

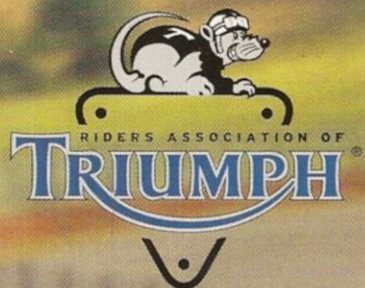
THE MAGAZINE OF THE RIDERS ASSOCIATION OF TRIUMPH

# TORQUE

No 26

Winter 2002

UK/International edition



**Breaking new ground  
Daytona 600 unleashed**





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## www.triumph.co.uk

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# Supersports challenger

**T**riumph's new challenger in the hotly contested supersports 600 category was unveiled at the Birmingham Motorcycle Show in November.

The futuristically styled Daytona 600 joins its big brother Daytona 955i in Triumph's supersports range and complements the less radical TT600 model which remains an integral part of the Triumph line-up.

Powered by an across-the-frame 599cc four cylinder engine producing 112 PS (110 bhp) and 60Nm (50.5 ft/lb) of torque, the 165 kg dry weight Daytona 600 is built around an aluminium beam perimeter frame. Suspension is by 43mm cartridge forks at the front, with adjustable preload, compression and rebound damping, and a rear mono-shock, also with adjustable preload, compression and rebound damping.

Two powerful 308mm floating discs with four-piston calipers provide the stopping power at the front, balanced by a single 220mm disc with single piston caliper at the rear.

Following up the unanimous worldwide press accolades received by the 600cc Speed Four, the Daytona 600 is designed to offer an even wider choice of motorcycle to Triumph customers, whether their taste is for stylish cruisers, long distance tourers or serious sports performance.

Available in vivid Racing Yellow or stylish Aluminium Silver, production will begin in the New Year, with the first machines reaching Triumph dealers in the Spring (northern hemisphere calendar).



## Specifications: Daytona 600

### Engine -

Type:	Liquid-cooled, DOHC in-line 4-cylinder		
Capacity:	599cc		
Bore/stroke:	68 x 41.3 mm		
Compression ratio:	12.5:1		
Fuel system:	Twin butterfly, multipoint sequential electronic fuel injection with forced air induction		
Ignition:	Digital - inductive type - via electronic management system		

### Transmission -

Primary drive:	Gear	Final drive:	X-ring chain
Clutch:	Wet multi-plate	Gearbox:	Six speed

### Cycle parts -

Frame:	Aluminium beam perimeter		
Swingarm:	Twin sided aluminium alloy		
Wheels:	Front - Alloy 3 spoke 17 x 3.5 in	Rear - Alloy 3 spoke 17 x 5.5 in	
Tyres:	Front - 120/70 ZR 17	Rear - 180/55 ZR 17	

Suspension: Front - 43mm cartridge forks, adjustable preload, compression and rebound damping. Rear - Monoshock with adjustable preload, compression and rebound damping.

Brakes: Front - Twin 308mm floating discs, 4 piston calipers. Rear - Single 220mm disc, single piston caliper

### Dimensions -

Length:	2050mm	Width (handlebars):	660mm
Height:	1135mm	Seat height:	815mm
Wheelbase:	1390mm	Rake/trail:	24.6 degrees / 89.1mm
Weight (dry):	165 kg	Fuel tank capacity:	18 litres (4.7 US gal)

### Performance (measured at crankshaft to DIN 70020) -

Maximum power*:	112 PS (110 bhp) at 12,750 rpm
Maximum torque:	68 Nm (50.5 lbft) at 11,000 rpm

Colours:	Aluminium Silver and Racing Yellow
Warranty:	Two years, unlimited mileage
Service intervals:	4000 miles or one year, whichever comes first

\*Excludes effect of forced air induction

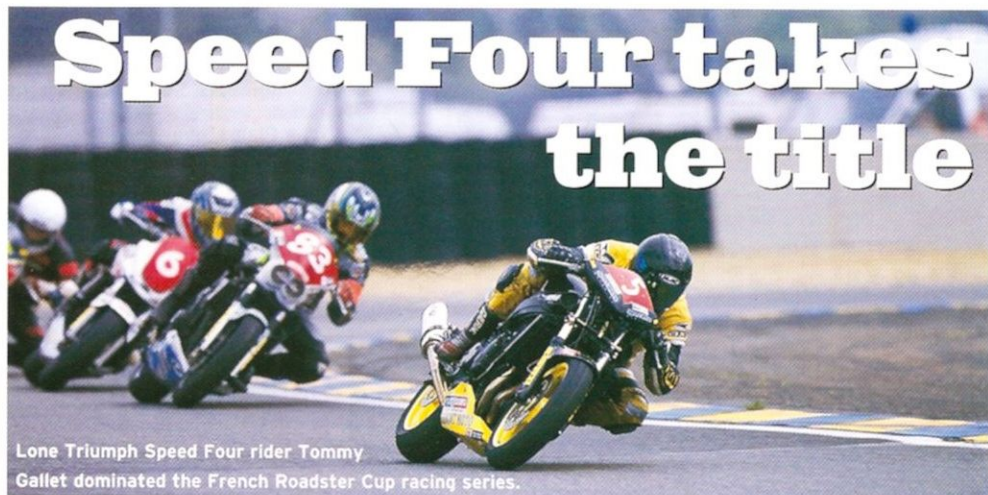




**A** Triumph Speed Four has won the prestigious French 'Roadster Cup' racing series for 'naked' 600cc sports bikes.

Riding the only Triumph in a field made up of Honda Hornets, Yamaha Fazers and Suzuki SV650s, 20-year-old rising star Tommy Gallet dominated the seven-race season, taking four wins, two seconds and a third place as well as five pole positions and four fastest laps.

Needing only fourth place to tie up the title in the final round at Le Vigeant, near Poitiers, in October, Gallet qualified on pole position but



Lone Triumph Speed Four rider Tommy Gallet dominated the French Roadster Cup racing series.

concentrated on keeping out of trouble in the race to take a safe third place and the championship success.

With production of the Speed Four restarting at the rebuilt Hinckley factory, the success comes at an ideal

time to underline the machine's capabilities as the predominant machine in its class.

## Centenary tribute

**A**rtist and Triumph enthusiast David Bill is including a tribute to Triumph's centenary celebrations in his one-man show in Kensington, London, during the Christmas period.

Taking place at the St Saviours Intermission gallery, Walton Place, London SW3 (behind Harrods), the exhibition runs from December 6 and January 11 and is open between 10am and 5pm on Tuesdays, Wednesdays, Thursdays and Saturdays and between 10m and 2pm on Fridays.

A fine art print of David's centenary painting is available as a limited edition of 1000 copies, each individually signed and numbered. Costing just £40, they can be obtained by calling +44 (0)1782 777800 or by visiting [www.elizabethalan.com](http://www.elizabethalan.com).



Artist David Bill has included a tribute to Triumph in his latest exhibition.

## TT star joins Triumph

**I**sle of Man TT hero Phillip McCallen has joined the Triumph team as a new dealer in his native Northern Ireland.

The 11-times TT races winner marked the opening of his Triumph shop in Lurgan by leading customer test ride sessions on the latest Triumph range, but thankfully managed to keep the pace down to a suitably sedate level!

As a special service, Phillip will help set up the suspension of customers' bikes to suit their ability, weight and riding style.

"It's taken a lot of racing and a few scars to learn how to optimise the set-up, and I'm more than happy to share that experience with my customers," he said.



TT race star Phillip McCallen (left) advises a customer in his new Triumph dealership.

## History maker

**D**utch RAT member Aad Montemann made the headlines in his local newspaper when he was included as an entry in the newly published 'Encyclopedia of Motorcycling in the Benelux.'

Now 54, Aad was a top sprint and drag racer on the sixties and seventies, racing 750cc Meriden twins running on a methanol/nitro mixture.

Dutch champion in his class between 1968-1972, with a best standing quarter time of 10.808 seconds, he was the first Dutchman to race a supercharged drag bike and the first to break the 11 seconds barrier.

After retiring from racing Aad picked up motorcycling again in 1992 with the restoration of a 1970 Triumph Trophy and after almost 40,000 flawless kilometres on the old Meriden

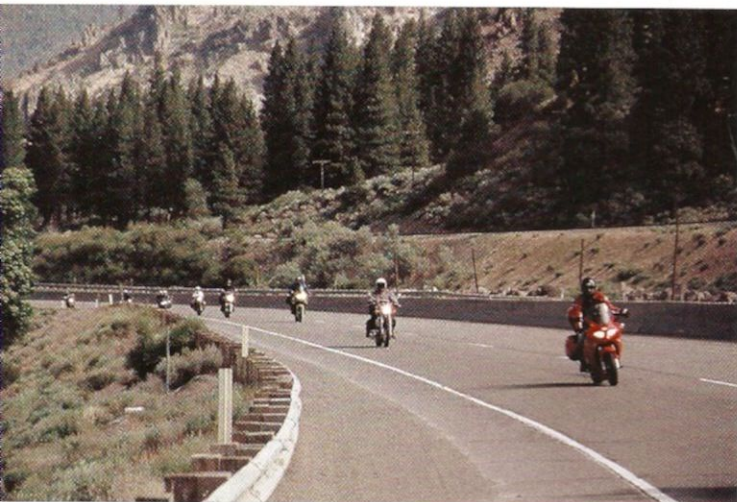


Dutch member Aad Montemann made the headlines in his local paper. 900cc Hinckley Trophy in 1999.

Together with his wife Elly, who owns a Legend TT, he does about 12,000 to 15,000 kms a year, including a trip from Holland to Gibraltar in 2001. Needless to say, they use bike-to-bike communication!



# Triumph Across America



Crossing the Rocky Mountains in Colorado.

**W**hen Triumph America decided to do something special to mark the Centennial, they naturally wanted to think big. The result was an ambitious project to lead a group of customers on a Coast-to-Coast odyssey right across the States.

After months of planning and preparation the ride got underway on June 15 from Triumph dealer Great Bay Cycles in North Hampton, New Hampshire, on the Atlantic coast. Fifteen days and 5000 miles later the cavalcade arrived at Pasadena, California, the home of Johnson Motors, US Triumph importers during the Meriden days.

During the two-week ride,

more than three thousand Triumph owners followed the ride for at least part of the way. Seven customers completed the full route, accompanied the whole way by RAT's North American coordinator Greg Casey and Triumph Motorcycles America Chief Executive Office, Mike Vaughan.

Greg takes up the story:

In fifteen days we covered seventeen states, from the Atlantic Coast to the Pacific Coast. Thousands showed, on all sorts of bikes, to take part in some portion of this monumental riding event.

The ride departed from coastal New Hampshire, passing through New England, south of the Great Lakes, across the rich farmland of

the Plains, over the Rocky Mountains, through the deserts and arrived on the plush shores of sunny California.

Except for the traditional English weather in New England - how appropriate - the weather was sunny and warm, a lot of the times it was hot and over 100 degrees (a few times I may have been looking at the speedometer instead of the thermometer).

The ride was organised to finish each day at a Triumph dealership as we continued west. The dealer stops were characteristic of their area and energizing; many included a Bike Concours that drew all sorts of Triumph models made over the years.

Mike Vaughan led the ride on a Bonneville America. It covered close to 5,000 miles of pavement and consistently had 30-50 riders. Everyday we waved goodbye to riders as they peeled off after completing a portion of the ride and moved over to let the new riders join into the group ride formation. The closing ceremonies in Pasadena, California, drew thousands of Triumph owners, fans, racing



legends and officials; this was truly an historical moment in Triumph history.

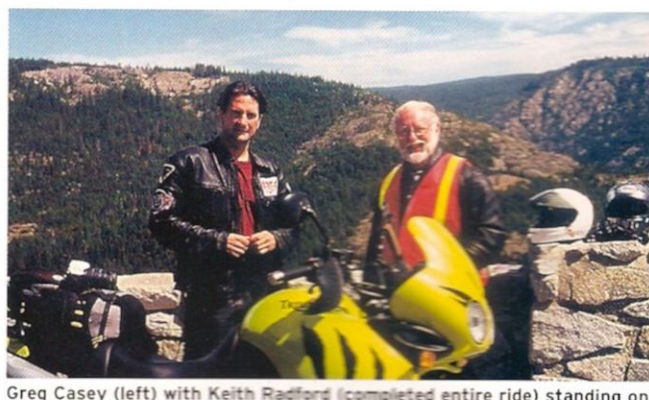
You would think my lasting memories of this ride would be the roads and mass diversity of landscape we covered but it's the people who participated and with whom I rode that I keep thinking about.

I share a somewhat rare accomplishment with a group of riders that rode all the way and they will be the ones that stay everlasting in my memory.

One other thing that will keep me grinning about the ride is the thought of the black Speed Triple with a high can exhaust that I rode!



Closing ceremonies in Pasadena, California.



Greg Casey (left) with Keith Radford (completed entire ride) standing on Donnor Pass in California.



## RAT Dealers Come Up Trumps!

**R**AT dealers scooped the honours at the 2002 Triumph UK dealer conference. The bi-yearly gathering concentrates on keeping the authorised Triumph dealer network up to date with the latest developments from the factory.

The morning of the conference is devoted to business, with the afternoon spent on more leisurely pursuits, ranging from quad biking to shooting!

During the evening the 2002 dealer awards were presented. Top dealer for 2002, as voted for by Triumph customers was Webbs of Lincoln. A thrilled Peter Littlewood collected the award on behalf of the shop. "We are delighted that our customers value the hard work that everyone here at Webbs puts in," he stated.

Close runners-up were Windy Corner, Action Motorcycles, Carl Rosner and Jack Lilley. All five dealers have strong RAT packs - spot the link!



Shooting for a deal! - UK dealer network reviewing their targets.

## Ride for Pat

**A** parade in memory of Isle of Wight Triumph dealer Pat Death, who was tragically killed in August, attracted 1300 riders. Pat was well known and respected, not just on the island but throughout the motorcycle industry.

Joint organiser of the 'Ride for Pat', Tony Button, was completely overwhelmed by the response of the Island's biking community.

"The event was a success beyond anything that we could have been realistically expected," he said. "I would like to express my appreciation of the support that has come from Triumph. On behalf of all who rode, thank you for the backing that was given. A big appreciation is certainly also due to the guys from Rafferty Newman and Three Legged Cross for their attendance."

Pat's brother Mike commented on the event: "It was superb and a great tribute to Pat - the whole family was very moved and we are incredibly proud of the motorcycling fraternity."

A significant amount of money was raised, through donations, to Pat's favourite cause, the RNLI.

Rafferty Newman's Chris Linney hands over a cheque to organiser Tony Button.



Pat Death

## Rosners ride to the top!

**C**roydon Triumph dealer Carl Rosner has been voted top dealer in the South of England by readers of a national magazine.

Readers of 'Ride' magazine voted Rosners as the top-performing dealer in the South.

Carl Rosner was delighted with the results. "The level of service we offer is very important to us. We are all enthusiasts, that's why we feature highly in the survey."

Rosner, who completed a hat-trick of 'Triumph Service Dealer of the Year' awards in 1998, 1999 and 2000, has ambitious expansion plans that will see his well-located showroom increased by 70% during 2003.



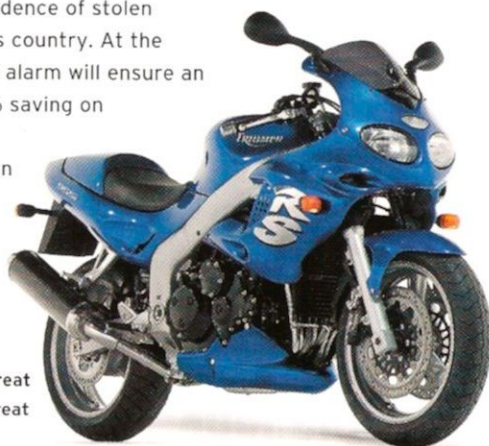
Carl (centre), John and Robert outside their award-winning shop.

## RS Promotion

**W**hile stocks last, the highly acclaimed Triumph RS is being supplied with an additional value package consisting of a belly pan, hugger and a free Thattham approved Triumph alarm (offer applies to UK only).

Bruno Tagliaferri, UK Sales and Marketing Manager commented: "The free accessories not only greatly enhance the sports look of this machine but also provide the added comfort of security to help combat the ever increasing incidence of stolen vehicles in this country. At the same time the alarm will ensure an additional 10% saving on insurance premiums when using Triumph's Rider insurance programme."

Triumph RS - Great bike now with great accessories.



## UK Dealer News

### New Dealers

Haslemere Motorcycles, 11-15 Weyhill, Haslemere Surrey, GU27 1BZ  
Tel: 01428 651580, Fax: 01428 654736

Alan Duffus (Motorcycles) Ltd, Rannoch Road, Perth Tayside, PH1 2DP  
Tel: 01738 622020

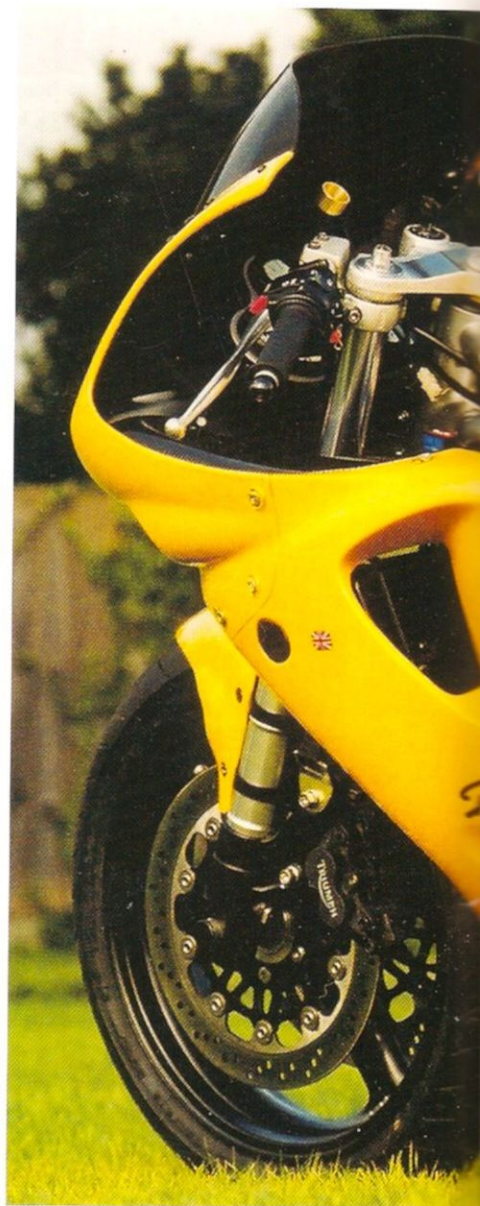


# HYENA



*Motorcycle  
Drag Racing Team*

'Team Hyena'. John More with his T595 and Carl Grey with the Speed Triple.



## TEAM HYENA

Two pals looking for something to spice up Sundays decided to take to the drag strips on their Speed Triple and T595 Triumphs. Alan Turner discovers they each have different approaches to achieving winning times over the standing quarter.





John's beautifully prepared T595 has clocked 11.20 seconds for the quarter mile. He's now looking for more power.

# - fun going fast

**H**ERE'S a tale of two Triumphs owned by Carl Gray (Speed Triple) and John More (T595) - members of the Hyena Drag Racing Team. The Hyenas are a loose association of friends from the Southend area of Essex, UK, who race a variety of street-based bikes.

They take their name not from the predatory nature of the African wild animal but from its reputation for laughter - an absolutely essential

part of all Hyena's endeavours.

Now, if you are looking for a secret formula to turn your triple into a quarter scorcher, then look elsewhere. These guys are still on the learning curve. At present, they have two different approaches to preparing their bikes. What is undeniable is the determination to ride something different and be competitive among the four cylinder drag racing masses.

Until a few months ago the Hyenas rode as the 'Just In Time' team in enduros, competitions over forestry tracks with a timed element. However, with ten hours of hard riding



each day of the weekend event they were noticing that the inevitable aches and pains needed longer recovery times.

Carl's career had reached a peak with the British Four Stroke Championship for 2001-2. Having got to the top it was time to accept the onset of *anno domini*, hang up the muddy jacket and find something else to spice up Sundays. The rest of the team took their cue from its most successful member, following him into retirement.

Carl had bought his Speed Triple a while previously. He was searching for another road bike and had already owned examples of the plastic fantasies.

This time he wanted something different. At first, his brother-in-law's Buell appealed. He

looked at similar bikes in the streetfighter style but the ones he checked over seemed to fall into the trap of too many home built specials - 90% of the bike worked 90% of the time. Looking over a parked Speed Triple one day he was smitten. It had the look he was after but with factory build quality and, hence, reliability.

A long trail of small ads eventually turned up his present bike from south east London. It was some months later before John could sell his enduro bike and raise the cash for his new ride. He shared Carl's enthusiasm for the looks of the Speed Triple but a friend was offering a T595 at a good price with just 3000 miles on the clock. John has added only another 1000 to this total.

“Looking over a parked Speed Triple one day he was smitten. It had the look he was after but with factory build quality and, hence, reliability.”

Carl and his Speed Triple.





SPECTATING at a drag race meeting at North Weald, Essex, in 2001 had shown them that drag racing offered definite possibilities, by combining speed, competition and a strong social element.

'Just In Time' team member Chris Reed was already drag racing a Suzuki GSX-R so the entire team was reborn as the Hyenas. The appointed entry secretary was prevailed upon to sort out the appropriate paperwork and they paid a return visit to North Weald at the start of 2002.

This time they were on the other side of the barriers. Some years previously Carl had a go at the Bulldog Bash, a huge 'run-what-you-brung' dragfest that takes place annually at Shakespeare County Raceway so he, at least, had some idea of what it was all about.

First runs at North Weald resulted in times in the 12-second bracket. Subsequent efforts through the day saw this shaved down towards the mid-11s with terminal speeds approaching the 120 mph mark. This initial attempt showed that the Triumph produced power, but not enough to bother the regular racers. Most of them favour either the big GSX-R or Hayabusa Suzukis. How could the Triumphs be made competitive? First call was to Dyno Speed Developments (0208 500 5770) where Brad O'Connor and Wayne are well versed in drag racing. They advised fitting an air-shifter.

A small reservoir for compressed air is fitted to the bike and a handlebar button activates the system, pressurising a small cylinder connected to the gear lever and firing the bike into the next gear while momentarily cutting the ignition.

This piece of technology can be worth more than half-a-second off quarter mile times - a big margin in drag racing. Jack Lillley was also consulted, as they have been involved in road racing Triumphs for years. Both riders took the proffered advice and fitted Daytona clutches. This is a bolt-in modification and there has been no trace of clutch slip, although this improvement is at the cost of a heavy clutch action.

After this their approaches differed. Carl went for the big blue bottle of bolt-on horsepower, a nitrous oxide kit. John wanted to try a more studied approach. As you are aware, the market is far from awash with go-faster bits for Triumphs but he had heard about Wilcox Engineering.

Carl suffered initial disappointment with the nitrous. A quick try-out at 'a remote location' resulted in the briefest spell of over-revving and tangled exhaust valves. While the top



Carl's experiment with nitrous oxide was less than successful.

Power Commander on John's bike re-maps the ignition.



half of the engine was apart to rectify this, Chris Reed, a development engineer for Ford, suggested five-angle valve seat cutting.

This gives a very thin sealing area for the valve but improves gas flow around the valve head. On a return visit to North Weald Carl endured some mild ribbing from Brad O'Connor. Brad saw the potential for the bike, as well as Carl's failure to realise it! The rebuilt engine gave disappointing results until it was returned to DSD.

Brad soon discovered that the nitrous system had been installed wrongly (DSD did not fit it originally). With the system working properly Brad thinks the bike has the potential to run times on the low 10's.

Meanwhile, John was also spending money at DSD. He had a Power Commander to re-map the ignition as well as a Shift Minder, a bright dash light that comes on at pre-set optimum revs for gear changing. A K&N fuel filter has also been fitted. Wilcox Engineering supplied the exhaust which is made exclusively for them by Arrow.





At one time Wilcox provided a full tuning kit and claimed a very significant increase in horsepower. Unfortunately, the company has a long waiting list at present for those requiring this service.

A RETURN return visit to the Bulldog Bash brought more machinery woes for Carl but John managed an 11-second run, a personal best. His time was third in the British bike class and his bike was the first home without the assistance of nitrous.

Next up was to enter a full-blown meeting - the Fall Nationals at Shakespeare County

Raceway. Both Triumphs were entered in the 10.90 Class.

Like all drag racing, first past the post is the winner, but in this class you must not complete the quarter mile in less than 10.90 seconds, otherwise elimination is the usual result. A fluke drew both Triumphs in the first round of eliminations. John ran 11.20 seconds to take out Carl (12.03) who had been suffering air shifter problems anyway. John lost out in the next round as a poor start saw him wheel-spinning his way off the line, Another 11 second run was close enough to the index, but his opponent was long gone.

This limited success did not go unnoticed and John has been put in touch with Clive Woods (01243 841549), a Triumph tuner of some renown who runs Jack Lilley's race team.

John was impressed with Clive's very thorough approach and decided that the bike would be kept purely for the strip. The original plan was to fit larger throttle bodies and make up a new circuit board to increase fuel pressure.

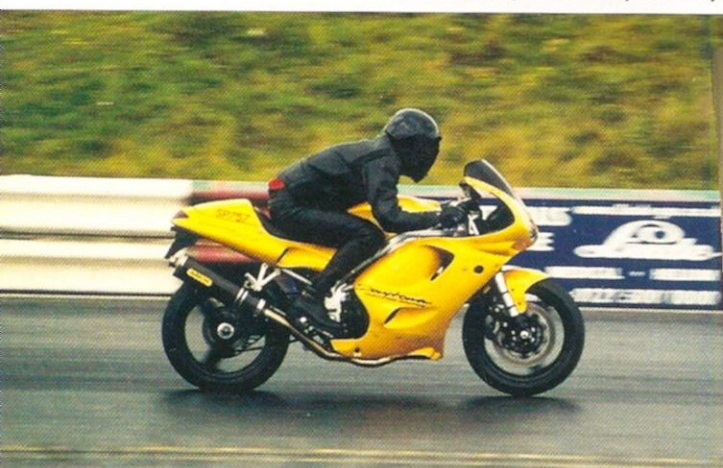
However, Clive has advised fitting the later 955 engine. This fits straight in and offers far more power than standard.

As far as cycle parts go John has ordered some Dymag wheels and is keen to

investigate the benefits of a longer swinging arm. There will be a new paint scheme as well. Carl is still undecided as to the next step in developing his bike but revised camshafts are a possible option.

Whatever happens, you can depend on seeing at least two Triumphs on the drag strips for next season. If you want to find them in the paddock, just listen for the loudest laughter - that will be the Hyenas!

John More in action at Shakespeare County Raceway in August this year.



Timing ticket shows breakdown of the quarter mile run.

WELCOME TO  
SHAKESPEARE COUNTY RACEWAY  
SUPERSERIES FALL NATIONALS

LEFT LANE		RIGHT LANE	
J. More	SP410	C. Gray	SP410
6.400	TREE SPEED	6.400	6.400
10.90	DIAL-IN	10.90	10.90
0.754	REACTION	0.870	0.870
1.865	---60 Foot---	1.991	1.991
4.001	---110 Foot---	4.990	4.990
102.51	---Mid MPH---	95.95	95.95
7.195	---600 Foot---	7.547	7.547
9.223	---999 Foot---	9.254	9.254
124.65	---1100 Foot---	100.13	100.13
11.000	---1320 Foot---	12.031	12.031
WINNER	FIRST		
1.067	STATUS		

PORTATREE TIMING SYSTEMS, INC.  
1090 Bike August 24, 2002  
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AUGUST 24th-26th 2002

“ Whatever happens, you can depend on seeing at least two Triumphs on the drag strips for next season ”







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The all new BONNEVILLE Speedmaster and the Speed 4 are due in any day – place your order now for your dream machine – small deposit secures.

Recently appointed Triumph Dealers, Flitwick Motorcycles have an unrivalled reputation in Bedfordshire for quality customer care and Service – voted in the top ten in the country in the recent Ride power survey – to find out why call us NOW.

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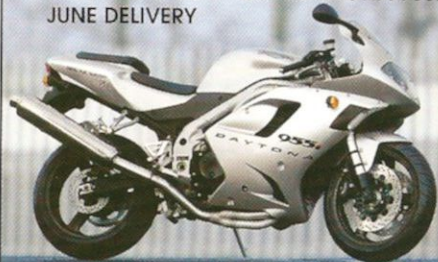
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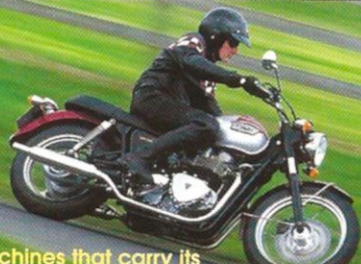
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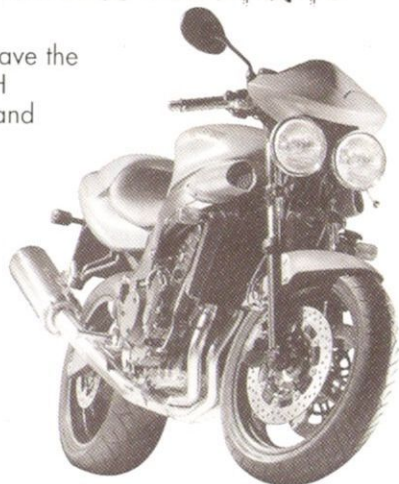
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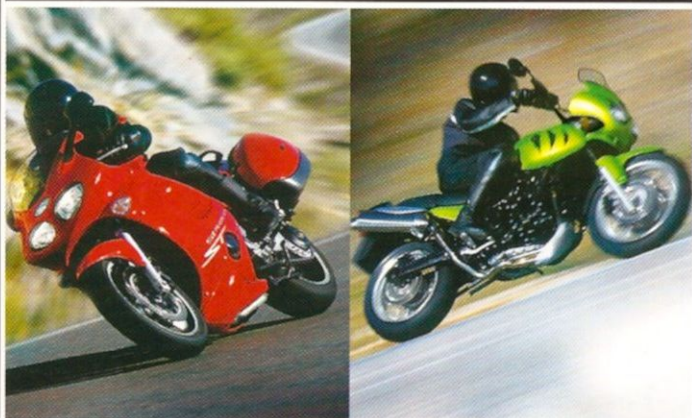


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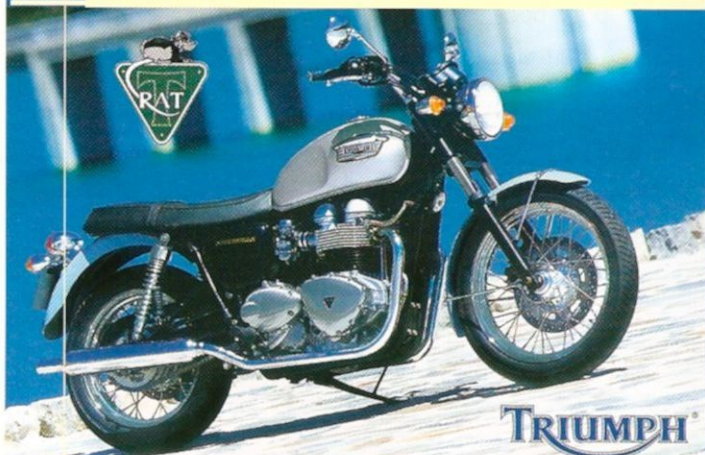
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# 39 States in

## Phil Wigley recounts his mountains, canyons and

**T**HE adventure began on Monday, March 19, 2001, when I took my Triumph Daytona 1200SE to my local dealers Windy Corner, near the factory in Hinckley, for crating. It ended on May 29, 2002, when my bike came back from the USA after visiting 39 states and covering 25,650 miles.

Despite a few small things going wrong we just travelled; she was brilliant and my home for a year.

Hassles raised by US customs - despite all the paperwork being in order - meant I had to wait two weeks for them to release my bike and my journey began on April 26.

My plan was to avoid Interstate Highways and major cities where possible and get through Montana, Wyoming and South Dakota before the September snow arrived.

My tent, sleeping bag and winter jumpers were on the rear rack, my clothes in throw-over Oxford Panniers and oil, puncture repair kit, CD player and odds and sods in my Oxford Tank bag strapped on the rear seat. I hit the road from Linden in New Jersey, heading for Kentucky to stay with friends.

Unfortunately I had to use highway 178 to cross New Jersey and part of Pennsylvania. The weather was in the high '70s and to my first night stop was in a motel in Carlisle.

Next day I left the turnpike and hit the back roads across the panhandle of West Virginia and into Ohio where I turned down Route 7 alongside the Ohio River, a brilliant road with great scenery which took me to my good friends Lee and Kimberlie Kidd in Winchester,

The Devil's Tower, Wyoming, where they filmed 'Close Encounters of the Third Kind'.



# a year

## epic ride around the USA through the deserts, prairies of the Big Country.

Kentucky. I had ridden for four days with two night's camping.

I spent a month here and worked for three weeks to get some extra money, leaving on May 29 with the weather still brilliant in the high 80s. Through Kentucky and into Virginia, I picked up the famous Blue Ridge Parkway at Fancy Gap.

This was an amazing four-day ride to Washington DC but with very few gas stations. On June 4 I arrived at Gettysburg in Pennsylvania and took a two-hour tour of the battlefields. Back east across Pennsylvania, into south New York State, Connecticut, Rhode Island State, Providence and into Massachusetts.

Route 44 took us across Massachusetts to a

great campsite just south of Boston on June 7. I stayed here for four nights and went whale watching from Plymouth. The bike went to a Triumph dealer in Boston for new back tyre and oil change while I visited the famous 'Cheers' bar.

I camped at Cape Cod for a couple of nights and looked over the Atlantic towards my home 3500 miles to the east. The next time I would see the sea again would be the Pacific Ocean 3500 miles to the west.

And that's where we headed. Up North and into New Hampshire and to Laconia Bike Week the temperature was now in the 90s. Great time here with thousands upon thousands of Harley bikers (no accounting for taste). We rode up Mt Washington, not a trip for faint hearted, then west across the White Mountains of New

Route 66 between Kingham and Oatman.

It was over 100 degrees and I was beginning to suffer from heat exhaustion!





“The heat was now over 100 degrees and hit 110 in Oklahoma City - I thought I was going to die!”



Breathtaking scenery in the Big Bend State Park.



A well deserved lunch was taken in here at the Hillbilly Cafe in Arcooia, Oklahoma. The famous Round Barn was just across the road.

Hampshire on the Kancamagus Pass.

Into New York State and a really brilliant ride through the Adirondack Mountains to Lake Ontario, arriving at Niagara Falls on June 19 where I camped for four nights and played volleyball for the local bar, Ray's Place. A great bunch of lads.

Through northern Pennsylvania and Ohio, around Lake Erie through Cleveland. Then a stunning ride across northern Ohio and Indiana to camp at the back of the 'Expert Motorcycles' shop in Holbart for three nights. This is a little gem of a place run by Bob and John Goodpaster who specialise in restoring old Triumphs, BSAs, Nortons, Royal Enfields and BMWs.

Bob races vintage Nortons and invited me to join them at Daytona the following March where I had a great time with them.

From there it was the famous Route 66 from Chicago all the way to Los Angeles. I started on June 28 with 20,061 miles on the clock and arrived in LA a month later with 23,329 miles on the clock after lots of detours.

It was the 75th anniversary of Route 66 so there were parties all the way. The book 'Motorcycle Guide to Historic Route 66, The Mother Road' was invaluable and I followed the directions in it. Eighty per cent of the old route is still there and the book helps you find it.

If any RAT members would like information about following the route please feel free to email me on: [philwigley@yahoo.co.uk](mailto:philwigley@yahoo.co.uk)

HEADING out of Chicago I lunched at the famous Launching Pad cafe and rode on to the Dixie Truckers Home and into Springfield for a visit to the Abraham Lincoln Tomb.

I followed the old 1936 alignment of 66 through Illinois, into Missouri, across the Mississippi and through St Louis. In Missouri I visited the Meremac Caverns where the Jessie James gang used to hide out.

In Kansas a 13-mile section took me into Oklahoma where I camped at Cherokee Lake and joined the 4th of July celebrations. It was here I met Ina, who invited me to stay at her cattle





Adrian in Texas was the halfway point. My bike had covered 7300 miles in America by this point!

A quick rest on the outskirts of Oklahoma City.

ranch for four nights. The break was welcome. Thank you Ina for lovely stay in a beautiful part of the world.

The heat was now over 100 degrees and hit 110 in Oklahoma City - I thought I was going to die! In Texas I headed for Amarillo to meet my friend Mike and my first Texas big steak. The Palo Duro Canyon State Park 25 miles south of Amarillo is a must place to visit - real wild west cowboys and Indian country.

At the Halfway Cafe in Adrian, Texas, a signpost reads 1139 to Chicago and 1139 miles to Los Angeles.

In New Mexico I stayed at the Blue Swallow motel in Tucumcari before arriving at the Triumph dealer in Albuquerque for the bike's next service. The bike was holding up well in the heat - not so good for the rider though.

At Grants I had a brilliant four days at the 'Fire and Ice' bike rally where I won the 'furthest travelled' award! Here I saw space-age solar-powered cars doing the Route 66 Challenge - fascinating. I loved New Mexico.

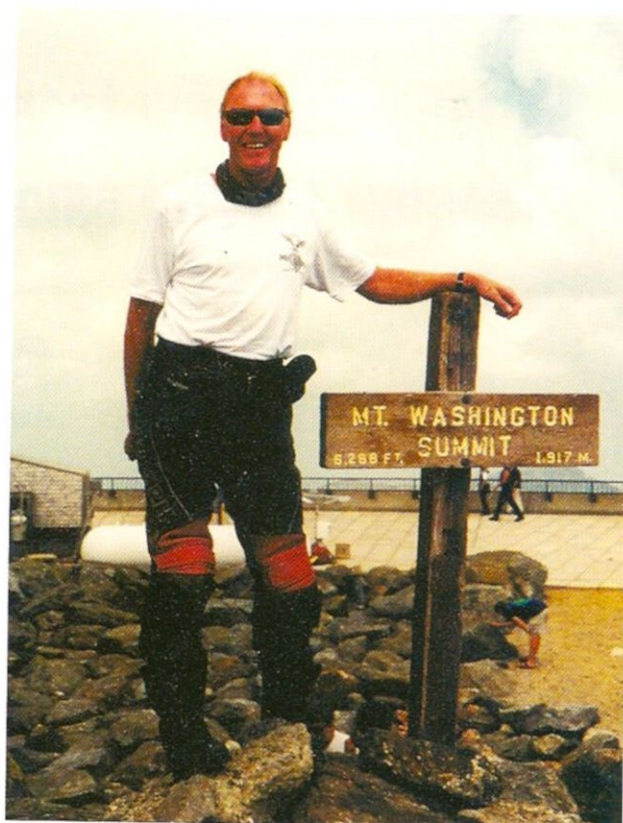
On July 22 I rode into Arizona, visited the Painted Desert, the Petrified Forest and stood on the corner at Winslow, Arizona, with the Eagles song 'Take it Easy' going through my head. I rode up to the Grand Canyon and camped at the eastern end for two days - the most wondrous sight I have ever seen. The scale just takes your breath away.

Since the 100 degree heat of Oklahoma I had been hitting the road at 6am and stopping for shelter around noon. As I crossed into the Mojave Desert in California at 5.45am the temperature was already 85 degrees and later the temperature gauge on the bike packed up!

Still, everything held together and I arrived at Santa Monica Pier in LA - the official end of Route 66.







At the top of Mt Washington, New Hampshire. The high altitude caused some carburation problems.

A FEW days later I took Coastal Highway 1 to San Francisco taking in a visit to my friend Ruth and her children who live in the same village as me in England and were there on holiday.

The road continues along the coast through the Redwood Forests into Oregon and up to Florence where I turned east to the Triumph dealer in Eugene who replaced the bike's temperature gauge sensor.

The volcanic Three Sister Wilderness area in Oregon is spectacular and I went white water rafting. Up through the Hood Valley (the fruit capital of America) and across the Columbia River into Washington State.

I pass huge fruit fields and the Grand Coulee Dam, and then wheat fields as far as the eye could see, arriving in Montana and the spectacular Rocky Mountains. I was now only 30 miles from the Canadian border and camped in an unbelievable beautiful site.

“In all the time I was on the road I never met one bad American - they were all so friendly and helpful.”



In the blistering heat of the Arizona Desert.



The roads through the Rockies were great and the views stunning. The husband and wife Triumph dealership in Missoula changed the Daytona's oil and even loaned me a 955i.

I arrived in Yellowstone Park on September 5 - truly Big Sky country. I camped at 7300 feet with the temperature at 84 degrees. It got cooler in the night and I woke up in snow! Now it was really cold and I only stayed two days leaving behind the elk and porcupines.

Heading out of the Rockies I was hit by a snow blizzard for over four hours down the Chief Joseph Highway to Cody in the High Plains. I rode for 101 miles without seeing a gas station and nearly ran dry.

In Cody I visited the Buffalo Bill Museum, went to the rodeo and then headed across real Indian country with unbelievable scenery and no other traffic on my road. The feeling of space and peace is overwhelming.

I met some fellow bikers who have since become good friends - Dale and Janet, Gary and Dusty, Debbie and Troy and Joey and Linda. I stayed with Dale and Janet in Gillette, Wyoming, for eight nights all through the horrific events of September 11th.

In South Dakota I visited the Mount Rushmore Monument and then the spectacular Crazy Horse Monument - the most amazing man-made thing I have ever seen which will not be complete for another 100 years! In Custer State Park there are thousands of buffalo and I had a run-in with a big bull - thought that was my lot!

On September 22 I turned south for the first time into Nebraska, riding 120 miles along dead straight roads and counting only 14 cars. I followed the Santa Fe Trail to Dodge City in Kansas, then to Tulsa, Oklahoma, for another 6000 mile service and rear tyre.

A few days later I was back in Texas where the Daytona was treated to a new front tyre before heading south and following the Rio Grande river along the Mexican border. I loved every day of this ride across the desert and Route 170 to Big Bend State Park was the best ride on the whole trip.

I hit Corpus Christie on the Gulf of Mexico on October 27 and pitched my tent in the sand dunes on the beach at Mustang Island State Park. Every day for three days I got up and walked into the sea for a swim and did the same when I reached Galveston Island.

A visit to the Houston Space Centre and then around the Gulf and into Louisiana and onwards to Winchester, Kentucky, to spend Christmas with friends. I had been on the road for six months since I saw them on the west-bound crossing.



Scenery like this makes a ride across America an amazing experience.

SNOW stopped me getting back on the bike until January 20, heading south to warm weather again into Alabama two days later and onwards to Route 90 all around the Gulf of Mexico - lots of shrimp boats, bayous and swamps.

Heading into Florida I rode down to the Everglades and saw my first really big alligator. I went canoeing in the mangrove swamps and snorkelling over a sunken Spanish wreck. Then down to Key West, the southernmost tip of America on February 20.

I then rode north to Daytona for Bike Week to be reunited with John Goodpaster in the pits for the classic races. John finished fifth on his 750 Norton and then won on the 650.

After Daytona, Route 17 hugged the Atlantic coastline and took me north through Georgia and then South Carolina, arriving in Virginia on March 28. The circle had been completed and I had been to 39 different States. What a trip. I flew home on April 16, 2002.

I had a whale of a time and in all the time I was on the road I never met one bad American - they were all so friendly and helpful. This added to the pleasure of just me my bike and the open road.



We could go on about the amazing beauty and awesome scenery, the fabulous uncrowded roads, the friendly locals, very attractive exchange rates or that while it's Winter cold elsewhere - we're basking under the South Pacific Summer Sun. But now there's an even more compelling reason to come and tour New Zealand!



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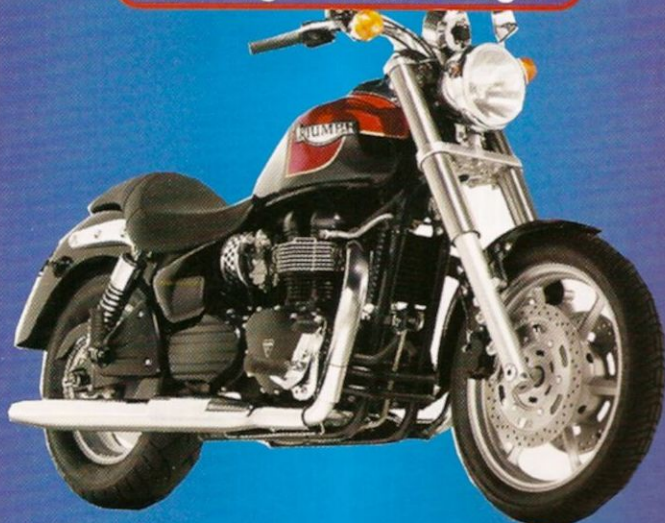
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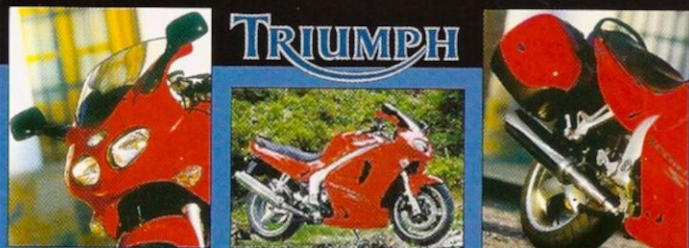
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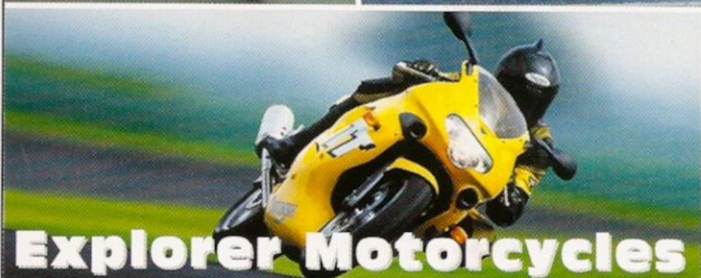
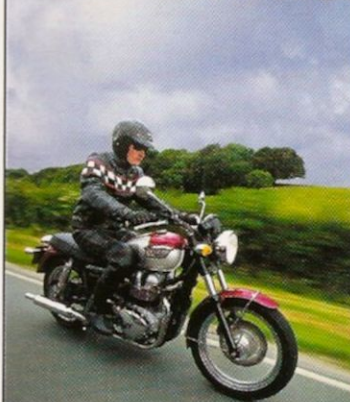
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# TRIUMPH



# Falling in love w

After owning dozens of bikes, Frenchman Philippe Juguen had lost all enthusiasm for motorcycling. Then he went to a dealer open day to try a new Triumph and his outlook changed radically. Bertrand Goyez went to meet him.





# ith Triumphs!

**T**he machine Philippe decided to try out was a Daytona 955i. It was a revelation to him. The torque and the power delivery convinced him for the first time that there was no need to have 180 bhp on tap to enjoy riding. On top of that, the inimitable lines of the Triumph's styling completely seduced him. He was converted!

The order form was signed and he soon rediscovered the desire to ride. So much so that he even bought a rainsuit - a big step for a Frenchman!

Once smitten, the bug bit deep. A second Daytona soon joined the Juguen collection and then came the opportunity to buy a third bike - an accident damaged Daytona that needed rebuilding. As boss of motorcycle paint specialists Bike Colours Racing, at Auneau, in the Eure et Loire region of France, it was a chance he couldn't resist.

All his team were soon involved in the project to create a machine that was different, but which retained a strong element of British spirit and class.

The idea to transform the Daytona into a Speed Triple-style layout was the first stage. Then came the difficult process of coming up with a design and specification that was 'special' but 'classy' at the same time. To get the perfect overall result, very careful attention would have to be lavished on the bodywork and any accessories used would have to have irreproachable quality to reflect the feel of the overall project.



Philippe Juguen : A passion for perfection.

Left: A wealth of detail work sets Philippe's creation apart.



The rebuild began by fitting Showa upside-down front forks from Japan and Italian Brembo brakes. A German LSL fork yoke was used, carrying a self-made cockpit fairing and two small headlamps (despite worries about the extra weight that two lights entailed).

But Philippe wasn't content to let things rest there. To make the bike even more unique the rear subframe and bodywork were raised a few centimetres to give the bike a more aggressive

profile. The move was a visual success, giving a continual line from the fuel tank through the seat to the tail unit - a real work of art! The final touches were stylish Rizoma controls and a self-made belly pan.

When it came to painting the bike, Philippe gave full vent to his imagination and skill. To give the bike the classy feel that he was searching for, he decided to use a beautiful deep green - not too far from British Racing Green -



A unique style.



“The power and torque of the machine convinced him there was no need to have 180hp to have fun!”

for the bodywork, complemented by a black frame and superbly chromed wheels that set off the general lines of the bike perfectly.

To finish, the single-side swinging arm was chromed and a British Arrow exhaust system fitted along with K&N filters and a set of braided hoses.

Once finished, this superb creation went on a tour of motorcycles shows in France as a demonstration of Bike Colours' work.

Catching the eye of a number of specialists magazines (including the one you are reading!) the bike has become a perfect advertisement for a company that does all its own work without using sub-contractors. So much so that demand for Bike Colours' services means Philippe is now looking for larger premises than the company's current base in Auneau.

It's not just a show bike however and



The smallest detail was given careful attention.



Chrome and accessories of the highest quality.





Perfect chrome for the rear wheel.

Showa forks and Brembo brakes.



Even the dashboard was reworked.



“It’s not just a show bike however and Philippe is proud to regularly ride it himself”

Philippe is proud to regularly ride it himself, but new projects demand time and money and it is now for sale (13,720 Euros if you have a bit of spare cash!).

Philippe is determined not to rest on his laurels with just one superb Triumph project under his belt, and he has already made plans to create a ‘hyper racing’ look project from a new Daytona and Speed Triple. He’s keeping the details close to his chest for now, but we’ll update you as soon as he’s ready to unveil the bike.

In the meantime other Triumph projects are still very much on the job sheet at Bike Colours, with a TT600 being transformed into a ‘road-competition’ specification for a Swiss client.

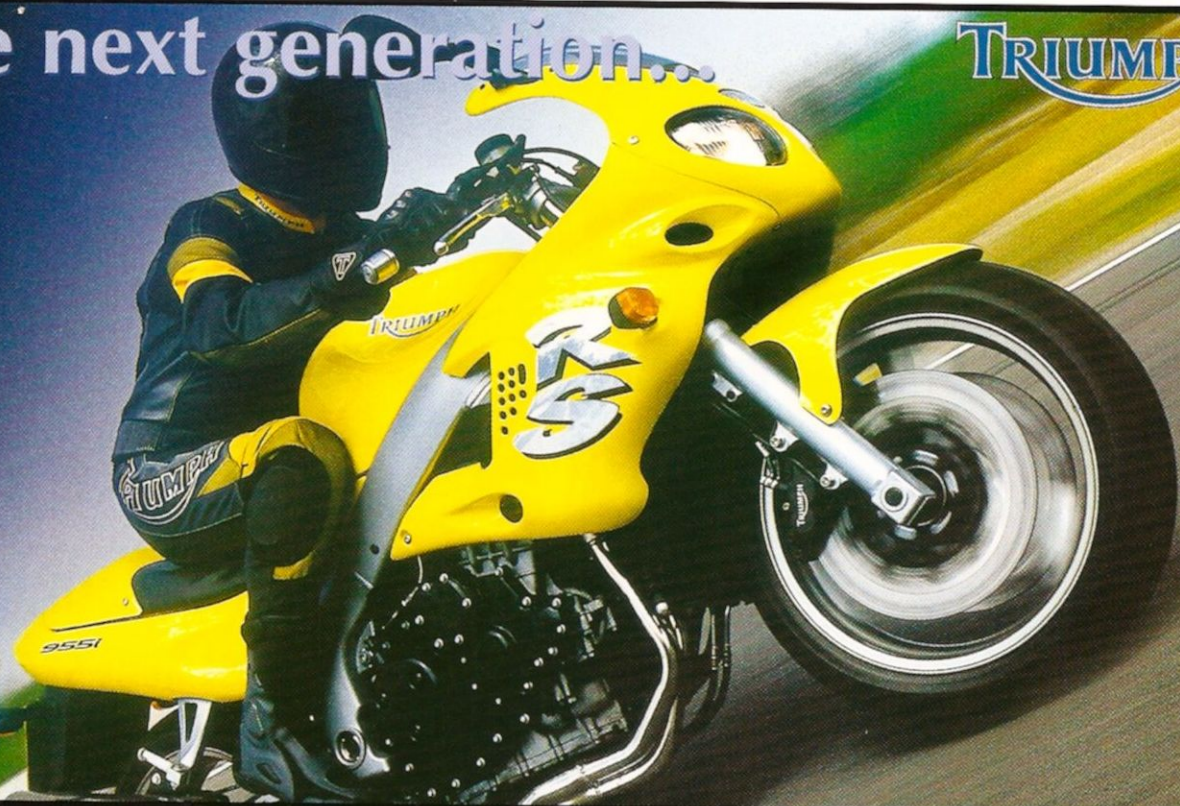
After tasting the magic of Triumph, Philippe is convinced he will never revert to machines from further east and he would be happy to discuss ideas and projects with any other owners wanting to create something special around their own Triumph.

You can contact him at Bike Colours Racing, +33 2.37.31.26.04 ([www.bikecolors-racing.com](http://www.bikecolors-racing.com)).



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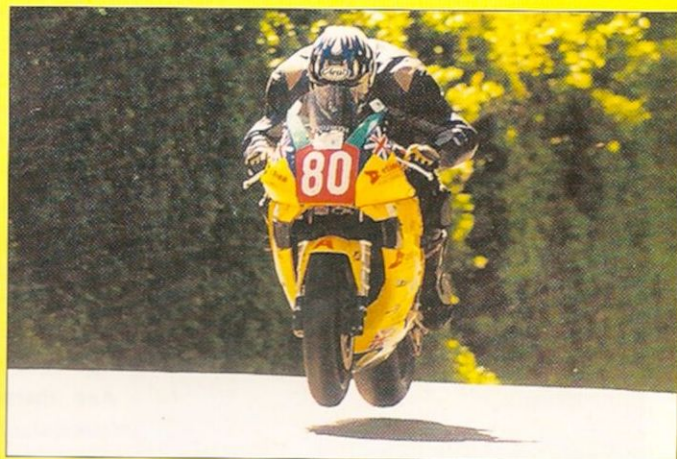
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# Decline, Fall and Rebirth of a Legend

The final saga - the metamorphosis of the Triumph name. The best kept secret in motorcycling was finally out at the 1990 Cologne Show. By Jim Reynolds.

**B**Y the early 1970s, Triumph had seen its world-wide reputation damaged as parent company BSA reported consistent losses resulting in a lack of confidence amongst their backers.

The promising twin-cam 350cc twin, to be offered as either the BSA Fury or the Triumph Bandit, was advertised in the American bike press in 1971 but cancelled at the very last minute. It was actually ready to go into

production, but committing to that meant big bills for thousands of components - and the bank wasn't too happy with the way things were going.

And there had been the infamous Ariel-3 three-wheeled moped that allowed the rider to lean into corners with the front wheel while the twin rear wheels stayed upright.

Production was pitched at around 2000 a week of these strange 50cc oddities because the marketing men said it would be a major seller. In fact they sold only a few hundred. The Ariel was withdrawn and the huge stocks of Dutch-built power units sold off at a fraction of their cost. Another nail in the coffin.

While this sort of nonsense was bringing the company down, people still wanted the Bonneville, the definitive British sports twin, but the American market wanted it with a bigger capacity.

For 1973 it was launched with the motor enlarged to 744cc, detuned slightly to give the same old crankshaft an easier life, but with more vibration. "We never spoke of vibration," insists one ex Meriden man. "It was called the Triumph Tingle!"

There was also the stunning custom-styled Hurricane XR75. A variation of the Trident theme by American designer Craig Vetter, it was one of the bravest styling moves by a British maker and a pristine example will fetch big money today. Thirty years on, the Hurricane is still a motorcycle you don't ignore.

By July 1972 it was obvious the BSA group of companies needed urgent help, as they recorded an annual loss of £3.3 million. In November the Department of Trade and Industry initiated merger talks between BSA and Norton Villiers, the other remnant of the once proud British motorcycle industry.

With the government putting up half the £10 million capital of the new group, Norton Villiers Triumph was born in July 1973. This child of managerial misfortune and political pressure was destined never to be loved.

Dennis Poore headed the new company, a very capable financier with good contacts in the City but never a diplomat. Poore had a plan to close the Meriden factory and move production into the huge BSA factory at Small

The Meriden co-operative offered this 650cc Thunderbird, an old name revived, for the 1981 and '82 seasons.





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Stroke: 82mm (3.228")  
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Compression Ratio 7.9 : 1  
Carburetors: Twin Amal Mark 1.5  
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Rear: 110/90 H18

Brakes: Front twin disc 260mm dia. Rear single disc  
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Frame: All welded steel cradle type  
Hydraulic rear shock absorbers  
Wheelbase: 1422mm (56")  
Seat Height: 787mm (31")  
Dry Weight: 186kg (410lbs) approx.  
Fuel Capacity: 12.8 litre (2.8 Imp. Gallons)  
Electrics: 12v crankshaft alternator, 8 A/H battery,  
contactless electronic ignition  
Instruments: Tacho and Speedo  
Finish: Stainless steel mudguards, Black/red flash or  
black/double gold line

The Triumph Bonneville is also made in the U.K. (European specification, for details ask for leaflet No. SH85/UKB)

**TRIUMPH**  
*A Living Legend*

Units 1 & 2, Silverhills Road,  
Decoy Industrial Estate,  
Newton Abbot,  
South Devon  
Telephone: 0626 69700/60486  
Telex: 42902 Racing G

Produced under licence by  
L.F. Harris (Rushden) Ltd.

The Bonneville USA produced by Les Harris in between 1985 and 1988 under licence from new owner of the Triumph name, John Bloor.

without bitterness. But the eventual outcome was the release of Trident bikes to BSA and the formation in 1975 of the Meriden Motor Cycle Co-operative which would build Bonneville for an agreed price

Heath in Birmingham and Norman Hyde recalls him calling a meeting of the Triumph union shop stewards.

He told them he couldn't stay long because he had an important meeting in London but he was there to announce the closure of Meriden. His London date may well have been very important - Poore moved in very influential circles - but tell the workers in a factory that they're likely to be out of a job and there's no doubt what they think is important.

Resistance to the idea came to a head at a meeting with the shop stewards when Denis Johnson of the Transport and General Workers' Union declared that if the management weren't prepared to change their mind and talk about job savings, there would be a lock-out and Meriden would be occupied.

The NVT representatives didn't have the authority to redirect policy, so the union men sent them on their way and despatched a man to buy a chain and padlock for the gate. The Meriden Sit-In had begun and nothing was allowed out; complete bikes, parts, drawings and production tools sat idle and the planned production of Triumphs at the great rival BSA factory stalled.

It's difficult, even after all these years, to find someone who will talk about that time

and sell them to NVT, who had the marketing rights.

The co-operative did better than many cynics expected and attracted attention as a different approach to labour relations at a time when Britain was being torn apart by strikes.

It always struggled with inadequate funding but the enthusiasm for the Triumph name kept it afloat long enough to introduce a left-foot shift to comply with American demands, to offer an electric start version of the Bonneville and develop a four-valve version of the power unit.

At the 1983 Motorcycle Show there was a brand new 900cc watercooled twin, the Phoenix, but it was a futile gesture in the face of slowing sales and growing debt. In August 1984 the remnants of once proud Meriden went into liquidation with debts

A rarity. The 1981 Bonneville Executive Electro - yours for £2035 then but a little more today!





of £3.8 million.

The plant was sold off and a few people shook their heads in surprise that the title and rights to production had been bought by industrialist John Bloor.

Who was this mysterious man, who later licensed spares producer Les Harris to build the Bonneville at his factory in Newton Abbot, Devon? Harris relaunched the bike in the summer of 1985, the Bonneville as we remembered it with a 110 mph top speed but a quieter exhaust note.

The finish on some parts was a long way below the Meriden standard but the Bonnie was back on the market. It lasted until 1988, when the need to replace the casting equipment for the cylinder head and crankcases was simply unaffordable with the modest level of sales. It was bye bye Bonnie for the final time.

But rumours were circulating about ex-Triumph men working in an anonymous building in Coventry, where tester Jock Copeland had been seen pushing an unidentified bike through the door. Old mates quizzed him, press men sat outside the door for hours with cameras ready (I know, I did) but nobody could find out what was really going on.

The Coventry rumour mill said they were paid by the same John Bloor who'd bought the Triumph rights, but nobody was talking.

A new Bloor-built factory in Jacknell Road, on the outskirts of Hinckley, was said to be the new Triumph factory. There were no signs, nobody to ask, only rumours. Then an

American Triumph enthusiast photographed some intricate engine castings at an engineering show, claimed to be for the new Triumph.

MCN grabbed the chance to show the pictures but the man himself had his lips firmly buttoned when I put in a trans-Atlantic phone call. Still nobody talked.

Finally, when the secretive company was good and ready to face the world and show off its product, came the official announcement at the Cologne Show in 1990 - Triumph were back in business. Three and four-cylinder models owing nothing at all to what had gone before would be sold through selected dealers all over the world.

At the 1992 Banbury Run for vintage bikes, one of the biggest free outdoor shows in the country, a handsome sports bike was cruising around, the name Triumph proudly displayed on its silver tank and fairing.

It was the demonstrator from Roger Winterburn's Windy Corner shop and the reaction was sensational - one of the great old names of British motorcycling was back and patriotic riders smiled that an industry that had seemed dead and buried was back in proper business.

I came home bubbling with enthusiasm at what I'd seen and later borrowed that same bike to ride and write about. I loved it, and my missus on the pillion did likewise.

You know the rest. You're lucky enough to ride a legend that didn't die.



The new Bonneville is a fitting symbol of the rebirth of Triumph.





## Whisky Wonderland

### Highlands Raid

A crowd of 75 RATS explored the dramatic scenery of Scotland and revelled in the luxury of the magnificent Loch Rannoch Hotel resort during the sold out Highland Raid in late August.

Truly appalling weather on the Friday ensured everyone turned up wet, and it was not long before the 'Danger - Wet Floor' signs appeared in the hotel lobby! Full marks to Peter and Wendy Jordan who arrived late on Friday evening from Edinburgh, by taxi, after being unable to complete the journey on their Sprint.

Happily by the time Saturday arrived we had dried out and we set out on the brilliant Scottish roads. During the day we dodged the showers and 'made progress' along some of the best roads in this country. We stopped to enjoy a much-needed rest at the Ben Nevis Whisky Distillery that provided a telling insight into the techniques employed to make Scotland's most famous drink. Of course, the free sampling at the end of the tour was nothing but a nuisance and obviously none of the group felt obliged to taste a wee dram!

Saturday evening saw us piped into our private function suite before being 'entertained' (and we use that word loosely!) on



The lochs of Scotland - simply stunning.

**W**hat a season! We sold out every single event during 2002 - a first for RAT - confirming the popularity of the well-established Raid format. The secret is out, as anyone who has attended an event this year will testify. If you are still not convinced about RAT, get yourself booked onto an event and come and find out why we are selling out venues across the country.

Arranging events for larger numbers can present some logistical challenges. It involves a major hunt to find venues with character, for large groups and lunch stops can be difficult to arrange. Hence in 2003, we will be returning to two of our favourite venues, as well as exploring some new ones! The season kicks off at our traditional seasonal opener the Dragon Raid in April, and will feature a 'riders' day and a 'tourists' day. Many will agree the roads in this



Team photograph

Bikes lined up outside the hotel

the in-house karaoke system! It turned into yet another late night, with some spectacular dancing, most notably from Cliff Mylchreest & Pat Little from Preston.

As per usual, we departed slightly later on Sunday. The run wound down to the Forth Bridge along some brisk testing sections that went through the heart of the phenomenal scenery of the region. At this famous crossing the group said their farewells and continued their journeys home.

Many who have attended the last few Highlands Raids will agree that this is the best event in the UK calendar. The scenery, roads, and friendliness of the locals cannot be matched anywhere in this country. It's one event not to miss! See you up there next year.

## Up front

region rank amongst the finest in the UK, and with demanding roads like the fearsome 'Devils Staircase' to attack, we can guarantee an exciting weekend in Wales.

Along with the Raids there will be a selection of accompanied runs to European Raids, several one-day events and a track day for us to really test our bikes! The summer event of 2003 will be a change from the Home Run format of the past couple of years, final details will be in Torque 27 in March 2003.

I would like to again thank all of our pack leaders for their help, effort and support during this past year. Without their commitment it would be impossible to keep RAT functioning at a local level. Every single pack is always delighted to meet new faces at their events, and with a wide range of exciting runs to choose from in 2003, keep checking the listings and our web page for RAT action near you. Have a good season!

Simon Carter  
Riders Association of Triumph

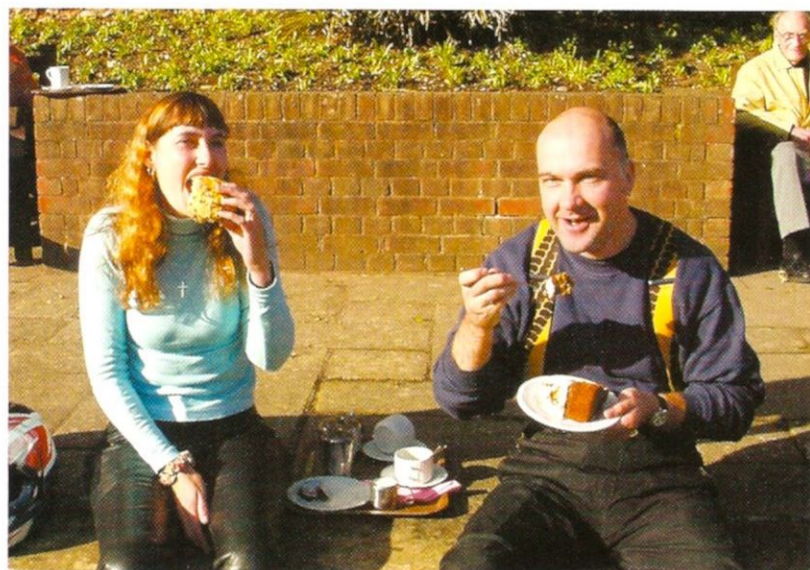


## Diversions in the land of Cream Teas

### Devon Raid

With a brilliant turnout of 94 people, the UK Raid season drew to its finale in Tiverton over the weekend of October 11 - 13. The event, superbly set up by Tony Parsons of the Bridge Motorcycles Pack, drew members from all over the country from as far north as the Scottish highlands. A fine balance of regular and a pleasing number of new members settled down to dinner on Friday evening.

Saturday's roadbook was excellent. Setting off in completely uncharacteristic weather (bright warm sunshine!) 60 Triumphs headed North into Devon, navigating their way around a series of road closures. This did nothing to spoil the fun and by the time lunch arrived at the Bottleneck Inn in Okehampton, we had attacked 100 miles of the finest roads in the county. After lunch we headed

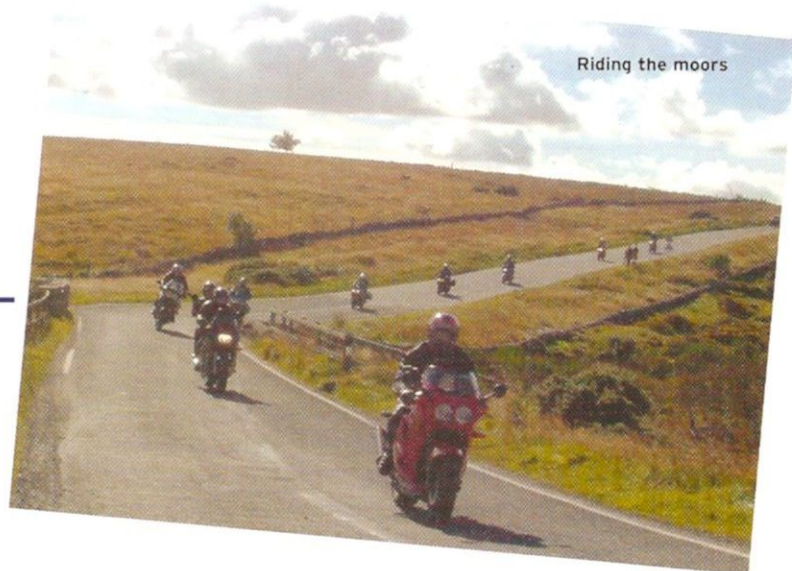


over the moors, stopping to enjoy the views prior to heading into Sidmouth for a Cream Tea.

Unfortunately the weather turned during Saturday evening, and Sunday's ride had to be cancelled. Severe weather warnings were being issued and torrential rain mixed with force eight winds were enough to convince most to head for home. It was a rather damp way to end the season, but the previous day and night had more than made up for it.

So that was Devon 2002. A memorable end to a brilliant UK season for the Riders Association of Triumph. For those who have attended a Raid in 2002, expect more of the same with some new ideas for 2003. For those who have yet to attend an event - get booked now for next year. You don't know what you have been missing!

Enjoying the cream teas.



Riding the moors

## In Memory of Claude

### Menton Raid

Organised by RAT pack Monaco in memory of their good friend Claude Bogliolo, the European season's final event took place in Menton, near Monte Carlo.

Five separate nationalities were represented by the 80 attendees on 50 bikes. The group enjoyed terrific accommodation and meals on the French Riviera, and over lunch the wide European mix of attendees gave the strong British contingent ample opportunity to practice their French, Dutch and Italian!

Saturday's ride was an absolutely terrific 300 kilometre





# Castles, Bends and Gateaux

## Black Forest Raid



Bike park in the historic town of Gengenbach

At the Rhine dam at Iffezheim



adventure through Gorges du Daluis, Défilé du Cyan, la Vésubie, Turini and to finish with the awe inspiring Vallée du Castillon. The evening was spent enjoying dinner in an exceptional restaurant in Mirazur.

On Sunday we were welcomed at Moto-Club de Monaco for coffee and croissants before our traditional photograph in front of the Palace. The day finished with lunch high in the mountains. This was a fantastic event and a suitable memorial to Claude. Many thanks to the RAT pack Monaco for their superb organisation. See you next year!.



A cosmopolitan mix of American, Swiss, British, Italian, Liechtensteinian and German members enjoyed a wonderful four-day break on the penultimate 2002 European event in the Black Forest in early October.

Expertly organised by the Black Forest Raid Pack, the group enjoyed a balanced mixture of riding and sightseeing. With some of the touring highlights including a castle rally and a one-day excursion to the beautiful French Alsace just over the Rhine, there were plenty of things to suit everybody.

Foul weather on one day did its best to interrupt the fun, but we cunningly avoided this by enjoying a couple of hours in the brilliantly equipped Caracalla spa in Baden-Baden. Sitting in the hot bubbling pool while the rain was drizzling down on own heads was a fantastic experience, and with the majority of the group plummeting in for a dip, we all left feeling refreshed and relaxed several hours later.

Afterwards the sun came out to let us enjoy even more the fantastic Black Forest Gateau in a famous café.

As anyone who has visited the Black Forest will testify, the region offers fantastic roads surrounded by glorious scenery. Add to this friendly service and an excellent standard of catering at the well appointed Hotel Hirsch and we had all the necessary ingredients for a highly enjoyable time

The format of this event will change slightly next year and it will be run over three days. For UK rider's Bad Peterstal is easily reachable within a day's ride and it is well worth attending this established event next year.





# Coming up . . .

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. If you only want to join in on the rides there is no charge, just be at the start point at the relevant time.

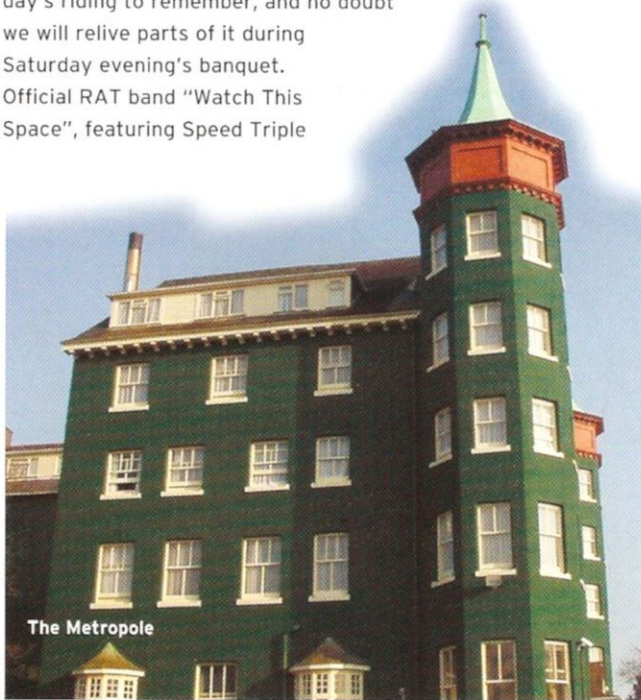
Please note that in order to secure your place on the event, and where applicable gain an event souvenir, you must book your tickets for the event with RAT prior to travelling to a venue. We cannot guarantee your place at the meals otherwise!

## Dragon Raid April 25 - 27

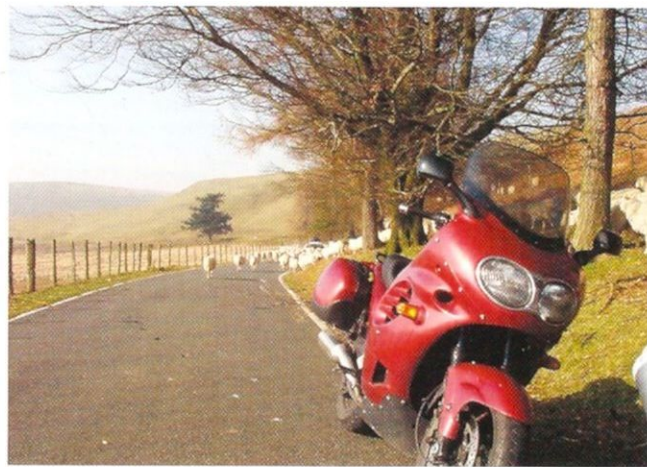
The 2003 UK Raid programme begins with a return to an old favourite, the Metropole Hotel in Llandrindod Wells. Last year 120 members toured the region and partied the weekend away. This part of Wales combines stunning scenery with excellent quiet roads - and there is no better way to experience this perfect mixture than with a group of fellow Triumph enthusiasts!

The weekend will start with the usual warm welcome on Friday night, with a hot buffet meal at 8pm. There is no planned entertainment for Friday night although there is plenty to keep us busy in the hotel should anyone need to burn off any energy!

We will depart earlier than usual at 9.30am on Saturday morning for the day's adventure. There will be a choice of groups to ride with and the route has been designed to so that certain sections can be cut out to tailor the mileage for the day for everyone. It will be a day's riding to remember, and no doubt we will relive parts of it during Saturday evening's banquet. Official RAT band "Watch This Space", featuring Speed Triple



The Metropole



Sunshine, sheep and a Trophy! Dragon Raid 2002

rider Mick Power are returning for their hat-trick performance, and will be providing the music late into the night.

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

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

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

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

### T-Shirt Competition

Design the t-shirt for the 2003 Dragon Raid and win the cost of your £40 entry ticket to the event! Designs should cover the front and back of the shirt and need to be on based on a black, navy or white t-shirt using a maximum of two colours. Please send an electronic version in .jpeg format to [simon.carter@triumph.co.uk](mailto:simon.carter@triumph.co.uk). Closing date for entries is 30 March 2003.

## Dorset Raid May 23 - 25

A new venue for 2003; we are staying at the excellently appointed Chine Hotel in Bournemouth. Ideally situated, the hotel is within easy striking distances of the beaches and town centre and is a superb base from which to explore this popular resort.

We will kick start things off with our traditional welcome and buffet on Friday evening. We will be dining in the hotel's main





restaurant that offers splendid views over the sea. After dinner there is a disco in the ballroom downstairs for those who want to dance the night away, although for those who prefer, drinks can be enjoyed in the bar until late. Alternatively, anyone wishing to burn off their meal can take a dip in the heated outdoor swimming pool.

Saturday we will leave at 9.45 am for a tour of this beautiful county. There will be a choice of groups to ride with to suit all standards and there will be opportunity to cut the route short if required. The routes are being devised by the 3X Rat Pack, who will expertly advise us where the quiet exciting roads lie!

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

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

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

## Highland Raid August 29 - 31

**The Loch Rannoch Hotel was overwhelmingly voted as the favourite venue for UK events during the 2002 season. Nestled on the shores of Kinloch Rannoch, the hotel provides an exceptional standard of catering and is eagerly awaiting our return for our third UK Raid of 2003.**

The event starts on Friday evening with a buffet meal, before we retire to the comfort of one of the lounges to enjoy an evening drink. Tempting as it is to stay up late and enjoy the hospitality, it is worth going to bed at a reasonable time as we



Pipers, scenery and a Triumph. What a combination!

have an earlier start planned for Saturday morning!

We will leave the resort at 9.30am for an awesome tour through the breathtaking scenery of Scotland. Locally based Raid regular Roy Skiggs is in charge of the roadbook, and is more than qualified to design a memorable day out. The route will head in a different direction to the 2002 event and will take in some of the most magnificent scenery in the region.

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

Sunday, and so that we can catch up on some sleep from what will inevitably be a late evening, we will leave the hotel at 10.30 am for a short run heading directly south towards the border. From here we can begin our long and sad journey home! There are few bits of road as miserable and depressing as the M6 south on a Sunday afternoon, when you have enjoyed the splendour of Scotland for a weekend!

Tickets for the 2003 Highland Raid cost £45 for members and £55 for non members and include your evening meals on Friday and Saturday night, entrance to Saturday evenings banquet and entertainment, entrance to the event prize draws and road books.





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

## European Events

Come and explore the continent with RAT in 2003. The event line-up features a welcome return to some established areas with several new locations to explore. Remember to take advantage of one of our ferry discounts and check that your passport is packed and is up to date!

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

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

## Catalunya Raid March 28-30



The motto for this event is **MAR i MUNTANYA** which translates as 'Sea and Mountains'. This perfectly describes the scenic splendour of our traditional season opener, the Catalunya Raid.

Returning for our third year, RAT members from all over Europe will gather to explore the delights of this extraordinary area. Our local RAT pack, from dealer Quality Bike, is once again setting up a thrilling schedule. On the agenda is a planned visit to a motorcycle museum and of course the traditional Sunday lunch with Calçotada (spring onions)

Prices for this event will be approximately € 100 per person for the weekend. Places are extremely limited, so to guarantee your place on this memorable event make sure you book now!

For final pricing information and to confirm your place contact Rudiger.

## Accompanied Trip to Catalunya Raid

Get yourself ready for a real adventure!

Numbers permitting, the plan is to leave on the 22.15 Portsmouth - Le Havre ferry on Wednesday 26 March. Arriving in France at 06.45 on Thursday morning we will have the entire day heading south.

On the first day we aim to cover 500+ miles in preparation to attack the mountains and enjoy a more picturesque second day's ride to the event.

There is a choice of options for the return home, but to find out more information, send an email to [simon.carter@triumph.co.uk](mailto:simon.carter@triumph.co.uk).



## Mistral Run – Marseille to Belgium, April 12

In 2001, a hardy band of English members made a trip from Lands End to John 'o' Groats in one day!



In 2003 we will attempt a similar feat in Europe. Leaving from Marseille on Saturday 12 April we will end up in Ath in Belgium later that evening. All that separates us is the trivial distance of 1100 kilometres!

There are some conditions attached to this run, firstly and most obviously you have to be on a Triumph and secondly you are not allowed to use motorways! All bikes will have a road book with scheduled checkpoints to visit.

In Ath, Triumph dealer and enthusiastic RAT pack leader Christian Mourin will welcome us. On arrival, each rider will receive a trophy and a gift. A prize draw with two top prizes will be offered by the joint event sponsors, la Compagnie Méridionale de Navigation and Bridgestone. The top prizes are a trip to the popular Sardinia Raid and a set of Bridgestone tyres.

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

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

## Elfstedentocht, NL April 27

'The Eleven Cities Tour'. Following the itinerary of the traditional ice-skating event in Friesland we are going to discover the secret beauties of northern Holland.

The starting point will be at Triumph dealer Motorado in Leeuwarden, and the end of the route is planned at a local camping site. More details will be issued during winter on the RAT website. Check also the newly introduced Dutch pages at [www.triumph.co.uk](http://www.triumph.co.uk). Bookings can be done at Motorado [info@motorado.nl](mailto:info@motorado.nl), Tel. +31(0)58 288 2776 or via Rüdiger

## Assen Trackday, NL June 2003

Be on track with other Triumph riders, and enjoy our return to Assen. This event is arranged exclusively for Triumph riders, and promises to build on the success of the event held there this year.

We will be running the event in conjunction with CRT, a local and well-known circuit training company with an excellent safety

record. Everybody, from nervous first-timers to experienced track riders will have the chance to ride with proper supervision, with ample opportunity to improve and benefit from the excellent tuition available. Please keep in mind that this is not a racing event and that all riding will be done under supervision.

The final date and price of this event will be available soon. Contact Rüdiger for the latest updates.

## Provisional 2003 Calendar

This is by no means the definitive list for next season and there will be more events added throughout the course of the year. Further details and price information will appear on our website and in the next edition of Torque in March 2003.

- March 28-30: Catalunya Raid, Spain
- April 12: Mistral Run, France and Belgium
- April 25-27: Dragon Raid, Wales
- April 27: Elfstedentocht Run, Holland
- April 30-May 10: Sardinia Raid
- May 17-18: Valence Raid, France
- May 23-25: Dorset Raid, England
- May 29-June 1: Viking Tour, Norway
- May 29-June 1: Vienna Raid, Austria
- June tba: Assen Trackday, Holland
- June 6-9: Rocamadour Raid, France
- June 13-15: RAT Summer Party, Germany
- June 14-15: Alsace-Lorraine Raid, France
- July 30-August 3: Fjord and Mountain Tour, Norway
- August 29-31: Highland Raid, Scotland
- September 5-7: Sauerland Raid, Germany
- September 13-14: Belgium Raid
- September 20-21: Cévennes Raid, France
- October 2-5: Black Forest Raid, Germany
- October 11-12: Monaco-Menton Raid, France
- October 28-November 2 : Corsica Raid

## 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

**Nick Hamilton continues in his role as Pack Leader at this extremely well established pack. The pack visited Normandy in August, and plans are afoot for a return visit to the motorcycle loft in 2003.**

Next year's details will soon be published, and the place to check for details is on their excellent web site [www.robinsonsrats.co.uk](http://www.robinsonsrats.co.uk). Confirmed dates for 2003 include:

January 7: Pack night at the Four Horseshoes, Graveney. Starting at 8 pm.

April 13: Pack ride out.

The pack meets on the second Tuesday of each month at The Four Horseshoes pub in Graveney. Contact Mike Robinson in the shop on 01227 766267, Nick can be emailed at [nickhamilton1@compuserve.com](mailto:nickhamilton1@compuserve.com) or contacted on 01795 538018.

## Cheltenham

**It has been a highly successful full first year for this pack! The pack are maintaining a reputation as 'long haul' specialists with their 'end to end' exploits, participation in the famous 'Iron Butt' and a planned pack visit to the Champagne region of France in 2003! The pack's last run of 2002 saw a high turnout to the National Motorcycle Museum. Their domestic events are pulling in a minimum of 15 bikes, come along on one of their planned events and find out why!**

January 26: 'Super Freezer Run'. This run is dependent on the weather!

February 23: 'Hypothermia Run'



The Motorcycle Museum Run.



It does strange things to you! 20 hours into the Iron Butt.

March 16: Pack run around the Cheddar Gorge.

July 18 - 20: Champagne Trip. Prices and further details in the next issue.

All pack rides leave from the Frog Mill Inn at Shipton at 10.30 am unless other stated. The Frog Mill can be found at the junction of the A436 and A40. Email Steve on [stephenprior@aol.com](mailto:stephenprior@aol.com) or telephone him on 07802 447478. Pete can be contacted on 07973 686455 or via email on [michelle.harris@ewp.gsi.gov.uk](mailto:michelle.harris@ewp.gsi.gov.uk).

## Chippenham - Taylor Racing



Wiltshire Camping Weekend 2003

**Taylor Racing rounded up their riding season with another enjoyable camping weekend in Wiltshire in late September. Several non-campers joined the rides on both Saturday and Sunday to swell the numbers. Saturday's ride was a challenging 130 mile chase through the Wiltshire countryside which culminated in a drink at the 'wasp infested' Avebury Stones!**

Pack leader Pete Clarke is one of our longest serving pack leaders and has plans for another camping expedition in 2003. Details of the packs 2003 rides will be published at [www.triumph.co.uk](http://www.triumph.co.uk), and in Torque 27, but feel free to contact Pete via email on [PETER.CLARKE.4275204.SUTH@ntlworld.co.uk](mailto:PETER.CLARKE.4275204.SUTH@ntlworld.co.uk) or by telephone on 07974 991159 for the latest information.

## Croydon - Carl Rosner



Crowds at Brighton - The Ace Café Run.



A grand total of 23 people returned to the Greene King Brewery in September to enjoy the hospitality of the pump room. The pack enjoyed a busy September, and also attended the famous Ace Café Reunion event down at Brighton. This huge event gathers thousands of bikes, with Triumphs very much the dominant force this year.

This pack has terrific support from the shop, with Carl, John and Robert all attending the meetings where schedules permit. Pack co-ordinator Ian Norman will have details of the 2003 schedule shortly. Further information can be gained by attending the popular monthly meeting at the Fox & Hounds in Biggin Hill on the third Wednesday of each month, or by contacting Ian on 07713 884144 or via email at biker460@aol.com.

### Edinburgh - Two Wheels

Truly atrocious weather this year has done its best to affect the riding season north of the border, but the pack has pressed on and enjoyed another successful RAT season on two wheels! Pack leader Neil Danskin can be contacted on 0131 668 4775 for details of next season's runs.

### Exeter - Bridge Motorcycles

After the success of the well-organised Devon Raid, Pack Leader Tony Parsons can return his focus to pack events. Throughout the winter the pack will continue to meet at the Blue Ball Inn, Sidford on the Exeter Seaton Road (A3052) on the first Tuesday of every month.

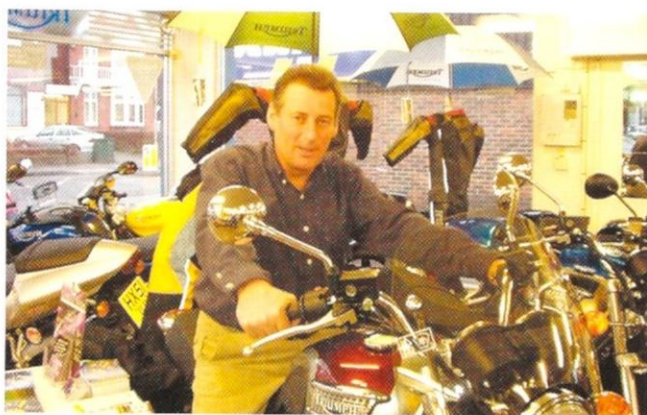
Contact Tony on 01395 579659 or e-mail tony.parsons54@btinternet.com for pack information. Alternatively contact Paul at Bridge motorcycles on 01392 260200.

### Essex - Ongar Motorcycles

RAT legend Nick Westcott is the man to speak to you if you need any information about what happens at a Raid. Nick, not pictured (!), attended over 10 events in the UK and Europe during 2002 and despite a planned move to France on the horizon, can be relied upon to put together another schedule of exciting events for the Ongar pack next year.

Contact Nick on 07801 594985 or on email at vethealth@btopenworld.com for the latest.

### Fareham - Rafferty Newman



Rafferty Newman's pack leader, Colin Ewart.

After a busy return to the RAT scene, Rafferty Newman have already compiled their 2003 schedule. Pack leader Colin Ewart circulates all details about the packs activity by email, and if you want to be included on this circulation list, drop Colin an email at candsewart@yahoo.co.uk. He will be delighted to hear from you!

April 13: Season opener to Poole Quay.

May 11: Amberley Run.

May 17: Samaritans Run.

June 15: Isle of Wight Run.

Further details can be obtained from Chris Linney at Rafferty Newmans on 01329 232424 or Colin on 01753 280174. All runs start from outside the Rafferty Newman shop in Fareham.

### Hastings - JS Gedge

Speed Triple addict Nigel Rutherford has enjoyed a busy season as pack leader of the Gedge pack. The local runs to Brighton for fish & chips and the Ace Café events have been particularly well attended, and the pack will start venturing out in March 2003.

For the latest pack updates keep in touch with Nigel via email at ratpack@triplemayhem.mistral.co.uk or speak to Trevor in the shop on 01424 423520.

### Hinckley - Windy Corner



Windy RATS windswept in the Elan Valley.

It has been a busy year for the Windy Corner pack. They have just completed their first full season under the watchful eyes of Mike Coleman and Ray Davies. The pack changed the format of their monthly meetings, and has run successful trips to all of the Raids this year. At the recent Devon Raid the pack organised a 'Rogue RAT Run' on the Sunday after the planned ride had been cancelled. A hardy pack of eight bikes splashed their way north from Tiverton, leaving one member claiming that he saw a boat towing a car on the way home!

The pack has ambitious plans for 2003, which will combine trips to the Raids along with a busy schedule of domestic pack runs. There is also likely to be a trip to the awesome Nurburgring!

January 8: Pack meeting at MIRA on the A5. 7.30 pm onwards.

February 5: Pack meeting at MIRA from 7.30 pm onwards.

March 5: Monthly meeting at MIRA. 7.30 pm onwards.



April 2: Monthly meeting, 7.30pm onwards.

April 16: Evening ride, leaving at 7.00 pm from McDonalds on the Hinckley ring road.

Contact Mike on 0775 2249535 or via email on mc\_coleman@yahoo.com for updates. Alternatively speak to Roger Winterburn at Windy Corner on 01455 842922.

### Leeds - Eddy's Motorcycles

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

### Lincoln - Webbs

Webbs supported the national UK calendar during 2002. They bought a large number of bikes to the Centenary Home Run in June and have also supported the Raids.

Next year the 2002 Triumph Dealer of the Year is once again planning some local runs. Contact Peter Littlewood in the shop on 01522 528951 or check out their website [www.furnitureandinteriors.co.uk/rat](http://www.furnitureandinteriors.co.uk/rat) for pack updates.

### London - Boyer Racing

Seasoned European adventurers Boyer Racing can reflect on the events of this season with some pride. Their usual trip to the Black Forest in the summer drew a large crowd. Visits to France and Austria were mixed with some serious riding, sightseeing, eating and of course drinking!

More recently Boyers took 14 bikes into Northern France in September. Heading for Peronne for lunch, the group then turned for the Motorcycle Loft in Belgium, which was the destination for the evening's festivities. Pack leader Colin Pavitt looking back on the weekend said: "Only half the group made the ride on the Sunday morning as a result of a 4.30am finish at the bar. Those that stayed in bed were eventually evicted from their rooms because the owners needed to change the linen!" The pack managed to eventually reform at Boulogne for an ice cream prior to returning for the UK.

Check out Torque 27 and [www.triumph.co.uk](http://www.triumph.co.uk) for the latest ride information, or alternatively contact Bill at Boyer Racing on 0208 854 8133 or Colin on 07971 590393.



Yet another coffee stop - Black Forest 2002.

### Northampton

Operating the pack without a dealer as support can be difficult, although this has not stopped pack leader Ian Harris from organising a season of well thought out events.

The pack's final run of the season was a blast of a ride over to 'The Classic Bike Show' in Norwich. Ian keeps in regular email contact with his pack, and this is the first place to find out about any last minute or upcoming events. Contact Ian on northantsrat@hotmail or on 0777 393 5691.



Northampton RATS in Norwich.

### Redditch - Action Motorcycles

This pack started off late in the season with a ride to the Swallow Falls in Wales. A good crowd of 25 people spread across 16 Triumphs enjoyed the trip in late September, and it gives pack leader Alan Barlow and all of the team at Action a good base from which to build the pack from.

For details of the upcoming calendar, contact Alan on 0121 608 4525 or email him on [e.barlow@blueyonder.co.uk](mailto:e.barlow@blueyonder.co.uk). Steve Taylor at Action can also update you with details of the packs events. Contact him on 01527 518833.



A brilliant turn out for the first Action RAT event.

### Taunton - Taylors Motorcycles

The pack's penultimate season saw a superb total of 24 bikes attack the roads of South Wales.

Pack Leader Neil Macdonald commented, "We did 300 miles on the run, all of them through brilliant scenery. I was that busy enjoying myself that I forget to take any photographs!"

Pack and Raid regular Jim Huish even managed time to entertain the group with an impromptu 'Trophy off-road riding' demonstration! Make sure you attend one of the pack's monthly meetings, held on the first Thursday of the month at the



Bathgate Inn to find out in graphic detail just what Jim got up to!

For news of the pack's plans for next year contact Neil on 0777 3935240 or via email on [neil@nmacdonald.freereserve.co.uk](mailto:neil@nmacdonald.freereserve.co.uk). Alternatively, Colin at Taylors can update you on all of the pack news. Contact him on 01823 282321.

### Telford - Wylie and Holland

**After the success of their Irish Trip in 2002 the Wylie and Holland pack, led by Richard Stillwell, are off on their travels again 2003.**

The pack is planning a trip to Brittany leaving on 16 August and staying in a 16th Century mansion! Ferry crossings for this date are already scarce and if you are interested in attending this trip contact Richard ASAP for further information.

On a domestic front, Wylie and Holland have had a busy year with some memorable runs. The pack have visited submarines, been down coalmines and dined in country mansions! You can always be sure of something different when you ride with this pack.

The pack has an excellent web site that is regularly updated with the latest information and pack news. Look at <http://hometown.aol.co.uk/richstilwell/RAT.html>. Alternatively, Richard Stillwell can be emailed at [richstilwell@aol.com](mailto:richstilwell@aol.com).

### Sutton Coldfield - Pole Position



RATS down the pit.

**The Pole Position pack were delighted to welcome some new faces to their last run of the season to Betws-y-Coed. It was a long day out on the road, but several coffee stops interrupted the awesome riding.**

Pack leader David Thomas has put together an exciting schedule for 2003, which includes:

January 12: Morning Breakfast Run. Leaving the shop at 10am.

April 6: Shropshire Follies. Trip to Hawkstone Park. Leaving Pole Position at 10am.

The pack has recently started a pack evening. These take place on the second and fourth Thursday of each month at the Bassetts Pole Pub in Sutton Coldfield from 7.45pm onwards. For



Terry and David - Pole Position.

all the latest pack plans contact pack leader David Thomas on 0121 378 5483 or Terry in the shop on 0121 323 3523.

### Tring - On Yer Triumph

**The OYT pack, led by ST rider John Ponting, continues with their seasoned format throughout the winter. They 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. If you are quick there is still time to join in on the packs last run of 2002.

December 15: Pack run. 11am departure from the Little Chef at Chiswell Green.

Contact John 01707 335192 or email on [jponting@globalnet.co.uk](mailto:jponting@globalnet.co.uk) or alternatively Brian Cowell 01727 873654 for pack updates.

### Wimborne - Three Cross

**Yet another successful season, and the numbers continue to grow at the Three Cross runs.**

Pack Leader Nigel Baker, his wife Julie and pack regular Steve Dangerfield, as well as organising their own 2003 calendar are also busy planning the Dorset Raid in May 2003.

It's worth a trip for a ride out with this pack - they have runs throughout the entire year and a very strong social scene to support the pack. One word of warning, if you do want to attend one of the packs regular runs to the continent next year you have to book extremely early.

January 29: Club Night at the Elm Tree Pub in Hightown. 7.30pm onwards.

February 16: February Freezer Run. Leaves 3X at 10.30am.

February 26: Club Night at the Elm Tree Pub in Hightown. 7.30pm onwards.

March 16: March Madness Run. Leaves 3X at 10.30am.

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

Nigel can be contacted on 01258 830091, or via email on [nigelmbaker@aol.com](mailto:nigelmbaker@aol.com). Alternatively you can check out their web site [www.3xrats.co.uk](http://www.3xrats.co.uk).

**Please confirm details with the organisers before travelling.**



# Around the World

## South Africa

André and Magriet du Plessis hosted their own Centennial Run during the weekend of 17-18 August 2002. Despite its climate, South Africa came up trumps with the weather during the weekend and provided typical British weather in the form of rain and yet more rain.

This was not enough to deter the group, and after the ride the group had lots of fun and games with blow darts, putting, and poker competitions. On Saturday evening the group enjoyed a wonderful evening with a full dinner and live music.

## Portugal

Oporto based dealer, Armando Costa, has been forging ahead with the first RAT runs in Portugal this year.

RAT member Jose Amaro Borges and his wife Helena were absolutely astounded by the quality of the event. "The day rides organised by Armando are unforgettable and an opportunity to test our motorcycles' performance and reliability in all sorts of conditions and roads.

"What better way to admire the beautiful scenery around Northern Portugal and Spain during our 750 KM day tour to Vimioso."

More events are scheduled for 2003.



Portuguese RATs on the Prowl

## Greece

### 1000 km CENTENNIAL TOUR, September 28-29

A hardy bunch of 32 marathon riders defied the rainy weather forecasts and started their engines at the premises of the Greek Triumph distributor, Motopark S.A. on September 28.

To celebrate Triumph's century, they needed a Triumph, some waterproofs, lots of riding enthusiasm and petrol. The prize? Memories of never changing natural beauty and memories of flavours and colours that exist for people to share. On the ride it was decided to dedicate 10 km of each ride for each and every year of Triumph's life!

First stop: Meteora, one of the most important sites of Greece, as a rare geological phenomenon. In Meteora, weird



South Africa: A small handful of the many bikes that turned out.

giant rocks 100-400m high take your breath away. The area, Thessalia, was once a closed sea and those ancient rocks were mountains, deteriorating from the river's power. The Taverna there is well recommend for anyone planning to visit the area!

Second stop: Metsovo, a traditional town built on mount Pindos, 60 km away from Ioannina. It's been the home of national heroes and one can ride through beautiful forests away from any sign of pollution.

Lake night: Ioannina is a modern city, full of history and monuments from Normans, Franks and then Byzantines, Serbs and Turks. The legend says that the castle at the lake used to be the oracle of Dodonis. The accommodation and dinner was superb at the Hotel Du Lac, and there was plenty of wine, so that every desperate rider was happy late at night.



The Greek 1000 km Centennial Tour was a memorable experience.





Last stop: Parga, a picturesque beach offering perfect scenery for the Triumph show, matching Caspian Blues, Lucifer Oranges and Roulette Greens with Azure Blues and Silvers.

International RATs are welcome to all Greek events, and can take example from RAT member Mr. Richard Burton who attended the tour and managed to communicate freely with the other members via the international language of 'Speeding'!

## Australia

What better way to enjoy the summer Down Under, then by attending one of the many events organized by one of our fledgling Australian packs. Further details of planned ride outs are available at [www.triumph.co.uk](http://www.triumph.co.uk).

### Adelaide - Peter Stevens Motorcycles

It's been a steady start at Peter Stevens in Adelaide. The pack, under the enthusiastic guidance of Rob Bligh meet every second Sunday at 221 Franklin Street. Typically there are 25-30 riders on each ride. If you want to join in on one of the events, contact Rob on 08 8212 1494.

### Albury - Whitehouse Motorcycles

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

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

### Geelong - Procycle

Contact Craig Wiseman on 03 5223 2732.

### Melbourne - Peter Stevens Motorcycles

The Melbourne pack has several huge events behind them already, with between 60 and 70 bikes turning out!

The pack has at least two separate events per month. They sit down to a social dinner and also have a separate ride out each month. Pack leader Maurice Allen commented, "We are probably the biggest RAT pack in Australia, and for us RAT has been great!"

To find out the latest plans contact Maurice on 03 9602 5833.

### Virginia - Powercycle

David Leeuw is pack leader at Powercycle. He can be contacted on (07) 3265 5866.

### West Gosford - Ric Andrews Motorcycles

Contact Peter Regan on [Rican@pnc.com.au](mailto:Rican@pnc.com.au).

## Denmark

### Vagn Jensen Motorcykler, Lystrup

The season finished with a riders training at Vandel airfield on August 24. In cooperation with the local Ducati dealer Vagn organised a complete day of thrilling riding on this former airforce base.

Unfortunately the day didn't pass without some incidents, but luckily everyone is now on their way to full convalescence!

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

## Finland

The Finns had their last event for this year as a ride-out to a weekend village where they rented two cottages with typical Finnish sauna and leisure equipment. Around 15 pack members took part over a highly enjoyable weekend.

Check out for the changed winter meeting place of the pack which is Shell Etelä-Haaga Vidhintie 21 near the roundabout at 7.00 pm.

Contact pack leader Petri Gullsten at +358(0)4073 64 534 or at [rat@gullsten.com](mailto:rat@gullsten.com).

## Norway

The Norwegians are planning two rides for the coming season. The Viking Tour will take place in late spring from May 29 to June 1.

Following on from the outstanding success of this



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# Letters

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

## Elephant meets Tiger

Greetings from Kenya and the only Triumph motorcycle in Kenya!! One year ago, in September 2001, I purchased a new Tiger 955i and rode it back to Kenya. My Tiger has now clocked 15,000 mls in one year!!

My association with Triumph started in '64 when I purchased an original 500cc Triumph Trophy to which I fitted E3134 cams and had a ball. I then purchased, I think, about six Bonneville's, on which I competed for the East African road racing championship and won the overall championship in '69, '70 and '71. I then moved to Yamaha and have owned 21 different Yamahas over the years.

So as you can see, I was very pleased when Triumph started making motorcycles again! And I hope I can continue riding Triumphs for many more years to come.

Ivan Smith, Machakos, Kenya.



Surely the first Tiger this elephant has seen in his life!

## From the beginning on Triumph

I have owned Triumph motorcycles since 1986. Enclosed is a photo of my 1972 Bonneville and my 1998 Speed Triple. I purchased the Bonneville in 1986 at the age of 16. It was my first streetbike and I've been hooked on Triumph motorcycles ever since. Both motorcycles are a joy to ride and life learned that a Triumph always draws a crowd of people. Thanks for making such fine motorcycles and congratulations on one hundred years of excellence.

Mark Brandenburg, Jacksonville, Florida, USA.



Mark's jewels



Three friends, three bikes and nine cylinders

## Corsican triplet

Us three friends are riding summer and winter on our beautiful island. We enjoy the swinging roads on our Speed Triple and Thunderbird Sports. And, of course, we are looking forward for each time we have a RAT event on our island.

Jean-Louis, Jean-Marc and André, Corsica.

## Thunderbird Lane

I am 65 years old, I have owned an Indian, Triumph, Matchless, BSAs and several Harleys, but lately it has been Yamahas and Hondas.

After mining for gold in the Cascade Mountains for the past 17 years and working very hard for what little I get, I decided to treat myself to something nice and bring back the past. I purchased the Triumph Thunderbird and I'm very happy with the results. It's time to hang up the hard hat and put the helmet back on.

Garry Kelly, Liberty, Washington State, USA.



Gold miner Garry Kelly's reward for 17 years' hard work was his Thunderbird.



Larry and his bikes

## A thing for threes

I have a thing for threes. I've had two Kawasaki triples, a Yamaha triple, a BMW triple and best of all, my Triumphs.

My 1996 T-Bird has covered about 22,000 miles. I've added few accessories and it has been virtually trouble free. The T-Bird is a long term keeper that I wanted to keep the mileage down on...so that is where

the 2001 Tiger comes in.

The Tiger is exactly what I expected...smooth, powerful, enough room for two people and their luggage for those extended trips. If someone is thinking 'he sure has understanding and generous wife,' they would be correct.

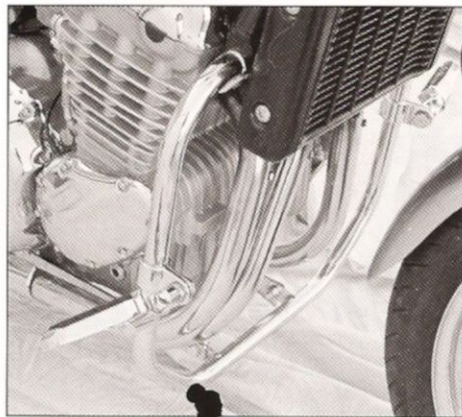
Jerry Adams, Tucson, Arizona, USA.



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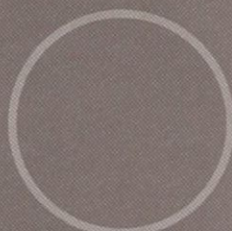
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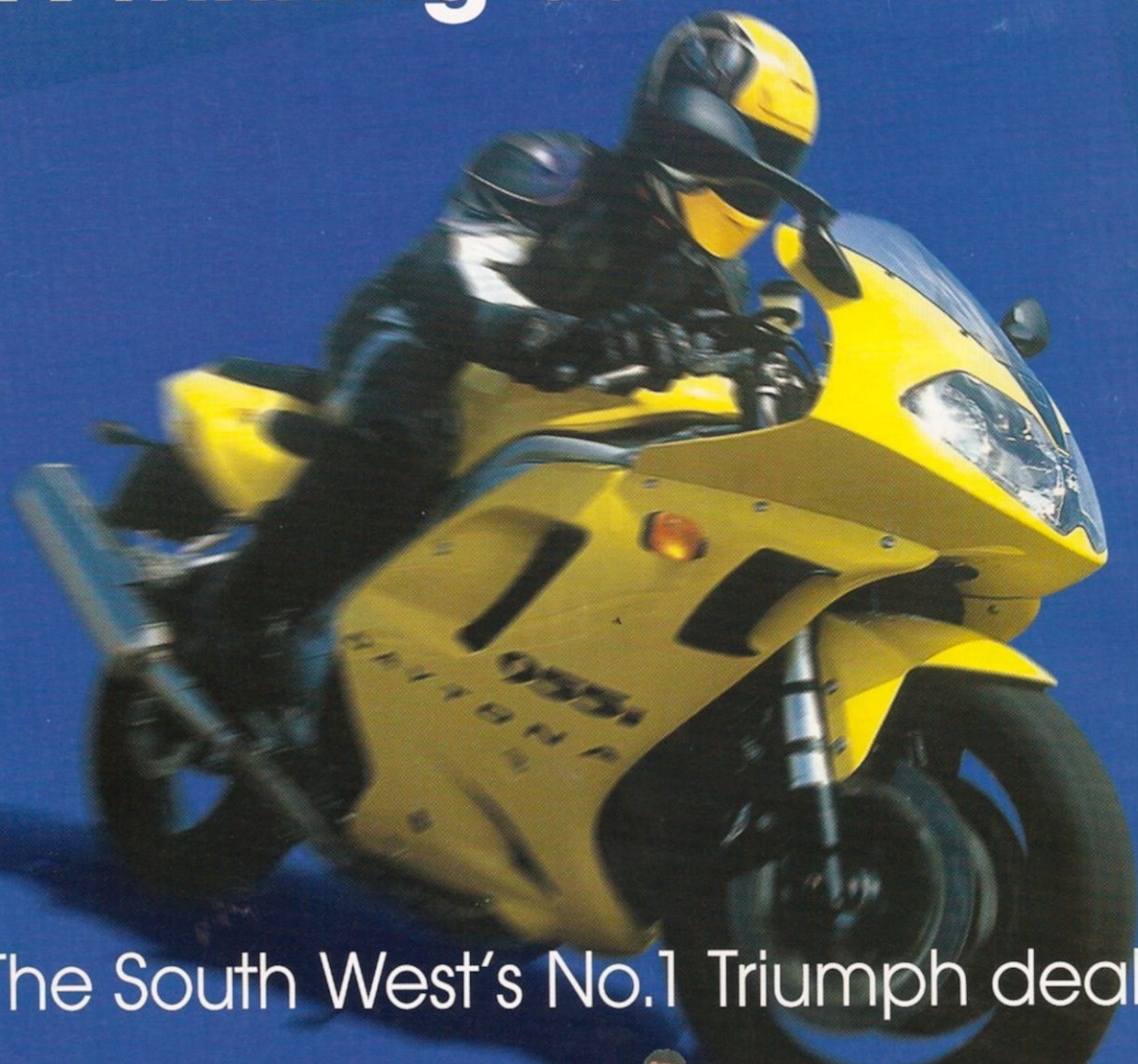
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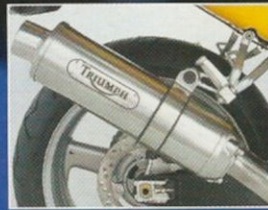
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