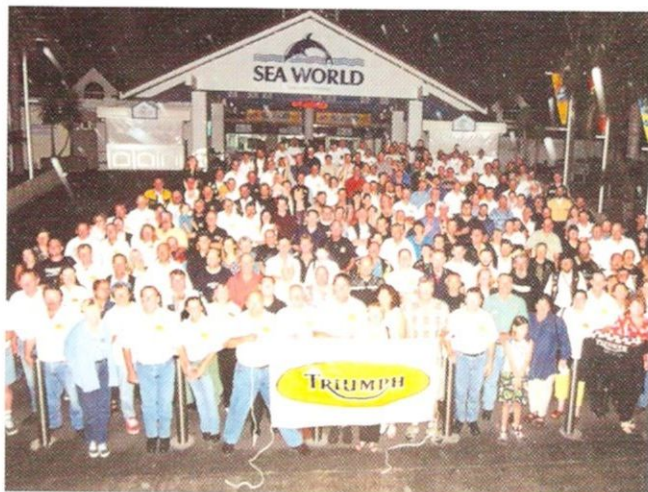
A total of 315 Triumph owners, their families and friends, celebrated Triumph Motorcycle's 100th Birthday with a party at Sea World on the Gold Coast on Easter Saturday night (March 30).

The birthday party was the climax of a week of riding and socialising as riders made their way from Phillip Island to the Gold Coast on the Triumph 100th Birthday Celebration Ride.

Over 430 riders joined in the Ride over the course of the week leading up to the Easter Saturday festivities.

A highlight of the Birthday Party was the presentation of the grand prize of a return trip for two to London, flying British Airways. To be eligible for the prize draw entrants had to complete the entire Birthday Ride as either rider or pillion on a Triumph motorcycle. The lucky winner was Barry Davis from Ashmore in Queensland who made the trip from Queensland to Victoria and return on his Triumph Thunderbird.

Now we're looking forward to Triumph's bi-centenary in 2102!
 Colleen Dooley



Peter Stevens Adelaide

The pack leader is Rob Bligh. Contact them on (08) 8212 1494 fax (08) 8212 7472).

Email paul.maiolo@peterstevens.com.au

Peter Stevens Melbourne

These guys have a packed programme. Contact Maurice Allen on (03) 9602 5833 for more information.

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 (03) 9602 5833 for more information and booking form.

August 5: 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. Make sure you call in and say hello!

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.

Denmark

Danish members have two events scheduled for the Summer. A ride to the northern part of Jutland on June 15-16 and a safety riders training on August 24 arranged by local dealer Vagn Jensen in Lystrup.

Contact Esben Nielsen at en@quantum-gruppen.dk or +45(0)983 93435.

Finland

The Helsinki RAT Pack visited the Helsinki Bike Show in February and plan to take part in a series of other events this season including the Brittirallye event on June 14-16, a trip to the west coast of Finland and a track-day.

Contact: Petri Gullsten
Tel: +358 (0)4073 64 534
email: rat@gullsten.com
Location: Helsinki
Country: Finland
Associated Dealer:
Speed Bike
Details: Regular meeting at Kahvila Roosa.



Greece

RAT activities in Greece are now being co-ordinated by Eliza Stylianaki at Triumph Greece and she has two great events lined up for the Summer.

Crete/Chania Raid, June 21-24:

This promises to be unforgettable. The programme includes tours guided by local RAT members; swimming on Crete's most famous beaches with barbecues; test rides of the 2002 Triumph range; visits of Crete's most traditional Sfakia villages, etc. Return by boat to the harbor of Piraeus on June 24.

Centennial Tour, September 28-29:

This 900km tour to mark Triumph's 100th Birthday will leave from Athens and follow the route Athens-Lamia-Trikala (Meterora)-Metsovo-Ioannina-Arta-Agrinio-Nafaktos-Delfu-Thiva-Athens. Definitely not to be missed.

Contact Eliza Stylianaki
on 003 010 8000 500
(triumphgr@ath.forthnet.gr).



Eliza Stylianaki

Norway

The Norwegians are inviting everyone to their Fjord and Mountain Tour on August 23-25. The event will cover the west coast on thrilling roads in Norway.

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

South Africa



A group of 90 Johannesburg RAT members joined up for a tour of the historic Anglo-Boer War battlefields of Ladysmith and Colenso in Kwa-Zulu Natal province.

Led by Mike Davidson, the party used the pubs and chalets of Majuba Lodge in Newcastle as base camp. Highlights included the Siege Museum at Ladysmith and battle sites at Wagon Hill and Caesar's Camp, plus the peaceful 'Soldiers Church' that serves as a memorial to the 3037 Imperial troops who died in the siege and relief of Ladysmith.

The tour wasn't all history however and morale was high after a visit to the nearby Farmers Brewery!

The Johannesburg pack would love to welcome members from outside SA for similar tour, especially those whose ancestors may have taken part in the historic events a century ago. Contact Mike Davidson for more information on 011 448 1112.

Coming up ...

Fouriesburg Spring Run, September 7-8:

The fifth running of this popular event. Choose to ride either to Katse Dam or through the Golden Gate National Park.

Natal Midlands Run. Bulwer or Crighton in KZN, November (tbc):

Breakfast Runs are held regularly by many dealers. Contact your dealer direct for more info.

Sweden

Englishman Steve Curtis wants to start a RAT Pack in Sweden. Living in Ramsele in the north of Sweden he owns a Triumph Bonneville. Contact him at steve_curts_uk@yahoo.se

Letters

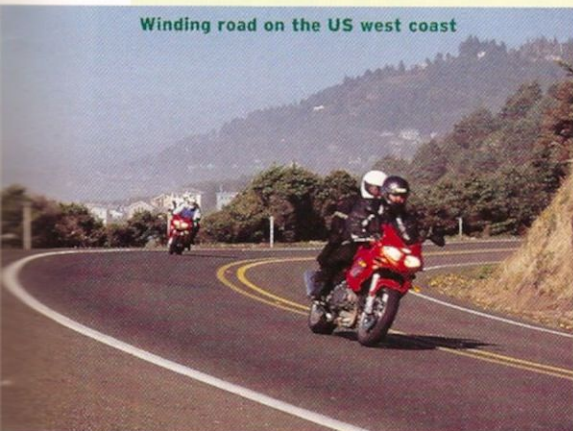
RAT, PO Box 83, Hinckley, Leics., LE10 3ZP, England

Whistler BC to Frisco

Rocky Mountain Motorcycle Holidays organise tours on some of the best, yet quietest, roads in the world so when they announced their first trip to California, owner Mike Cibien was bowled over in the rush.

Our trip lasted 12 days. We started out from Whistler BC along the famous Duffy Lake Road and on down the Fraser River Valley, through the Okenagen and into the state of Washington. Within a couple of days we were at Hood River on the Columbia River from where the ride up Mt. St. Helens was a spectacular excursion.

Winding road on the US west coast



After several days we struck out for the coast at Astoria and rode south for 400 miles with the USA on the left and the Pacific on the right. Eventually we arrived in California and after a couple of days and nights along the coast and amongst the big Redwood trees we headed inland to Sonoma. Our last day was an excursion into San Francisco over the Golden Gate Bridge.

RMMCH use exclusively Triumph bikes and book you into excellent hotels. Their tours are well guided, in our case by Mike, Robert and Brandon, and your luggage and spare bikes follow close behind in a truck and a trailer.

For everyone on our trip, all from the UK, it was a 2500 mls experience we will not forget. Look up RMMCH at www.rockymtnmoto.com.

Alistair 'Baz' Brown, Eastbourne, England



▲ Tiger meets rocket

I hope you like the picture of my Tiger in front of the Ariane rocket in French Guayana.

Patrice Constantin, Cayenne, French Guayana

Antipodean Bonneville

Enclosed is a photo of my pride and joy with me sitting on it. I was fortunate enough to lay my hands on one from the first shipment to arrive in New Zealand in mid January 2001, thanks to having put my name down on the list as soon as I had established where the list was. 4000 kms of happy motorcycling later I can report that the Bonnie lives up to Triumph's tradition of excellence in both handling and performance, as well as being an undeniably well crafted and superbly finished example of (in my opinion) what a bike was meant to look like.

Steven Beresford, Auckland New Zealand

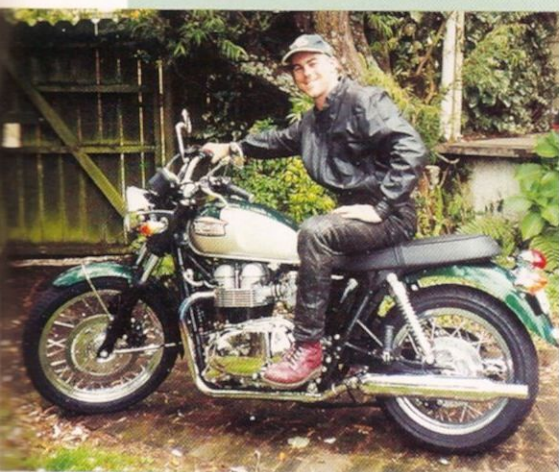


Thierry's IOM-customized TT 600

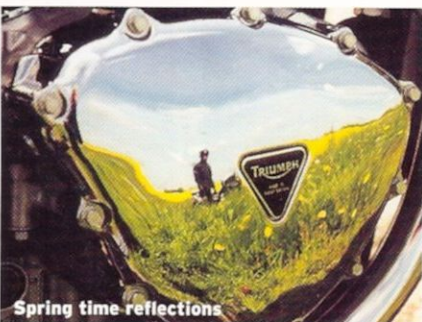
▲ Island echoes

As a loyal member of RAT I would like to send you a picture of my custom painted TT600. I think the reference to the Isle of Man's famous TT races is suitable for a bike bearing the same name.

Thierry Jonquieres, Seilh, France.



Grinning Steve on his Bonnie



Spring time reflections

His and Hers

These are our his and hers Triumph Thunderbird Sports. Pictured here at the summit of Mt. Washington, New Hampshire, the highest peak in northeast America at 6280 ft. The eight mile long road up there is as breathtaking as the scenery.

Brenda Diaz and Daniel Quaglia, Chatham, MA, USA



Brenda and Daniel with their T-Bird Sports

◀ Reflections

I've owned my Triumph Adventurer since July 2000. Last year I took a holiday tour to Andalusia in Spain of 4,400 mls without any problems. This year in May I took a test ride with a Bonneville at my local dealer for a day. I took the opportunity to get the attached shot.

Bianca Lembecke, Melsdorf, Northern Germany

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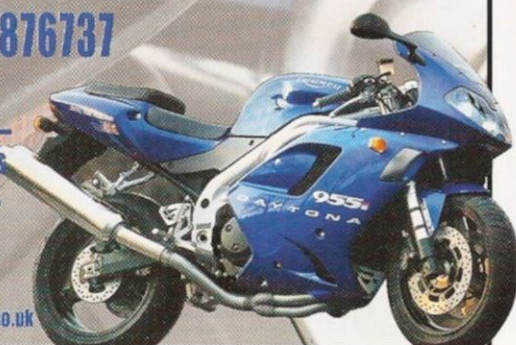
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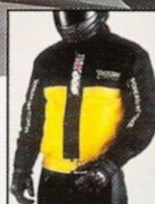
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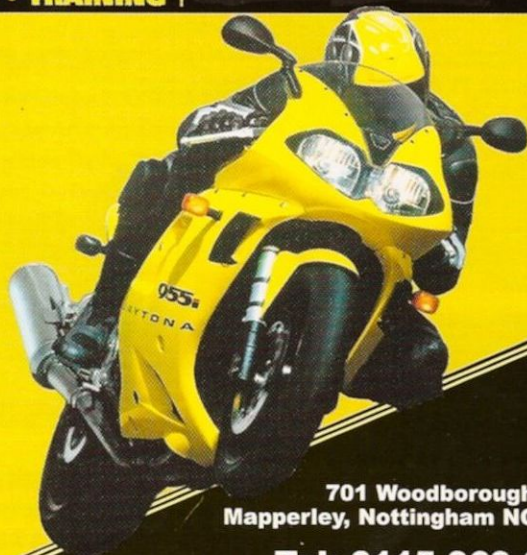
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cover and free Green Card cover and bail bonds for European travel. Call 0870 241 1676 for a free, no obligation quotation.

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

Ferry crossings

● P&O STENA LINE offer 30% savings on their Dover-Calais



crossings. +44 (0)87 0600 0600, quoting reference TMS 50531 Retail Promotions.

● STENA LINE FERRIES offer discounts on their Harwich-Hook of Holland, Holyhead-Dun Laoghaire, Fishguard-Rosslare and Stranraer-Belfast routes. 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.

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

Hotels

● ENVERGURE GROUP - Hotels throughout Europe. 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'

AUSTRIA:

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

FRANCE:

● Pays Basque. 'Errotaldekoborda' farmhouse accommodation. 10% discount, +33 (0)5.59.54.29.77.

murielle.daux@libertysurf.fr

● Provence. Auberge de la Benvenigudo. 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.

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.

NEW ZEALAND:

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

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.

UK:

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

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

Triumph hire

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

● Switzerland: Erne's Euromotos in Zurich, offer 5% discount for RAT members. +41 (0)1 272 7772. Basset Motos, Geneva. Contact Arlette on +41 (0)22 329 1010.

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

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

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

Touring

● Greece: Greek tour operators Triumph Bike Tours are offering a 20% discount for RAT members on their programme of guided tours. You can either use your own bike or hire one of their Triumphs. Contact Deb Stagonakis on +30 294 94905 (tritours@otenet.gr).

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

● Australia: 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 .

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



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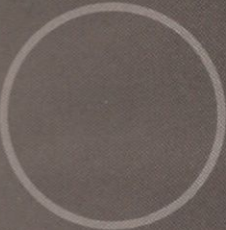
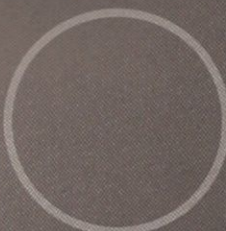
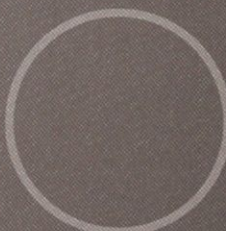
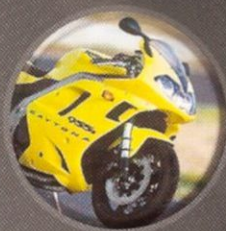
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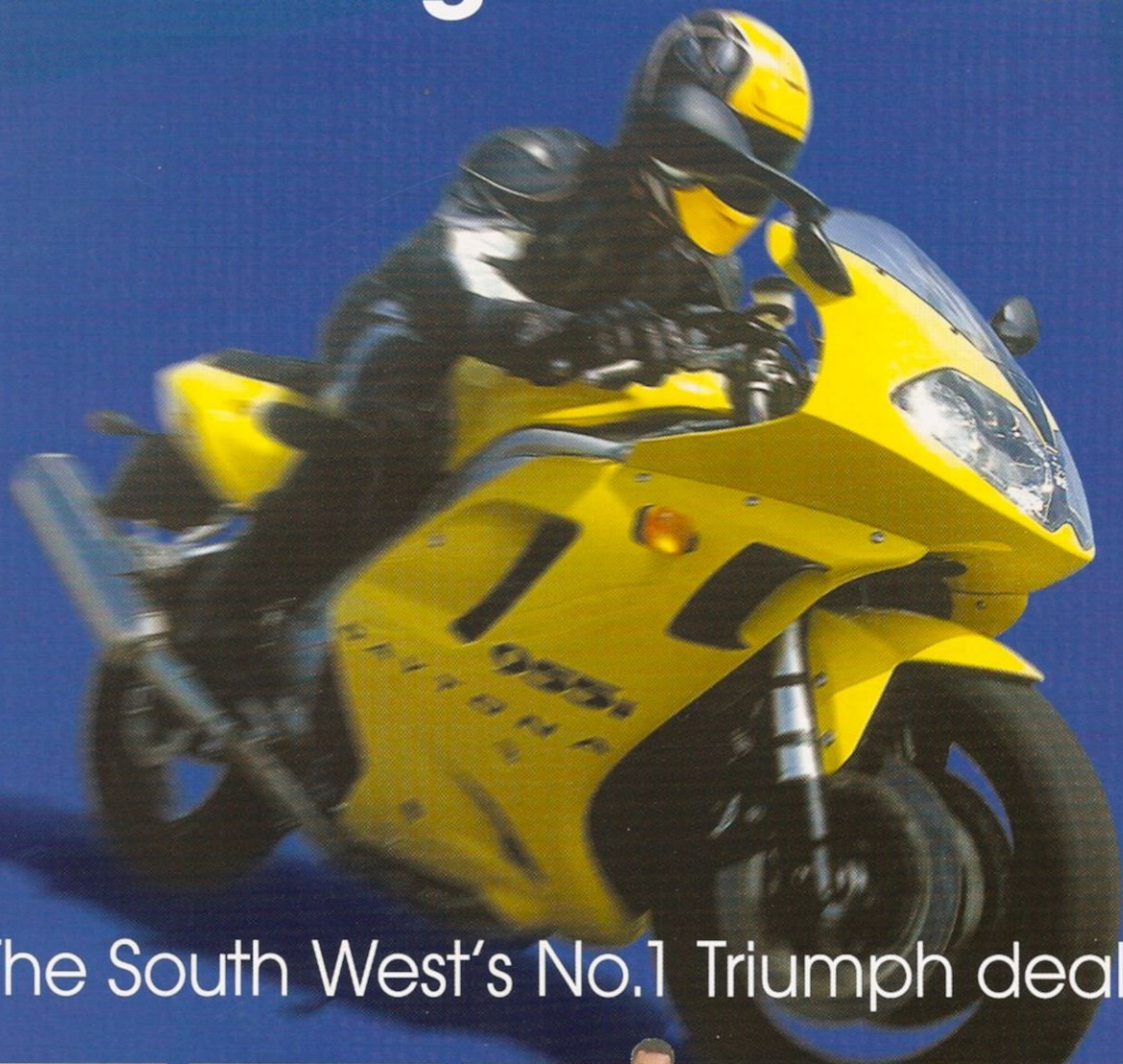
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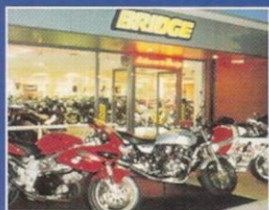


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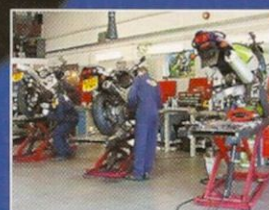
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