

THE MAGAZINE OF THE RIDERS ASSOCIATION OF TRIUMPH

TORQUE



No 19

Spring 2001

UK/International edition

Class act ***New Daytona revealed***





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www.triumph.co.uk

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Daytona sets new standards

TT600 model), give a significant overall reduction in weight and faster, more nimble handling.

The comfort of the machine has also been improved with the use of a new handlebar design and a new rear subframe designed to suit the restyled rear seat.

The main frame remains visually the same as the previous model Daytona's, although modifications have been made to match the new rear suspension configuration.

Although the engine retains the familiar and popular three-cylinder layout, much detail work has gone into the new unit. The new cylinder head includes a new combustion chamber design with the inlet valve size increased by 1mm and the exhaust valves reduced by the same size. Valve stem diameter has also been reduced to 5mm, with the resulting overall reduction in the weight of the valve train allowing higher engine speeds to be achieved.

Other detail changes include new forged pistons and carburised conrods, smaller main bearings for reduced friction, improved crankcase breathing, larger 46mm throttle bodies (in place of the previous 43mm units) and a new larger capacity airbox.

A new exhaust system has also been used, including new header pipes, balancer pipes to boost mid-range power and a new silencer with redesigned internal components to increase power and produce a deep, satisfying exhaust note.

To help get the power to the ground a revised gear selector mechanism provides a lighter, more positive gearchange.

The overall result is a machine that is a worthy successor to the Daytona crown retaining all the character and power of its illustrious predecessors, but offering significant improvements to take Triumph's top of the range sports machine into the next generation.



More performance, better handling, lighter weight and superb modern styling are all on the menu for the latest version of Triumph's class leading Daytona sports machine.

Development of the three-cylinder machine's engine and chassis has reaped benefits for both handling and performance, with sharper handling matched to an increase in both maximum power output (to 149PS) and maximum torque.

Major chassis changes from the previous Daytona 955i model include a new lightweight twin-sided rear swinging arm with a revised linkage and new aluminium bodied rear suspension unit in place of the previous steel version.

The steering head angle and trail have been reduced to 22.8 degrees and 81 mm respectively and coupled with a wheelbase reduction of 15mm and lighter front and rear wheels (the front wheel being the same as is used on the

Bonneville special



Italian Triumph distributors Numero Tre are well known for their customising projects and they have wasted no time in producing a Bonneville special.

This beauty currently graces their Milan

showroom and features a perforated leather seat cover, customised rear light and mud-guard, warning lights integrated into the headlamp shell and a custom exhaust in the shape of the original Bonneville system.

Benelux network grows

► Belgian TV personalities Jef Desmets and Zickie Versavels try out a TT600 at the Brussels Show.



Triumph's activities in the Benelux are continuing to develop, with an expanding dealership network supported by a dedicated factory-backed sales and support team and an efficient on-line spares ordering system for dealers.

Factory staff were present at the Brussels Show in January and will also be at the Utrecht Show between March 1-4.

Belgian television stars Jef Desmet and Zickie Versavels from the popular Familie show made an appearance at the Brussels Show and enjoyed trying a TT600 out for size.

The current Benelux network is listed opposite, with new dealers due to be added to the roll call in the near future.

BELGIUM:

- Mourin & Cie, Ath
- The Good Bike, Bruxelles
- Motorcenter Guy, Syt Lenaarts-Brecht
- BMC, Ertvelde
- Waterloo Bikes, Waterloo
- Podevijn, Aalst
- Motorshop Desmet, Waregem
- Motor Service Sterckx, Bertem
- Fun Bike, Angleur (Liège)
- Moto-Visé, Eupen
- Boudoux Sport, Marche-en-Fammene
- Motorshop Claessen, Grote Brogel (Peer)
- Blondeel, Oostende
- Italmoto, Mechelen
- TT2000, Wasmuel (Mons)

NETHERLANDS:

- Motorcentrum Emmeloord
- Stan van Noort Motoren, Lisse
- Goedhart Motoren, Bodegraven
- Motor Mercuur, Den Haag
- Motorado, Leeuwarden
- Brabant Motors, Grave
- Motorhuis Eindhoven
- Motoport Goes

Pyramid patrol

EGYPTIAN police have chosen Triumph Trophy machines to handle VIP escort duties in the Cairo area. Police in the Egyptian capital recently took delivery of 20 Trophy 1200s, stating the machine's torque, weather protection and standard equipment luggage capacity as the clinching reasons behind their decision.

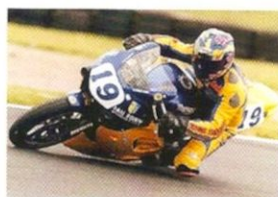
► Egyptian police are now using Trophy 1200s.



Thruxton Triumph

TEAM Jack Lilley Racing enjoyed top success at Thruxton when Adam Lewis took their TT600 to first place in October. Said team manager Clive Wood: "This was the highlight of our year as the race was televised ensuring a wide audience saw Triumph crossing the line in first place."

The team plan an assault on this year's British and National championship scene, racing TT600s and 955i Daytonas. For further information, check out www.jacklilley.com



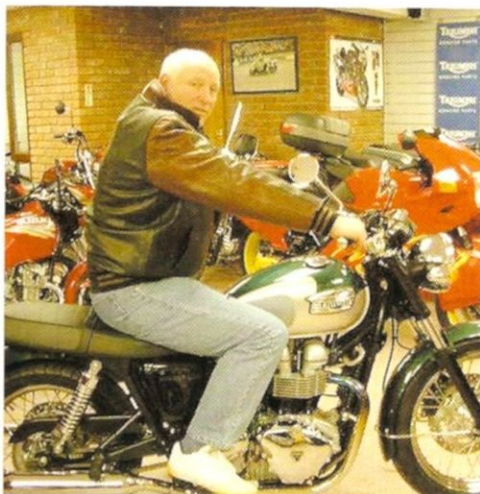
▲ The Jack Lilley Racing TT600 in full flight.

Open all hours

NEWLY appointed Wigan dealers, Motorcycle Centre (Orrell), held a Bonneville preview evening in December, attracting over 150 enthusiasts who braved atrocious weather to attend.

Said sales manager Tom Machell: "We've only been a Triumph dealer for a few months so it was an eye-opener to see first hand the enthusiasm Triumph fans have for the marque. We held a raffle, which was won by Russ England, and we've taken a couple of Bonneville orders following our preview evening. Please extend our thanks to all who attended."

► Bonneville enthusiast and prize winner Russ England.



Competition winners

FIVE lucky RAT members were drawn as winners of the 'Triumph Motorcycles' book draw, published in issue 17 of Torque. The hardback book was sent to Karrie Knight in Germany, Pascal Giron in France, John King and Jeffery Stevens in England and Harry Doughty in Canada.

Winners of the Classic Watch and a set of Triumph models, again featured in issue 17, are Neil Bougourd and Keith Fayers* respectively, both from England.

Well done to all the above winners and for all of you who haven't won this time - keep trying!

Three new UK dealers

THREE new dealers have joined the UK Triumph network.

- In Guernsey, contact Rick Lowe at Duques Garage on 01481 267304 or call in to the dealership, which can be found at: Les Landes, Forest, Guernsey.

- Flying the flag in North London is Metropolis Motorcycles who can be found at 11-13 Western Parade, Great North Road, Barnet. The contact is Tony Woodall who can be reached on 020 8441 4191.

- For Pembrokeshire, Garland and Griffiths can be found in Haverfordwest. The contacts are Jim Garland and Dai Griffiths on 01437 768434.

Thanks a million!

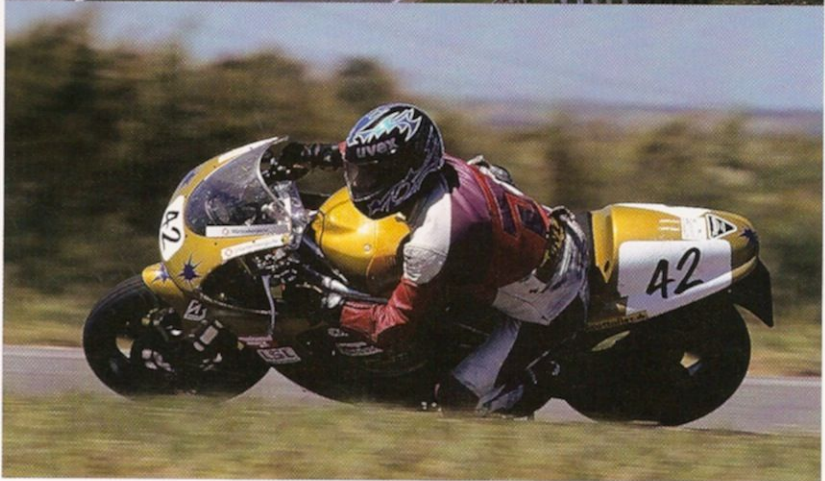
LUCKY Gaythorne Kemp received a Christmas present he'll never forget. On December 23, his wife took him to Three Cross Motorcycles under false pretences where, upon arrival, sales executive Dave Bessant handed over the keys to a brand new Bonneville. We were unable to get a quote from the proud new owner as the surprise left him totally speechless.

Are you ready for this?



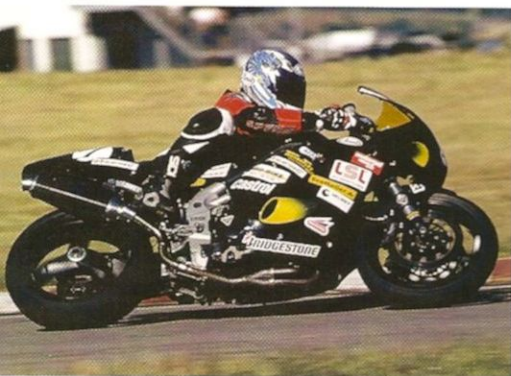


As two major Triumph single marque series rev up for action, race fans in France and Germany are bracing themselves for the sight and sound of racing Triumphs in full blooded competition.



RACING Triumphs will be in fairing-bashing action on some of Europe's top circuits this season thanks to one-make Triumph championships being staged in both France and Germany.

The German 'Bridgestone Challenge 2001' takes the tradition of Triumph one-make racing in the host country into its seventh season and pitches Daytona and TT600 models against each other, while the all-new French 'TT600 Cup' will showcase Triumph at some major events including the Le Mans 24 Hours and the Bol D'Or.



Sporting pedigree

The German 'Bridgestone Challenge' series is a natural development from the first 'Speed Triple Challenge' for the first generation Speed Triple models which opened in 1995. The introduction of the T500 range for the 1997 season saw the series developed into the 'T500 Challenge' open to both second generation Daytona and Speed Triple models, but the arrival

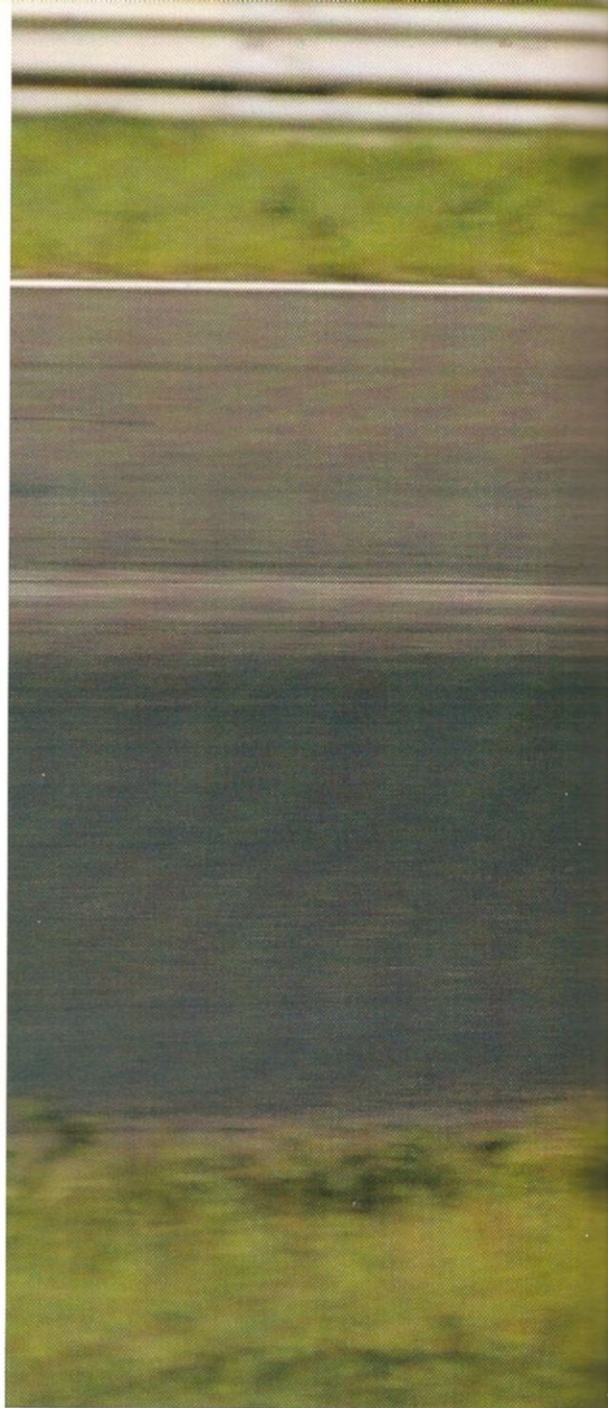
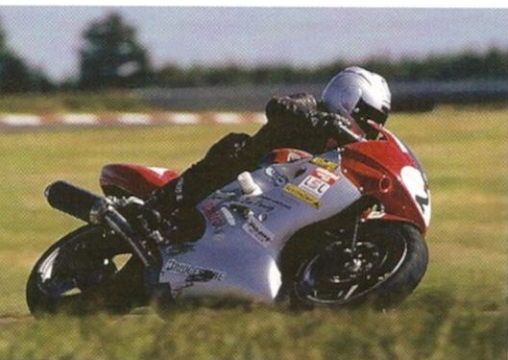
of the TT600 last season coincided with a new sponsorship deal with Bridgestone and blew the competition wide open.

Forty-four riders backed by Triumph dealers from all over the country fought out the championship, with Team Bodo Schmidt TT600 rider Alexander Schaden finally taking the championship honours and the brand new TT600 offered by Triumph Germany as the winner's prize.

In fact TT600s dominated the top placings, the best Daytona rider being Siegfried Bott who took tenth place in the championship.

This year's season will have a 35000DM prize fund, with riders scoring points in each race from first to 15th places and prize money of 20DM being paid for each point won. In addition the winner will take home a 2000DM bonus, while the second and third placed riders will win a 1000DM voucher for Triumph spares, accessories and clothing and the fourth to tenth place finishers will get a 500DM voucher.

As the series continues to gather



momentum the series now threatens to out-grow the 44 rider limit imposed by circuit capacity with guest riders being invited to take part at circuits which can accommodate a larger number. Some dealer teams now boast as many as five riders and Triumph Germany Marketing Manager Martin Driehaus is confident that the championship will continue to go from strength to strength.

"For us the championship emphasises Triumph as a dynamic sporting brand and it seems to have caught the public's imagination," he said. "For the coming season we will also have magazine 'Motorrad Reisen und Sport' as partners and they will report every race in depth which can only be good for both the riders and Triumph fans as well as for Triumph's image."

All rounds of the series will run over two days, with practice on the first day and racing on the second day.



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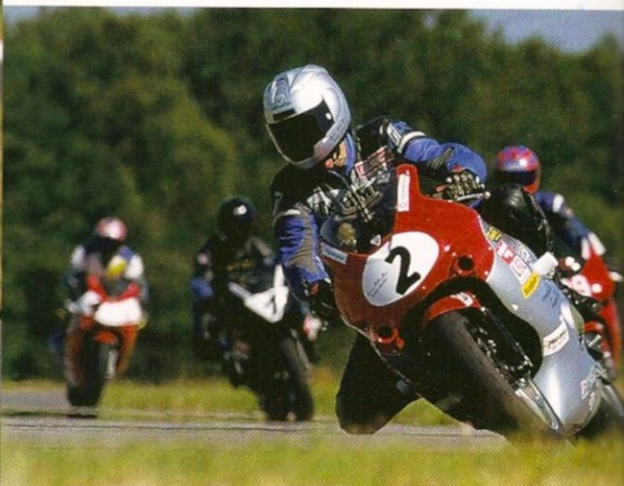
It begins at Oschersleben on May 5-6, preceded by a Triumph track day on Friday May 4 which will allow Triumph owners to ride their own bike on the circuit (there will be a discount on the entry fee for RAT members).

Another special event will take place at the Hockenheim round on June 10 which will be held as an endurance race over two to three hours.

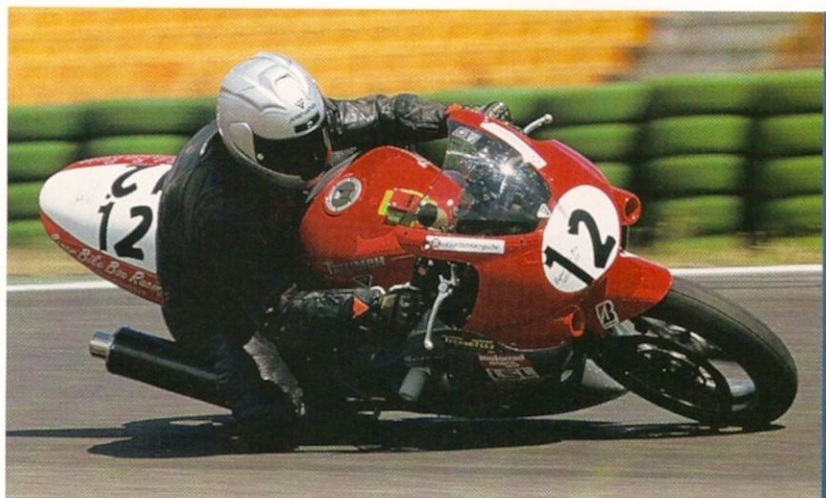
French flair

The French series breaks new ground for Triumph France with their first one-make series, but already the championship has found a place in the programme of some of the most prestigious events in the racing calendar.

As part of a six race series, the Triumph TT600 Cup will take place in front of massive crowds at the Le Mans 24 Hours, Spa 24 Hours



“For us the championship emphasises Triumph as a dynamic sporting brand...”



The Bridgestone Challenge 2001:

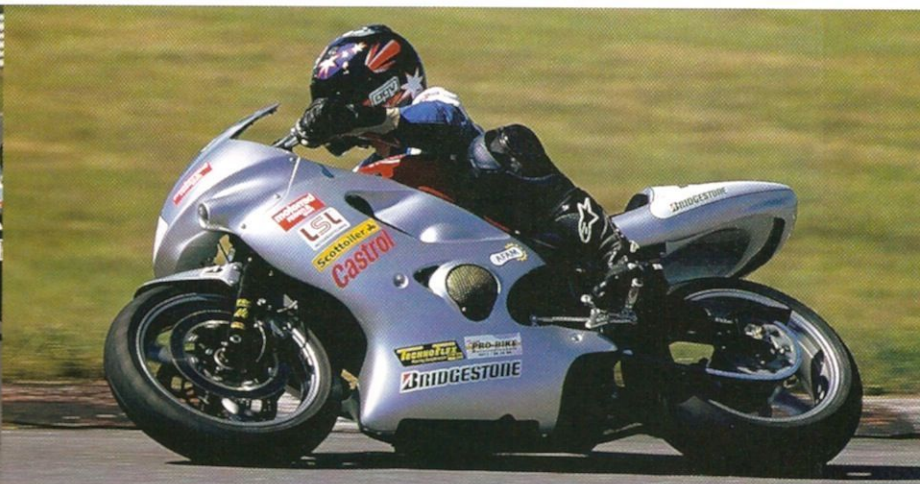
May 5-6	Oschersleben
May 19-20	Nurburgring (GP circuit)
June 16-17	Hockenheim (endurance round)
August 10-11	Oschersleben
September 29-20	Frohburg

and Bol d'Or 24 Hours meetings - a great opportunity for both Triumph and Triumph racers.

As with the German series, the championship attracts a substantial prize fund, with awards of between 10,000FF and 500FF for the first to tenth finishers in each race. In addition the overall champion will take away a cheque for 60,000FF.

To add extra spice to the proceedings there will also be prizes for the pole position winner, the best-presented machine and rider ('Prix Look'), the best lap time during the race, the 'Prix de Brio' for the most spirited effort and the 'Best Braker' prize for the judged to be hottest on the brakes.

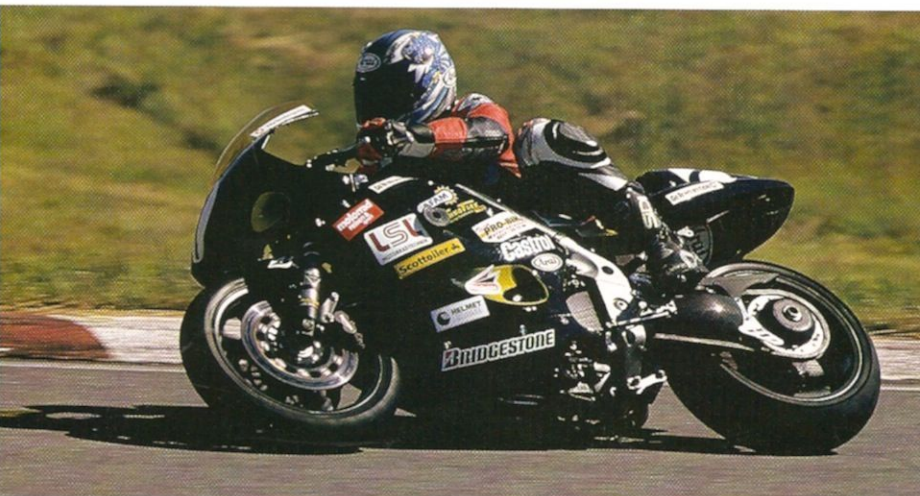
Information about entries to the series from Mothré Communication, Triumph TT600 Cup, 105 rue Blomet, 75015 Paris.



and it seems to have caught the public's imagination."

TT600 Cup 2001:

- March 30-April 1** **Magny Cours**
- April 13-14** **Le Mans** (part of Le Mans 24 Hours programme)
- June 30-July 1** **Pau**
- July 14-15** **Spa** (part of Spa 24 Hours programme)
- September 14-15** **Magny Cours** (part of Bol d'Or programme)
- October 13-14** **Carole**



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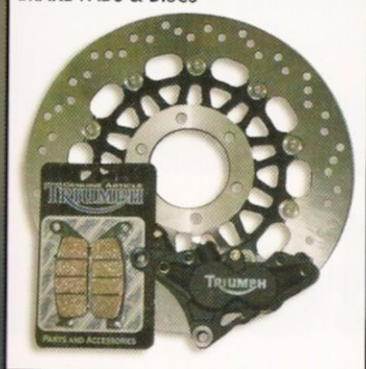
At Triumph, testing is compiled using both data logging and subjective techniques. Great emphasis is placed on ensuring that the feel of the lever is positive, accurate and sensitive, providing an effective ratio between brake lever movement and the deceleration achieved. The pad and disc materials are specifically selected and developed to maintain an optimum operating temperature, eliminating fade and maximising stopping power throughout your journey.



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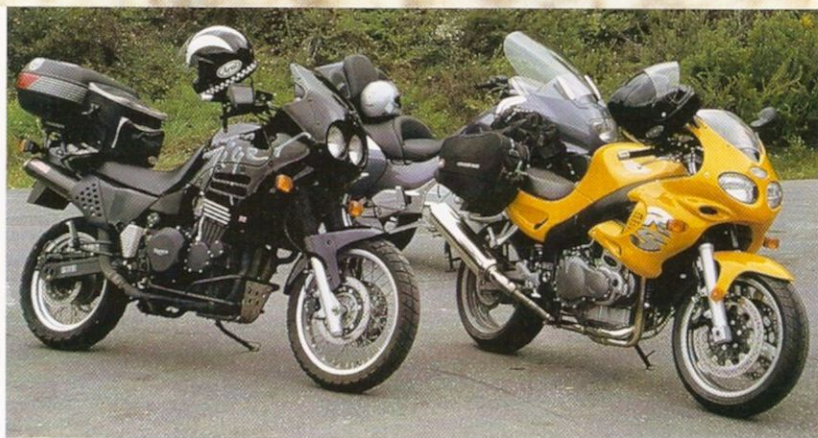
Motor Cycle News - "This set-up is one of the best in the business and does a superb job of bringing the 955i down from high speeds."

Motor Cycle News - Five out of five! ***** for the braking system.

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With the Wind

America's southern States provided a dramatic backdrop to Margaret Mitchell's classic Civil War novel. They are also the perfect location for some unforgettable riding experiences.



Above: Sunset on the Outer Banks, near Nag's Head, where the Wright brothers started for their first motorised flight.

Right: Christian Neuhauser, our organiser and tour-guide.



It's not that easy to attract attention in the USA where everything is thought to be bigger and better than in good old Europe. But go there on a Triumph and you can be sure to get in contact even with people who don't even ride motorcycles. At least that's what it was like on my recent trip through the south-east of the United States.

I started on September 28th on a grey and rainy day in Vienna. After an eighteen hour journey via Frankfurt I left the plane in Charlotte under blue sky, splendid sunshine and 28 degrees Celsius - at six pm. local time.

The next morning I found 'my' Triumph - a yellow Sprint RS - parked in front of the hotel with a crowd of smart businessmen gathered around, admiring the bike.

"Let's go," our tour guide Christian says, starting his black Tiger 900, and so we begin a 2222 miles ride.

Only a few hours later we enter the vast territory that is covered by the Appalachian mountains. Woods as far as you can see; fine roads covered with the best asphalt you ever can find; splendid curves and gorgeous views every couple of miles. This is the Blue Ridge Parkway that leads more than 800 miles from Virginia to the border of North and South Carolina right into the Great Smoky Mountains.

But soon we leave the Parkway for a while and move on to the impressive Cherohala Skyway and further on to the famous back-

Below:
Edenton, a
small town on
the coast of
North
Carolina.

This is the Blue Ridge Parkway that leads more than 800 miles from Virginia to the border of North and South Carolina right into the Great Smoky Mountains.





Above: Triumph-stop on a Cherohala Skyway-overlook.

roads where we find unbelievably demanding routes, very different from the never-ending long straights we Europeans might imagine as the US road system.

This is the right terrain for the Sprint RS, with twisty curves, up and down, left and right, hairpins and corners, narrow and challenging. For a time you can forget about the ever present strict speed limits - you couldn't break them without risking your life, because the deer that live in the area consider the road as being their own personal rest-area and to make things worse there is always gravel on the ideal line.

We met a lot of bikers during our trip. Many of them had come over from Florida. Not having this kind of real motorcycling roads at home they didn't seem to care about the speed limits and the ever present sheriffs.

One of the best known routes among them is the 'Deal's Gap' along the US 129, on the Tennessee-North Carolina border: 318 curves in 11 miles!

On our way up there we found a road like a

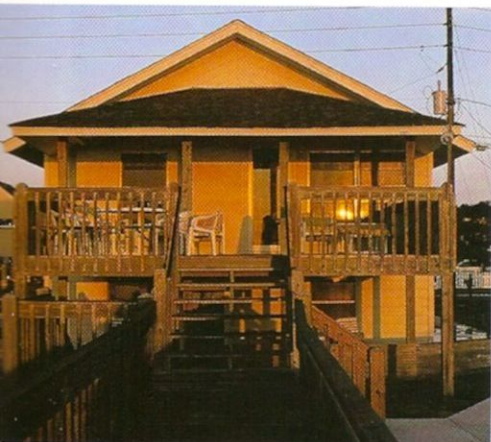
race track - a narrow and twisting road through a wood. It is called 'The Dragon' and it's said that you have to joust with him. We did and 'my' Triumph had great fun cornering hard and feeling very much at home.

The RS felt just as comfortable on our ride towards the south, to Charleston, well known through Margaret Mitchell's world bestseller "Gone With the Wind".

Further on we moved on to the Atlantic coast where you find only a few curves - 11 in 318 miles - but unbelievably beautiful scenery with small cities, endless beaches and the famous southern hospitality in comfortable lodgings and excellent restaurants. **T**

The trip was organised by *Two Wheels On Tour*, Christa & Christian Neuhauser, NC, USA (001/336/7246226, www.twowheelsontour.com).

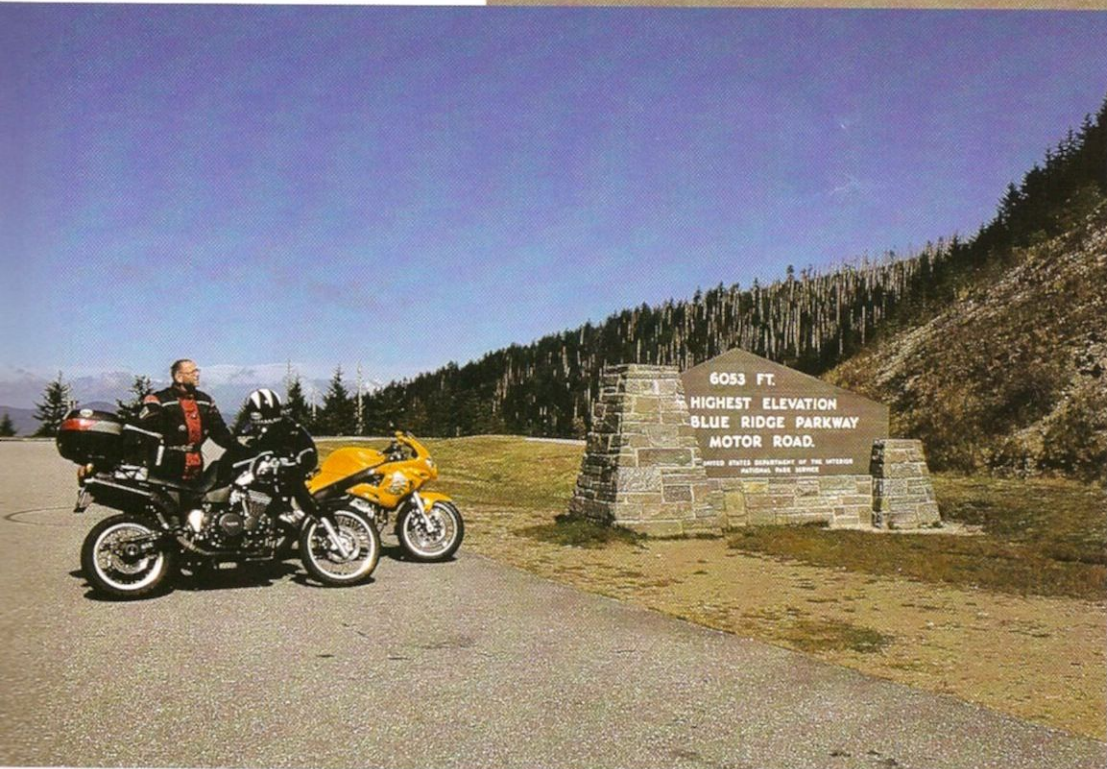
Beatrix Keckeis-Hiller, Vienna.



Above: Southern hospitality at the beautiful "Ocean Princess"-Bed & Breakfast at Kure Beach.

On our way up there we found a road like a race-track - a narrow and twisting road through a wood.

Right: Crossing the Albemarle Sound on a never ending bridge.



Left: The highest point of the Blue Ridge Parkway.

Bonneville Reborn



- Priority orders now being taken for the new Bonneville

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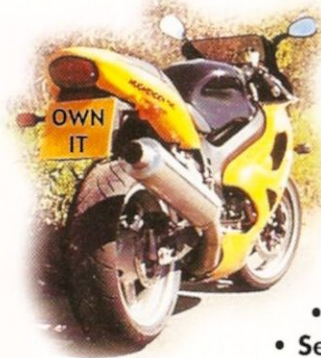
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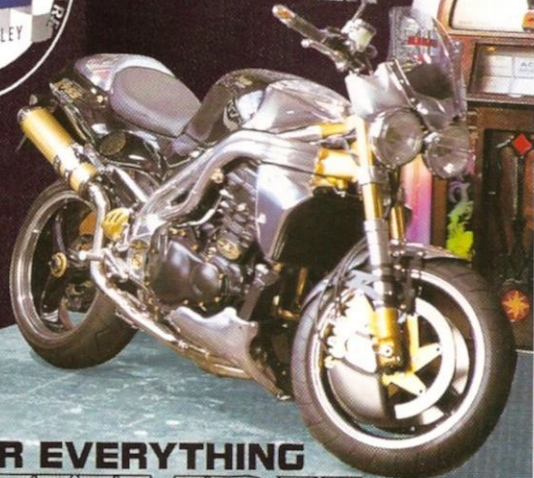
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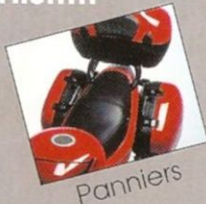
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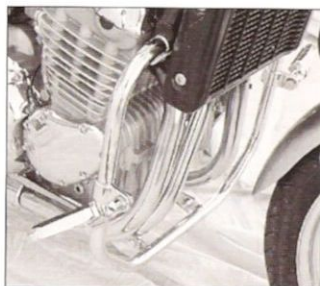
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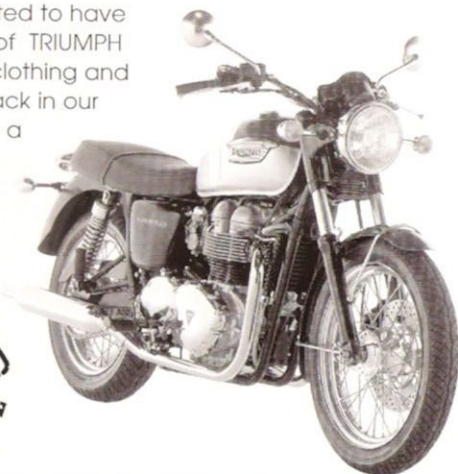
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are the inspiration behind Frenchman
Franck Depoisier's 'Ascot TT' creation

X-tra special

Franck Depoisier's X Company/Mecatwin captured a lot of attention with the X90 Triumph featured in the last edition of Torque, but that is just one of their projects. Now the French Triumph specialist presents his latest creation.

"Since it was first revealed, Triumph's three cylinder engine has interested me because of its compact lines and torque power delivery. It was unique. Its strong but simple chassis design also attracted me as a superb base for developing special machines.

My latest machine is the 'Ascot TT'. Development of this bike started in 1997 once the X90 project was completed. I wanted to create something based around the Triumph Thunderbird and the 70 horsepower engine in the classic version with its low down torque lent itself to a 'scrambler' concept.

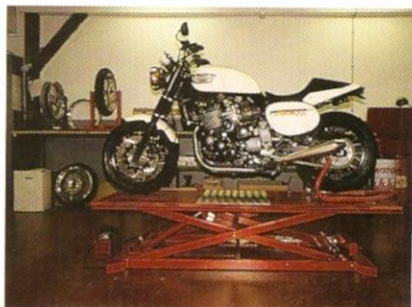
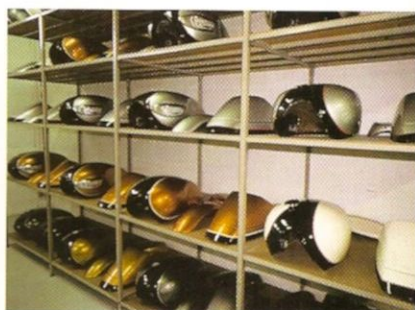
With the Ascot I tried to build in as many developments as possible to make it a fun bike to ride, but in fact the recipe is always the same - reduce weight, work on the riding position, develop the suspension and brakes... it's simple, but it works.

The lightening of the bike is achieved above all through the bodywork and the choice of cycle parts. To start with we replaced the rear sub-frame with a monocoque unit, an immediate saving of 31kg. The forks were shortened by 25mm and fork springs changed to match a more sporting riding style. The rear suspension unit was specially designed by Ohlins for the Ascot.

The motor was simply livened up with the addition of a Dual System exhaust, because, although we knew how to tune this engine, searching for extra speed and power was not the philosophy behind this project.

The Ascot had to be as user-friendly as possible. That's to say it had to be comfortable and able to carry a passenger - without sacrificing the aesthetic values in the styling. The trick was in inclining the seat base so that it was both safe and comfortable.

The prototype was presented at the Paris Show in 1997. It was only the first version, but it was designed to get people talking about Mecatwin, to develop contacts and to test the







The heritage of this American period for the marque is colossal and it was in respect of this heritage that I chose the flat-track lines of the Ascot and the machine's name itself.

market. We weren't disappointed. The concept generated a lot of interest, but that itself caused us some problems!

The idea of building the machine commercially was certainly attractive, but we weren't equipped to produce in volume. We already had some experience with the X90, but that also made us aware of our limits. Design is one thing, industrial production is another!

To develop the idea, prepare for production and meet the orders we could have had would have taken us six years - without doing anything else. And do you know any customers who would wait six years for a motorcycle? The situation was unmanageable and it was with regret that we had to cancel the orders.

But if we couldn't make the bike, what should we do? One thing was sure, it was time for us to move up a gear. Because we had been forced to abort the launch due to a lack of resources we knew we had to build up a proper production capacity. The Ascot was therefore the trigger behind our evolution.

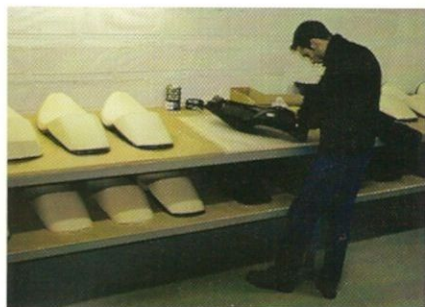
We started by moving premises to a large unit 100kms south of Paris. Our first concern was to get rid of the problems created by sub-contracting some production items. When you base your reputation on the quality of your work you can't risk anything sub-standard. Build, composite materials, welding, painting, bodywork - all had to be done in-house and that meant building a bigger team. There's a world between building a prototype and a production machine.

After a period which allowed us to settle into our new form, during which we worked on several projects for Triumph, we were able to present the Ascot again. And between the two launches Triumph had released the Legend TT. What an opportunity! A black engine made a whole new range of colours possible; its 17 inch wheels promised even more dramatic handling and its low price allowed us to build an Ascot at a more competitive retail price.

The snag was that Triumph had also changed the frame design. That meant we had to revise our original layout. The rear monocoque was scrapped in place of a support adapted to both Thunderbird and Legend models which would cover the whole rear of the frame and around which we could build all the elements of the bodywork. The final body kit consisted of 10 parts and made a weight saving of 18 kgs.

I can tell you that producing a top-of-the-range machine based around an existing production bike but redesigned and improved, without doubling the original price, is a real sport!

The result however was the 'new look' Ascot, the 'TTR', based around the Legend, and with a





production run of 100 examples. They had a floating front disk and produced 78CV. We were able to keep costs down and offer a price nearer that of a production bike with the result that the project was a success. History repeated itself, but this time we were ready to respond and the numbers we had planned allowed us to respond to orders and develop our sales worldwide while still working on new projects.

Mecatwin + X90 = X Company

If the Ascot was the origin of our development, the X90 was our first experience of small scale production. Its story began in 1993 when I was joined at Mecatwin by mouldmaker Alice Elsner, who is still my partner today.

We thought that our sole business would be to sell accessories based on this roadster (see Torque number 18), but after talking with Triumph France, whose interest had been stimulated by this bike, we decided to create a more solid base from which to build our first limited

production run of 50 X90s. Production of the X90 ended in 1996, but X Company/Mecatwin had been born.

In building the Ascot I drew inspiration from the original Triumph company's competition history in the USA - a period which brought 179 wins for the marque. And if you talk about motorcycle sport in the USA, you're talking about flat-track!

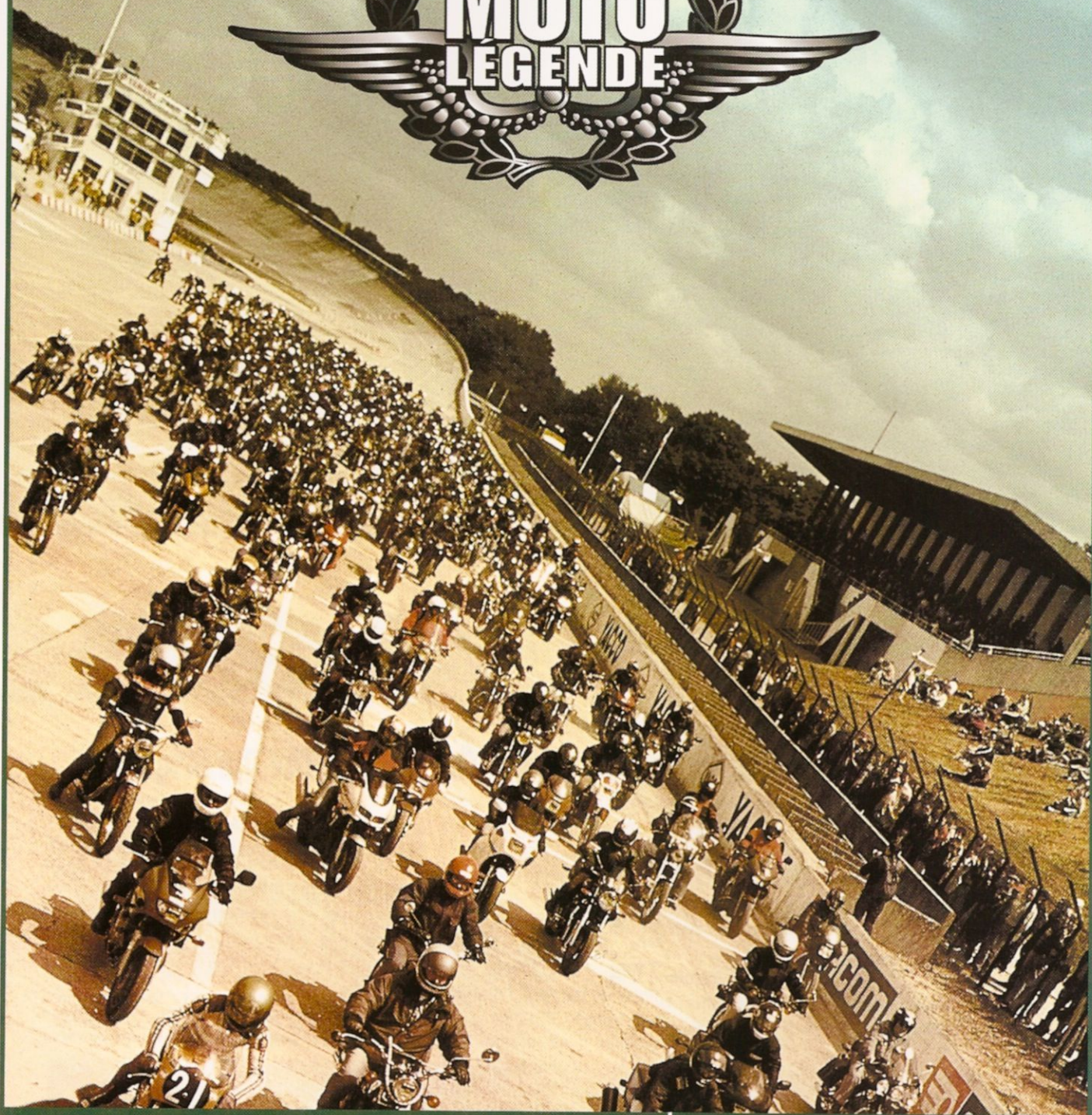
American racers quickly realised the advantages of these light and fast machines and there followed a confrontation that lasted several decades. Where the Harleys had the advantage on the superfast tracks, Triumph had the advantage on the short circuits.

The heritage of this American period for the marque is colossal and it was in respect of this heritage that I chose the flat-track lines of the Ascot and the machines name itself, borrowed from one of the most famous flat-track circuits.

For more information see www.mecatwin.com email info@mecatwin.com

Franck Depoisier.

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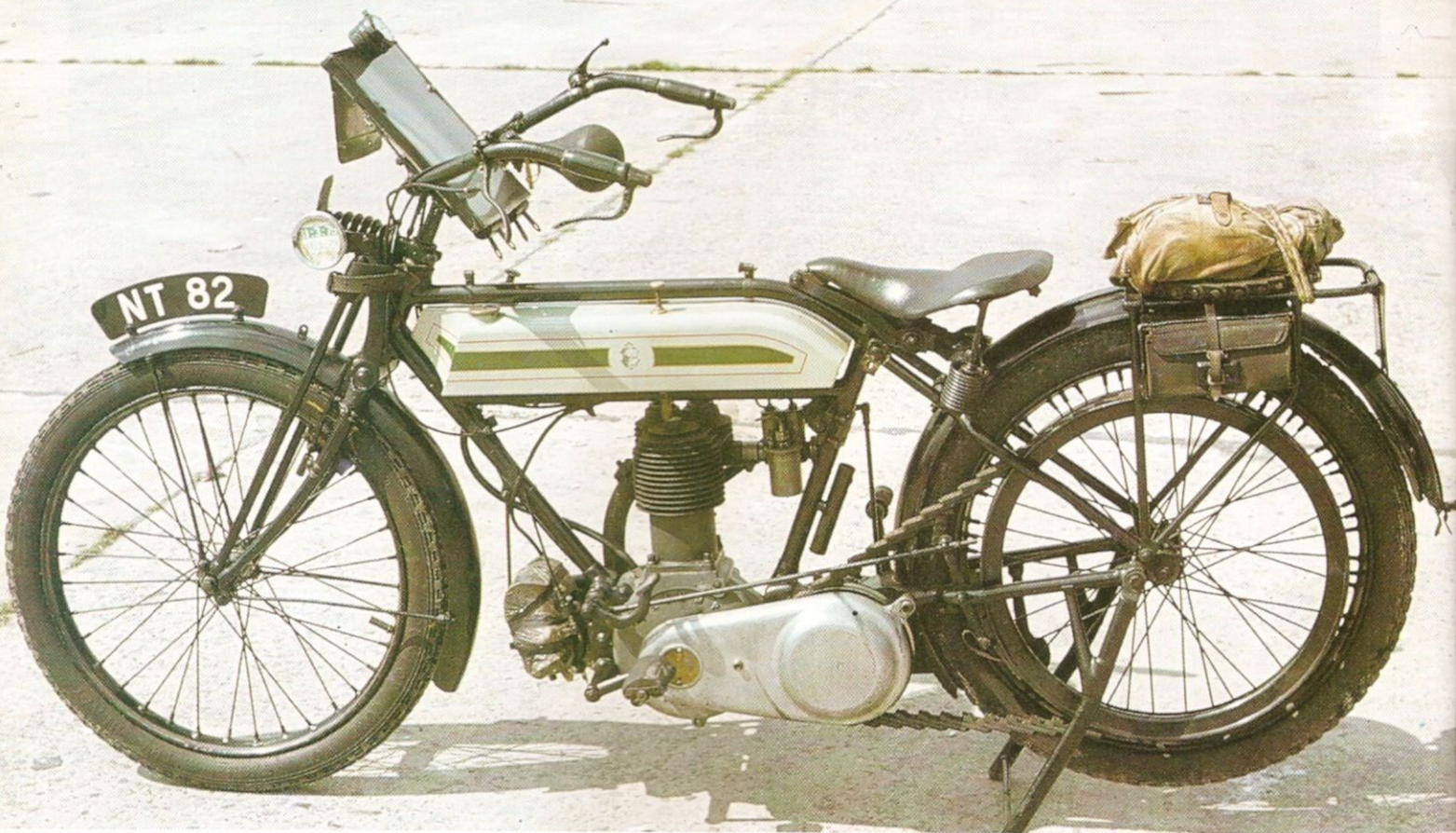
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War and

Frank Farrington recalls The Boys Of The Old Brigade...

ONE CYLINDER TOO MANY

DWARD Turner had his Triumph Speed Twin and Tiger 100 models up and running pre-World War 2.

They were sensationally good looking. Ideal bikes for the Army you might think; rugged, reliable and a jolly sight quicker off the mark than most German motorcycles at the time - George Meier's 1939 'blown' TT winning BMW excepted.

However, subsequent analysis of military motorcycle output across the UK during WW2 indicates that the British Ministry had a mental block about twins, particularly the ohv variety.

Ministry of Supply Factories were still run by moustache-twirling boys of the old brigade as late as the 1950s. They had certain ways of doing things. I recall words like 'courage' and 'fortitude' being bandied about but 'change' certainly wasn't in their vocabulary.

It's a mystery how motorcycles came to be accepted by the British Army in the first place, when horses were considered perfectly adequate for carrying messengers and frightening the opposition in sabre-rattling charges well into the Great War.

Reliability counted more than speed, hence early WD (War Department) bikes were powered by slogging single cylinder side-valve engines. The best of the lot was the Model H Triumph. Made in large numbers during and after WW1, this much loved 550cc chain-cum-belt drive side valve thumper, dubbed the 'Trusty', was well made and utterly dependable. The military mind never forgot this.

When hostilities commenced in 1939, Triumph of Coventry quickly pressed into service existing side-valvers, 3SW and 5SW singles. They were, however, fully committed to the vertical twin notion, thanks to Turner's highly successful designs.

A lightweight 350cc unit construction twin for the Army was on test when war broke out. Fifty



**Far left: 1915 Model H
'Trusty'**

**Left: Production TRW was
more refined**

Peace

3TWs reached the Coventry production line in record time, only to be wiped out on that fateful night of November 14th, 1940.

In 1942 the story takes an interesting turn. Edward Turner did the unthinkable, he joined deadly rivals BSA.

Jack Sangster, who had promoted Turner to general manager when he bought out Triumph in 1935, was understandably peeved. Had there not been a war on the story would have hit the headlines, as did MZ's Ernst Degner's defection to the Japanese motorcycle industry in 1961.

Over at The Birmingham Small Arms Co., one of Turner's schemes was to devise (what else?) a parallel twin for military use. It was to have side valves to suit the Ministry's whim.

The story goes that Triumph's Jack Sangster heard of this and immediately put in hand a similar layout. Design engineer Bert Hopwood was told to have Triumph's sv twin ready before BSA's at all costs.

By this time (1942/43) production was once again in full swing at Triumph, who had moved out to rural Meriden. There, prewar-based single

**Below left: Ultimate TRW -
smooth and utterly reliable**

**Below: Prototype No 2 sv
TRW - note the silencer box**





Typical 'peacetime'
Triumph (1929/30 Victor
Hotsman 500 single)

But this is what the
soldiers got



cylinder 3HVs and portable generators were made. The latter were designated AAPP (Airborne Auxiliary Power Plants) and mainly powered by square-finned silicon alloy twin motors. These were to form the basis of Triumph's postwar racing successes but that's another story...

Hopwood's new lightweight sv twin upstaged BSA's effort by appearing in the motorcycle press.

Early in 1943 Motorcycling's editor Graham Walker, an experienced racing motorcyclist, tested the sub-300 lb twin with great gusto. It was a flier and looked good. BSA's twin was abandoned but unfortunately nothing more came of Triumph's 'lightweight flier' either. Not until peacetime that is.

ENTER THE TRW

IN 1945 the Ministry of Supply (Fighting Vehicles Division) laid down specifications for motorcycles. Bikes had to be capable of wading knee-high through water, climb steep gradients,

achieve 80 miles per gallon of low-octane fuel at 30mph, be reliable and virtually inaudible at a distance of half a mile. To meet the latter two criteria a side valve motor was recommended.

And so the TRW was born. Early prototypes displayed many of the wartime experimental model's features. Much use was made of magnesium castings to reduce weight. MZ-type rubber chain guards were fitted.

The existing No 2 prototype had idler gear cam drive, unlike the wartime engine's timing chain. A strange kidney-shaped exhaust expansion chamber in front of the crankcase ensured the noise level was within specifications.

Overall weight of the first prototype was - modern designers take note - 280 lb but final production versions weighed 320 lb with full road equipment.

Demand for the new 500cc sv twin was never high, although most branches of the armed forces used them eventually.

I recall a few TRWs painted in RAF blue buzzing around airfields in the late 1950s, whilst in Army service the smart dark green twins formed an odd contrast to drab girder-forked BSAs still plodding on like old-age pensioners.

The White Helmets Display Team rode to and from shows on their immaculate TRWs finished in the black and silver colour scheme of the period. A number of TRWs were sold to Canada, many of which exist today.

ON THE ROAD

ALMOST every model made was rigid framed, but apart from this a TRW handles very well indeed. The 17 bhp (63 x 80mm) 499cc side valve engine delivers a soothing power curve, with good torque at low revs and a dynamo-like smoothness in the upper register. Top speed is around 75 mph.

Engine construction follows normal Triumph practice for the period sharing main features with its ohv contemporaries. The crank is a three piece bolted-up item similar to that of the ohv 350cc 3T but, naturally, the valve layout is entirely different.

All four valves are all situated transversely in the front of the block. The latter is an alloy casting with iron liners. A finned alloy one-piece head tops the lot.

Flexibility and bullet-proof reliability are features that interest TRW owners most today. The TRW is at its best on forest tracks or winding country lanes at a therapeutic, leisurely pace. It's a pity the TRW was phased out in late 1964 but by then it was almost as much of a dinosaur as the old 'Trusty'.

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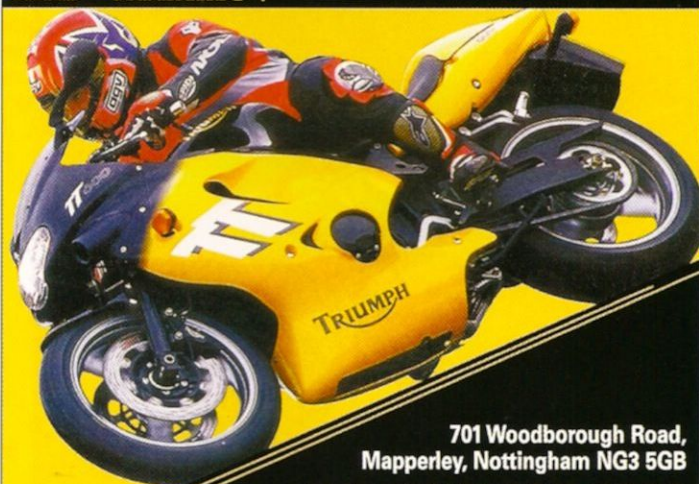
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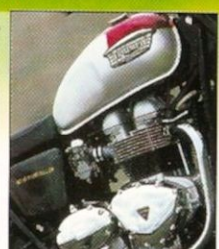
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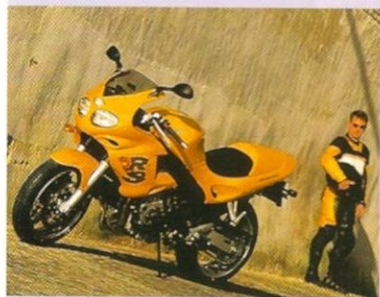
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RAT World

Up front



The Triumph story just keeps on developing. Just look back at the cover stories of the last three editions of Torque: Autumn 2000 - New Bonneville; Winter 2000 - New Tiger; Spring 2001 - New Daytona. It really is an exciting time for all Triumph enthusiasts.

One look at this magazine should tell you that your club is also on the move. The new, fresher, more stylish design carries features covering all aspects of Triumph interest. Whether your taste is for sports riding, touring, stylish street bikes or in savouring the unique heritage at the core of the Triumph marque, we hope that Torque has something to interest you.

The biggest developments are in our events programme. RAT is above all a riding club and our events are the heart of our activities. The new 'RAT World' section brings you details of all the events we have lined up for the 2001 season.

To make the programme clearer we have introduced a new naming system. Our main events are 'RAT RAIDS'. These are all weekend events led and organised by your national RAT Manager and designed to combine the chance to explore the best roads of the host region with a great social event.



The highlight of each Raid will be the 'Raid Party' on the Saturday night of the event. This will take place in a specially chosen setting and will ensure you take away some special memories of your weekend. We have around 30 RAT Raids organised throughout the world this season, so you should find at least one event to appeal to you. All riders taking part in a RAT Raid must be a RAT member (non-members are welcome as passengers).

On the next level we have 'RAT RUNS'. These are usually one-day rides and are organised by local RAT Packs. They are a great chance to meet fellow members as well as enjoying a great day out. All riders with an interest in Triumph will be welcome.

We also have some special events lined up. No member should miss our 'Home Run' on July 1, which culminates with an Open Day at the new Triumph factory. Or how about a trip to the superb Triumph-sponsored Coupes Moto Légende event near Paris, where classic and modern machines will come together in an unforgettable mix and Triumph riders will be able to ride on the classic banked Monthléry race circuit.

But there are two other new developments you should

know about in 2001. First, we have **REDUCED the price of RAT membership**. Thanks to your enthusiasm we have reached a level of membership which allows us to make significant 'economies of scale'. RAT is a non-profit making organisation, so these benefits are being passed straight back to you, the members.

As a result, **from April 1, RAT membership will cost just £20 (200 FFR, 60DM, \$30, Dfl 70, Euro 30)** with Associate membership at half price.

On top of this you can **win a new Triumph Bonneville for FREE!** Yes, it's true! On November 1, 2001, we will make a draw to select the winning membership number. The lucky winner will then take delivery of the best Christmas present they have ever had - a brand new Triumph Bonneville!

More events, better events, improved magazine, money saving offers, the chance to win a free Triumph and all at a reduced subscription rate! Can you afford NOT to be a RAT member?

Have a great season

Neil Webster
General Manager, RAT

We're here to help

If you have any questions regarding RAT activities and events in your country, or any questions or problems concerning your RAT membership, please contact your national manager.



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Home Run 2001



▲ Almost 1000 members joined last year's Home Run. Make sure you're one of them this time.

The RAT event of the year takes place at the new Triumph factory on July 1. Our second Home Run will not only give members the chance to see the latest developments at the new factory, but will include a whole range of activities.

French stunt ace Frederic Desbouchages was a big hit when he visited the old factory for the open day a couple of years ago. This time he'll have space to really show us what he can do!

There will be free food, Triumph themed displays and of course the chance to take an exclusive, members-only peek behind the scenes at Triumph.

Entry to the event is free, but you must be a current Full or Associate RAT member so don't forget your membership card! (Membership will be available at the gate.)

Show us yours

DOES your Triumph stand out from the crowd? Have you got an early (pre-1995) Hinckley Triumph or a customised Triumph? If your answer is 'yes' to either of these questions and you fancy showing off your pride and joy, we want to hear from you.

Whether it's a new paint-scheme or a completely modified machine, a '92 Trophy or a '94 Super Three, we're looking for your Triumph to be part of the displays on July 1. If your bike fits the bill, send in a picture to: RAT, PO Box 83, Hinckley, Leics, LE10 3ZP, England.

RAT Raid Calendar

March 23-25	Spanish Raid	Spain	July 7-8	Sportbike East Rally	Canada
April 5	Bonneville Party	Greece	July 13-15	Tirol Raid	Austria
April 13-15	Bavaria Raid	Germany	July 13-15	Volcano Raid	USA
April 20-22	Dragon Raid	Wales	July 20-22	West Coast Raid	Sweden
April 20-22	Montagnes de Provence Raid	France	July 27-29	Canada Raid	USA/Canada
May 4-6	Flanders Raid	Belgium	August 10-12	Mosel Raid	Germany
May 5	Sonomafest Run and Party	USA	August 11-12	Allegheny Raid	USA
May 18-20	Wienerwald Raid	Austria	August 17-19	Alpine Raid	Switzerland
May 26-27	Triumph Track Days	Italy	September 1-2	Highland Raid	Scotland
June 2-3	Serres Raid	Greece	September 7-9	Galena Raid	USA
June 8-10	Border Raid	England	September 7-9	Mont St Michel Raid	France
June 8-10	Maas Raid	Holland	September 13-16	Yankee Raid	USA
July 1	Home Run	England	September 29-30	Pyrenees Raid	France
July 6-8	Baltic Raid	Germany	October 13-14	Lands End Raid	England
July 6-8	Champagne Raid	France	October 13-14	Monte Carlo Raid	Monaco

Home Run Dinner

To make the weekend extra special, we've arranged an exclusive evening at the National Motorcycle Museum near Birmingham on Saturday June 30.

Starting with a private tour of the museum, we will then have a four-course dinner in the museum's Ballacraigne suite. Tickets are £25 per person. To reserve your place you must pre-book by June 15. Please send cheques made out to 'RAT' to PO Box 83, Hinckley, Leics, LE10 3ZP, England.

Please note that the £25 ticket is for Saturday evening only. Sunday is free.

Accommodation:

We have agreed special rates for the Saturday night with two hotels in the area. The Manor Hotel, Meriden (01676 522735), is approximately five miles from the Motorcycle Museum and is offering a rate of £58 bed and breakfast for a single room or £78 for a double/twin room. The Hanover Hotel (01455 631122) is three miles from the factory. The price for a room is £75. You need to quote TRIUMPH when making your booking at either hotel.

Alternative accommodation:

Leicester Tourist Information: +44 (0)116 299 8888
Coventry Tourist Information: +44 (0)247 622 7264



Dragon Raid



THERE is still time to join us on the first UK RAT weekend event of 2001 - The Dragon Raid. Based at The Metropole Hotel in Llandrindod Wells over the weekend of April 20-22 it promises to be a superb weekend.

Starting Friday night at 7pm, we'll have a welcome Hog Roast

supper party, to get you in the mood for a terrific weekend of riding and partying. Saturday will see us head out in search of Snowdonia and the region's excellent roads.

On our return we'll sit down to a Welsh Banquet, satisfying the appetites a full day's riding will no doubt produce. The fun will continue into the evening when 'Watch This Space', a band featuring RAT member and Speed Triple rider Mike Power, join us.

On Sunday we'll ride south to check out the superb riding on offer in the Brecon Beacons before we break for home.



This promises to be the biggest UK RAT riding weekend we have staged so far so pre-entry is essential. Entry costs £25 per person including hog roast supper on Friday; Dragon Raid party on Saturday including Welsh banquet and band; road books for the touring rides and the chance to win some truly superb Triumph prizes.

Please send your booking with a cheque made out to RAT to PO Box 83, Hinckley, Leics, LE10 3ZP, England. The event is open to RAT members only, however there is no membership requirement for pillion passengers. If you only want to take part in the rides there is no charge. Just be at the Metropole by 10am.

Accommodation:

We have agreed a special rate of £32 per person, per night including breakfast with the Metropole. Call 01597 823700 to book, quoting Triumph. Please note there is a £10 single supplement.

If you prefer to camp, Wyside camping park is about eight miles away in Rhayader. Call them on 01597 810183 to reserve a pitch.

Border Raid

HISTORIC Britain and age-old landmarks provide the backdrop for our Border Raid between June 8-10.

Basing ourselves in Carlisle at The Lakes Court Hotel, we'll take the opportunity to explore the Borderlands and discover the area's chequered history. The weekend starts at 7pm Friday with a welcome supper and moves into Saturday with a ride north across the border before returning to the sanctuary of our hotel where we shall enjoy our Great Border City Banquet and Raid Party. Sunday sees us leave in search of the tranquillity of

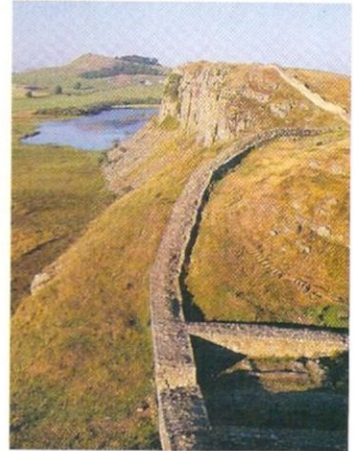


The Lakes.

So you don't miss out, you'll need to pre-book. Tickets are £30 per person which includes joining us for the welcome supper and the Great Border City Banquet and Raid Party, with

entertainment. Also included in the price are your road books for the touring rides and prize draw to win some brilliant Triumph prizes.

Please send your booking with a cheque made out to RAT to PO Box 83, Hinckley, Leics, LE10 3ZP, England. The event is open to RAT members only, however there is no membership requirement for pillion passengers. If you only want to take part in the rides there is no charge. Just be at The Lakes Court Hotel by 10am.



Accommodation:

RAT members can take advantage of the discounted price of £30 per person, per night including breakfast. Please note there is a £10 single supplement. To Book call The Lakes Court Hotel on 01228 531951 and ask to speak to Vicki or Catherine. Please quote 'Triumph' when making your booking. If you wish to camp, contact the Carlisle tourist office on 01228 625600 who will be able suggest suitable sites.

Highland Raid

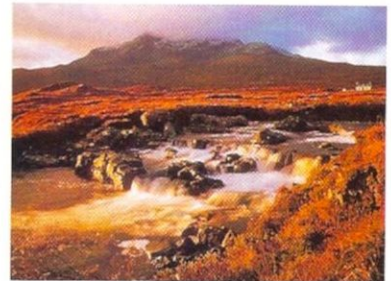
SCOTLAND'S famous Highlands will play host to RAT members who join us on our Highland Raid between August 31 and September 2.

Staying in the Aviemore Mountain Resort at the Aviemore Highlands Hotel, we'll start with a welcome party at 7pm on Friday evening, setting the scene for a perfect blend of riding and partying taking us through to Sunday afternoon.

Both Saturday and Sunday will provide an

intoxicating mix of fantastic roads and scenery to take your breath away, while the Highland Banquet and Raid Party will include the local tradition of a piper and the address to the haggis.

Tickets for this unique event are £35 per person and pre-booking is essential if you wish to be included in the welcome supper and Highland Banquet and Raid Party, including entertainment. The cost also includes road books for the touring rides and prize draw entry.





Please send your booking with a cheque made out to 'RAT' to PO Box 83, Hinckley, Leics, LE10 3ZP, England. The event is open to RAT members only, however there is no membership requirement for pillion passengers. If you only want to take part in the rides there is no charge.

Just be at the Aviemoor Highlands Hotel by 10am.

Accommodation:

An extra special rate of £25 per person, per night including breakfast has been arranged with the Aviemoor Highlands Hotel. Call 01479 810771 to book, quoting Triumph. Please note there is a £17.50 single supplement. If you wish to camp, contact the Aviemoor tourist office on 01479 810363 who will be able suggest suitable sites.

Lands End Raid

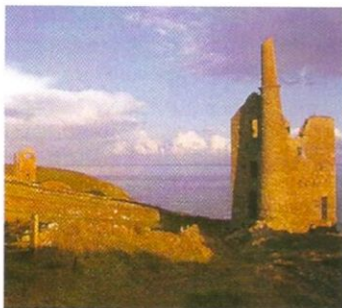
CORNWALL'S unique Lands End Hotel will be taken over by RAT members for our Lands End Raid between October 12-14. With its famous cliff-top location, the hotel commands dramatic views across the Atlantic and over to the Longships lighthouse.

Getting things underway, we'll start at 7pm on Friday with our Ocean Conservatory welcome buffet, setting the scene for a perfect weekend. Saturday will see us trace the rugged Cornish coastline before returning to Lands End and our Lands End Raid Banquet and Party. On Sunday we'll have a leisurely breakfast before setting off across the mythical Cornish countryside, which will see the UK RAT Raid season draw to a close.

Tickets for this unique event are £25 per person and pre-booking is essential if you wish to be included in the Ocean Conservatory welcome buffet and Lands End Banquet and Raid Party, including entertainment. The cost also includes road books for the touring rides and prize draw entry.

Please send your booking with a cheque made out to RAT to PO Box 83, Hinckley, Leics, LE10 3ZP, England. The event is open to RAT members only, however there is no membership requirement for pillion passengers. If you only want to take part in the rides there is no charge.

Just be at the Lands End Hotel by 10am. Finish the season in style and join us on the final UK RAT Raid of the year.



▲ Cornish Tin Mines and Coastlines will provide the backdrop for the Lands End Raid.

Accommodation:

A special rate of £35 per person, per night including full English breakfast has been arranged with the Lands End Hotel. Call 01736 871844 to book, quoting Triumph. Please be aware a £30 per room deposit will be required when you book. If you wish to camp, contact Penzance tourist office on 01736 362207 who will be able suggest suitable sites.

Summer fun

A number of UK RAT packs are hosting camping weekends during the Summer.

- The Three Cross 'Spirit of the Sixties' weekend to be held between May 19-20 starts us off, with organised ride-outs on both days. Over 500 participants are expected to attend the 'Spirit of the Sixties' ride and although this is not organised by RAT, it promises to be quite a spectacle. Set in the New Forest at the well appointed Sandy Balls campsite, this is a weekend not to be missed. For full details, contact Nigel Baker on 01258 830091.
- Over the weekend of June 16 and 17, why not join the Carl

Rosner Pack at the Garden of England Motorcycle Show, held at the Hop Farm in Paddock Wood, Kent.

They're arranging a weekend of riding the country lanes of Kent and taking in the sights of this well-established show.

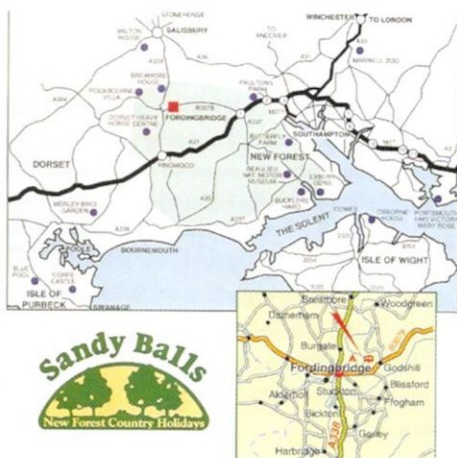
For full details

contact Ian Norman on 01483 423238 or e-mail: iannorman1@aol.com.

- Between July 28-29, the Eddy's pack will again stage their Yorkshire Dales Weekend. Held for the first time last summer RAT members came from London and Merseyside help making this event an instant success. For further details, call Danny Mountain on 01302 700818

- A new edition to our camping programme will be the Cotswolds Camping Weekend to be held in late August over the weekend of Saturday 25 and Sunday 26, and will be hosted by the Hughenden M40 Pack.

- New Wiltshire Pack, Taylor Racing of Chippenham, are keen to join the successes of our RAT camping weekends and will be hosting the Wiltshire Camping Weekend between September 28-30.



Benelux

Full house for Flanders

Response to our Flanders Raid in Belgium on May 4-6 has been so strong that our base at the Motorcycle Loft Hotel is now full and some members are also staying in hotels nearby and joining the main group for the Raid Party and the rides.

The programme includes a RAT Run to Waterloo on the Saturday to visit the site of the famous battle, with a Run through French Flanders on Sunday.

If you want to take part in the runs, be at the Groendijk Motorcycle Loft Hotel, Oudenburg, near Ostend in Belgium, by 10am.

Maas Raid

We move into the eastern Netherlands for our Maas Raid along the banks of the famous river between June 8 and 10. Our base for the whole weekend will be the Hotel Asteria at Venray (50 kms east of Eindhoven), with Saturday's programme including a ride down the Maas Valley and Sunday's loop taking us north.

The Raid Party will also take place at the Hotel Asteria on the Saturday evening, promising a relaxed and enjoyable weekend.

We have arranged a package with the hotel including accommodation, breakfast and dinner at 100 Dfl per person per night (in a shared room). To reserve a place contact Ruediger Buck on 00 49 171 4377 963 (ruediger.buck@triumph.co.uk) stating whether you require accommodation for one, two or three nights.

Mediterranean

Spain in the spring

Due to a double-booking problem at the circuit we have had to cancel our Jerez Raid planned for March 23-25, but we are still planning to visit Spain that weekend for a Spring touring weekend. The trip will be led by the club's General Manager Neil Webster with meeting points in France and Spain. If you want to join in contact him on +33 1.64.62.38.32 (neil.webster@triumph.co.uk).

Greek party time

Greece will host two great RAT events this season, starting with an exclusive party in Athens as a preview to an adventure touring weekend and track day in the Summer.

The **RAT Bonneville Party** will be held at Athens' Alfa Club on Sunday April 5 at 10pm. As well as joining in the launch party for the new Bonneville, you could also win a Triumph leather jacket or one of ten Bonneville t-shirts. And entry is free for RAT members!

The **Serres Raid** will take place over the weekend of June 1-3. Members from the Athens area can meet at the premises of Triumph Greece for the official start at 2pm on the Friday. They will then ride to beautiful Kerkini Lake near Serres in the north of the country.

Saturday's programme includes the choice of taking part in a choice of activities at the lake or riding at the nearby Serres race circuit where Triumph Greece will be hosting a series of test rides. In the evening there will be a Raid Party with dinner and dancing to a live band.

On Sunday there will be a Treasure Hunt ride with lunch, followed by the option of breaking for home or spending another night in the hotel. There will be a group ride back to Athens on the Monday.

For more information or to book a place, contact Chrysanthi Scordou on +301 8000 500 (triumphgr@ath.forthnet.gr).

Italian Track Time

All Triumph riders are invited to enjoy some track action in the fourth Italian Triumph Day (actually two days!) over the weekend of May 26-27 at the Varano de' Melegari circuit near Parma.



Riders can ride their own bikes on the circuit in company with an instructor and can try out a Triumph demonstration bike as well as getting the chance to see a special team challenge race with each time using three different Triumph models and three different riders.

For more information contact Alessandra Gasperini at Italian Triumph distributor Numero Tre on +39 0293 4545 21.

Scandinavia

Swedish West Coast Raid

Sweden's beautiful west coast is our objective for the first Scandinavian event of the season and as the first organised by RAT's new regional manager Ruediger Buck it marks a new departure for the club in the region.

The base for the Raid is the Hakefjordens Pensionat at Jorlanda, 60 kms north of Goteborg, where we will start with a BBQ on the Friday evening. On Saturday we will tour north along the coast to the Norwegian border before returning to Jorlanda for the evening's Raid Party.

Sunday's programme take us along a shorter route, finishing with a late lunch and farewell drink before we break for home.

To reserve a place, including accommodation and evening meals, contact Ruediger Buck on +49 171 43 77 963 (ruediger.buck@triumph.co.uk) or send a cheque to RAT, 19 Bd Georges Bidault, Croissy Beaubourg, 77437 Marne la Vallee, France. The cost for a two night package is SKR 800 per person. For a one night, Saturday-only, package the cost is SKR 440 per person. Accommodation is in a shared room.

France

Mountains of Provence Raid

Run over the weekend of April 20-22, we will meet in the vineyards of Chateauneuf du Pape before climbing into the mountains for an overnight stop and Raid Party at a hotel in a converted castle. We return on Sunday through the breathtaking Gorges du Verdon. The 350 FFR entry includes Saturday night accommodation and dinner, but places are limited and the event if filling up, so book quickly. Contact Herve Descamps on +33 6.03.34.48.46 (herve.hdp@wanadoo.fr) to check on availability.

If you need a hotel for the Friday or Sunday nights, we suggest the Hotel Clarine at Orange (+33 4.90.34.10.07).

Champagne Raid



A classic weekend based in the heart of the Champagne vineyards between July 6-8. We will tour through the beautiful Montagne de Reims natural park, stay in a country hotel and no doubt sample the best of the local products!

Entry includes accommodation in a shared room for two nights with breakfast, dinner on Friday night and Raid Party dinner dance on Saturday night and costs just £80 per person.

Numbers are limited. To reserve a place send a cheque made out to RAT to RAT, 19 Bd Georges Bidault, Croissy Beaubourg, 77437 Marne la Vallee, France. For more information contact Neil Webster on +33 1.64.62.38.32 (neil.webster@triumph.co.uk).

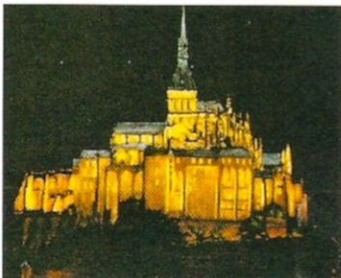
Mont St Michel Raid

Based in the picturesque seaside town of Dinard on September 7-9, this weekend will include rides along the dramatic coastline of northern Brittany and of course a visit to the famous abbey village of Mont St Michel perched high on its rock.

A welcome party with dinner on the Friday evening, Raid Party with dinner on Saturday night and lunch during Sunday's ride are all included in the entry fee of £40. To reserve a place send a cheque made out to RAT to RAT, 19 Bd Georges Bidault, Croissy Beaubourg, 77437 Marne la Vallee, France. For more information contact Neil Webster on +33 1.64.62.38.32 (neil.webster@triumph.co.uk).

There is a wide choice of accommodation in Dinard. We will send you a list when we receive your entry for the event so you can book direct with the hotel or campsite of your choice.

All the event's evening activities will take place in the centre of the town.



Pyrenees Raid

Run against the dramatic backdrop of the Pyrenees mountains over the weekend of September 29-30, this event is being organised by the same team currently working on the Mountains of Provence Raid.

Full details will be confirmed in the Summer edition of Torque, but it will follow our set Raid format with a Raid Party on Saturday night and the guarantee of memorable roads, atmospheric accommodation and excellent local food and drink.

Contact Herve Descamps on +33 6.03.34.48.46 (herve.hdp@wanadoo.fr) for further information or to reserve a place.

Monte Carlo Raid

What a way to finish the season! We will visit the principality over the weekend of October 12-14, staying for two nights in Monaco.

There will be a welcome party and dinner on Friday night and a Raid Party on Saturday night, plus rides through the superb nearby mountains of the Alpes Maritimes on Saturday and Sunday.

Costs are still to be confirmed, but if you want to make a provisional booking, please send a cheque for £50 per person (refundable if you later decide not to take part) to RAT, 19 Bd Georges Bidault, Croissy Beaubourg, 77437 Marne la Vallee, France. For more information contact Neil Webster on +33 1.64.62.38.32 (neil.webster@triumph.co.uk).

Coupes Moto Legende

Held at the historic banked Monthlery circuit on the southern outskirts of Paris, this massive annual classic bike event is not organised by RAT, but will this year be a special celebration of the new Triumph Bonneville with some special activities for Triumph owners.

Classic bike parades including famous names such as Barry Sheene, Giacomo Agostini and Phil Read as well as historic machines from all over the world, will take place throughout the weekend, but there are a number of special activities for Triumph owners (old and new).

Triumph riders will get a reduced entry fee (70FR instead of 100FR), reserved secure parking in the interior of the circuit and exclusive parade laps on the circuit itself in the middle of the programme on both Saturday and Sunday.

In addition there will be a hospitality area for RAT members to meet and relax. It should be a superb weekend.

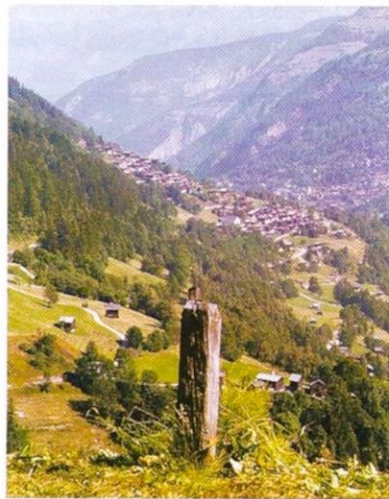
Switzerland

Alpine Raid

The wonderful Swiss Alps provide the backdrop for this Summer weekend on August 17-19. We will stay in the village of Sierre, east of Geneva, and spend Saturday and Sunday on the best roads the region has to offer.

The event starts on Friday evening with a welcome party with live music at The Rothorn pub in Sierre. Dinner is not included but there is a full menu available.

Saturday evening Raid Party will be extra special. It will take place at the beautiful Chateau de Villa surrounded by vineyards.



We will sample the delicious local wines and food in superb surroundings on the terrace (weather permitting) before returning to the Rothorn for those who want to continue partying into the small hours.

The rides will take us to the St Gotthard pas, Furkpass and Nufenpass on Saturday and to the highest dam in the world - La Grande Dixence - on Sunday. Altogether an event not to be missed.

The entry fee of £25 per person includes an aperitif at the welcome party, dinner with wine on Saturday night, entry to prize draws and competitions and roadbooks.

To reserve a place please send a cheque to RAT, 19 Bd Georges Bidault, Croissy Beaubourg, 77437 Marne la Vallee, France. For more information contact Neil Webster on +33 1.64.62.38.32 (neil.webster@triumph.co.uk).

Please reserve your accommodation direct with the hotel of your choice. The following are both in the centre of Sierre, within walking distance of both the Rothorn and the Chateau de Villa:

Casino: +41 (0)27 451 2393 Terminus: +41 (0)27 455 1140

Camping is available at the edge of the town at the Bois de Finges (+41 (0)27 455 0284).

Germany

Bavaria Raid

Based at the atmospheric Brauerei-Gasthof Eck at Bobrach, near Regensburg, on April 13-16, the weekend includes tours in the Bayerische Wald forest region and a Raid Party on the Saturday evening. The price per person per night is DM 70,-. See below for booking details.

Baltic Raid



A round trip of the picturesque and historic Baltic coastal region of northern Germany between 6-8 July. Starting at the Strengliner Muehle hotel, Pronstorf/Strenglin, near Bad Segeberg, and travelling to Flensburg on Saturday for the Raid Party. Touring ride and lunch on Sunday.

Two night packages with breakfast and dinner cost DM 160,- per person in a shared room. A Saturday night only package costs DM 80,-. See below for booking details.

Mosel Raid

The vineyards of Germany's superb Mosel valley play host to the Mosel Raid on August 10-12. Our base is the historic Hotel Zur Post in Bernkastel-Kues and the programme includes rides along the length of the vine-clad valley plus of course the chance to try the local wine - especially as Bernkastel is playing host to a wine festival that weekend! One not to be missed.

Places are limited so pre-booking is essential. The cost for a two-night package including breakfast and dinner is DM 200,- per person in a shared room (a limited number of single rooms are available at DM 220,-). See below for booking details.

Austria

Wienerwald Raid

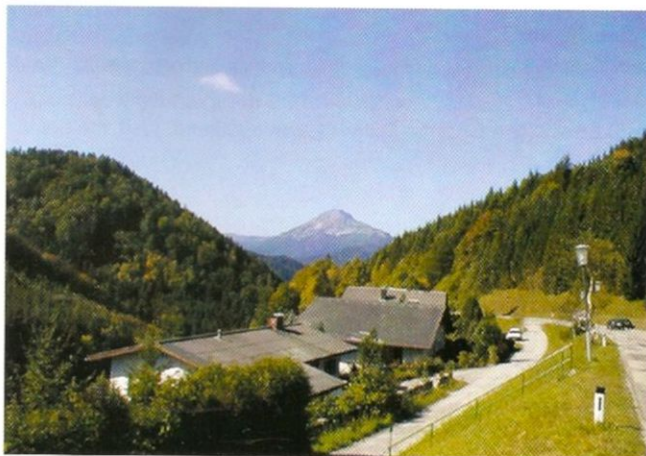
Discover the beautiful Viennese hinterland of the Wienerwald between 18-20 May. Staying at the typical Gasthof Kirchenwirt, we will have touring rides both days and a Raid Party on Saturday night. DM 65,- to DM 85,- per person per night. See below for booking details.

Tirol Raid

The Tirolean Alps are the backdrop for this unforgettable weekend's riding on 13-15 July. We will be based at the Hotel Regina in Serfaus for the weekend, with a barbecue in a mountain lodge scheduled for a very special Saturday evening Raid Party (access is by ski lift, so no need to worry about taking the bike!).

Reserve accommodation direct with the hotel on +43 5476 6253 (fax +43 5476 6253 500) g1.schwarz@tirol.com .

- To reserve a place at any events in Germany or Austria please send your payment to Ruediger Buck, RAT, 19 Bd Georges Bidault, Croissy Beaubourg, 77437 Marne la Vallee, France. Make cheques payable to 'RAT'. Cheques are acceptable in all European currencies, please calculate the correct amount based on current exchange rates. For additional information contact Ruediger on 00 49 171 4377 963 (ruediger.buck@triumph.co.uk).



Around the packs

UK

Canterbury - Robinsons

CANTERBURY dealers Robinsons pick up the new season from where they left off. In October, they hosted the Cinque Ports and Castles Run, attracting more than twenty Triumphs and their 2001 season is already underway.

The group meet on the second Tuesday of the month at The Rising Sun in Beltinge.

Coming up:

March 18, Pioneer Run
April 1: Robinson's RAT Run
May 6: Bentley Motor Museum Run.
June 3, Bucket and Spade Run



▲ Preparing for the Cinque Ports and Castles Run.

A couple of foreign trips are also planned including a visit to Normandy and a return to the ever-popular Motorcycle Loft Hotel in Belgium.

Contact Mike Robinson on 01227 766267.

Chippenham - Taylor Racing

NEW signings Taylor Racing have put together a diary of local events. Giving Pete Taylor a helping hand is Pack co-ordinator and Trident 750 rider Pete Clarke, who can be contacted on 01793 347074. For 2001.

Coming up:

March 11: Intro Run. 10.30am, The Mallard, Lyneham village.
April 15: Wye Valley Run. 10.30am, The Mallard, Lyneham village.
May 19-20: Sandy Balls Camping Weekend.
July 1: Home Run. 10.30am, The Mallard, Lyneham village.
September 28-30: Wiltshire Camping Weekend.

Croydon - Carl Rosner

THE group meet at The Haycutter Pub in Oxted on the third Wednesday of each month.

Coming up:

March 18: Pioneer Run. Leaves Carl Rosner Motorcycles at 10.00am.
April 28-29: Greene King Brewery visit weekend. Visit the home of Triumph Ale, with an optional overnight stay in the region. Contact Ian Norman for more details.
May 20, BMF Show Run. Leaves Carl Rosner at 9am.
July 1: Home Run. Leaves Carl Rosner at 10.00am.
July 22: Glastonbury and Cheddar Gorge Run. Leaves Carl Rosner at 10am.
August 19: Isle of Wight tour.
September 9: Ace Café Run: Leaves Carl Rosner at 10am.
Contact Ian Norman on 01483 423238 or e-mail: iannorman1@aol.com.

Edinburgh - Two Wheels

PACK Leader Neil Danskin has organised monthly RAT Runs between March and October and will be leading rides to join the Highland Raid and Border Raid (both featured in this issue).

Three touring events in association with Highlander Rider and a visit to the NEC International Motorcycle Show are also scheduled.

Coming up:

March 25: Borders Run.
April 29: Fife Run.
May 14-16: West of Scotland Tour. £255 per person.
May 27: Dumfries and Galloway Run.
June 8-10: Border Raid.
June 24: Inverary Run.
July 29: Kielder Run.
August 20-22: Royal Deeside Tour. £195 per person.
August 26: Hartside Run.
August 31-September 2: Highland Raid.
September 22-26: Road to the Isles Tour: £484 per rider and £280 per pillion.
September 30: Glenshee Run.
October 14: Borders Run.
November 11: International Motorcycle Show trip.

Contact Neil Danskin on 0131 668 4775. All runs start from Two Wheels at 10.30am.



▲ Visit Border Country with Two Wheels.

Hinckley - Windy Corner

LEICESTERSHIRE'S Windy Corner Pack meet on the first Wednesday of each month at MIRA social club, on the A5 near Nuneaton, where their RAT Christmas Party in December attracted 50 club members.

Coming up:

April 4: Knockerdown Pub Run. Start from Windy Corner at 7pm.
April 16: Silverstone British Superbikes Run. Start from Windy Corner at 9am.
May 2: 'PJ's' Run. Leave Windy Corner at 7.30pm.
May 20: BMF Show Run. Leaves Windy Corner at 9am.
June 6: Andy's Run. Starts from Windy Corner at 7.30pm.
June 24: Sammy Miller Museum Run. Starts from Windy Corner at 9am.
July 1: Home Run. Starts from Windy Corner at 11am.

Contact Roger or PJ at Windy Corner on 01455 842922 or e-mail: roger@windycorner.co.uk



▲ The Windy Corner Christmas Party cake!

Leeds - Eddy's Motorcycles

LAST year, Eddy's pack hosed successful RAT Runs throughout the season as well as regular pack evenings, which for this year have changed nights.

Previously meeting on Wednesday evenings, from February 12

you'll need to be at The Old Red Lion on the A64, York Road, Leeds on the second Monday of each month.



Coming up:

March 4: Two Brewers Run: Leaves The Old Red Lion, A64, York Road, Leeds at 10.30am.

April 29: North Pennines Run. Starts from The Old Red Lion, 10.30am.

July 1: Home Run. Leaves The Old Red Lion at 10.30am.

July 21-22: Yorkshire Dales Camping Weekend.

Contact Paul Armer on 07740 627388.

London - Boyer Racing

BOYER Racing and Bill Saker have earned a name for adventurous RAT Runs and 2001 looks to set to reinforce that reputation.

Coming up:

March 18: Pioneer Run. Leaves The Oakdene Café, Wrotham Hill at 10.30am.

April 8: Brooklands Museum Run. Leaves The Oakdene Café at 10.30am.

May 27: Mildenhall Air Display Run. Leaves the dealership at 7am

June 10: Arundel Run. Leaves Clacket Lane Service Station, M25, westbound (clockwise).

July 1: Home Run. Leaves Oakdene Café, Wrotham Hill at 10.30am.

Boyer Racing are also planning to do three European events later in the summer. The first of these sees them join the RAT Tirol Raid on July 13-15. Just ten days later (July 26-August 4), the group will tour Switzerland and Austria. They then go to the Black Forest, between September 2-10.

Contact Bill Saker at Boyer Racing on 0208 854 8133 for details of the European trips. For all other events call Colin Pavitt on 07971 590393.



▲ Boyer's have been to the Black Forest so many times, they've almost made it their own!

Northampton - TW Motorcycles

FOR the first time in Northamptonshire, TW Motorcycles are putting together a RAT Run programme for 2001.

Sales manager Ian Kelly has recruited some assistance in the shape of Tiger riding local RAT member, Dave Blencowe.

Contact Ian on 01604 622411 for details.

Tring - On Yer Triumph

THE guys from Tring have got a busy season planned. Their monthly 'natter nights' start from April, on the second Monday of each month at the usual haunt - The Coach and Horses in Newgate Street, Hertfordshire.

Coming up:

March 18: Pioneer Run. Leaves the Little Chef at The Noke, Chiswell Green at 10am.

April 1: 'Test your riding skills' Run. Leaves the Little Chef at The Noke at 10.00am.

May 13: Waterways Run. Leaves the Little Chef at The Noke at 10.30am.

June 17: Garden of England Motorcycle Show Run. Leaves the Little Chef at The Noke at 10am.

June 22-25: 'Lost in France' weekend: Based in Alencon at the Hotel IBIS, you'll travel on the 07.45 Brittany Ferries sailing from Portsmouth to Caen on June 22 and return on June 25 at 16.45.

July 1: Home Run. Leaves the Little Chef at The Noke at 10.30am.

Contact John Ponting (01707 335192) or Brian Cowell (01727 873654).

Wimborne - Three Cross

MEETING on the last Wednesday of the month at The Elm Tree pub in Hightown, Ringwood, RAT action in Dorset is as hot as ever.

Said Pack co-ordinator Nigel Baker: "Attendance on our rides has increased considerably as more and more Triumph owners enjoy their bikes. Seventeen bikes joined our Purbeck Breakfast Bash and The Baywatch Run created quite a sight, with 20 Triumphs in my mirrors as we cruised the countryside."

Coming up:

March 18: March Madness Run. Visiting Haynes Motor Museum, Sparkford. Leaves Three Cross at 10.30am.

April 15: Spring Surprise run. Leaves Three Cross at 10.30am.

May 10-14: Normandy Beaches Weekend. Rough cost for rider and pillion is £250, excluding fuel.

May 19-20: Spirit of the Sixties camping weekend.

June 10: New Forest Breakfast and Cream Tea Run. Leaves Three Cross at 9am.

July 1: Home Run. Leaves Three Cross at 10am.

Contact Nigel Baker on 01258 830091.



▲ Three Cross RATs ready to ride.

Belgium

Ath - Mourin & Cie

CHRISTIAN Mourin is getting his new RAT Pack off to a flying start in 2001 with major runs being planned for the Spring, Summer and Autumn.

Coming up:

May 20: Hainault Run. Includes a visit to a Gallo-Roman archaeological site and lunch in a country auberge. Pre-booking for lunch is necessary. Send a cheque for 700BF made to account 961 182 684 842 MOURIN Christian before the end of April.

Contact Christian Mourin, on 068.28.15.12

Ertvelde - BMC Motors

THIS new pack has already started meeting and has elected member Marc Maes at its pack leader.

Plans include participation in the Flanders Raid. For further information contact Marc or dealership principal Daniel De Rycke.

Coming up:

April 1: Run from Ertvelde. Starts from BMC with coffee at 9.30am.

April 29: Run during BMC open weekend. Meet at BMC 10.30am.

May 5: Participation in Flanders Raid. Meet Motorcycle Loft, Oudenburg, 10.30.

August 26: Brugge Run. Meet at Dampierre tavern, Maalstweg, Brugge (on the Maldegen-Brugge road) 10am.

Contact Daniel De Rycke, 093.44.64.44 or Marc Maes (marc.mieke.@belgacom.net)

Waterloo - Waterloo Bikes

WATERLOO Bikes would like to start their own RAT pack and are asking any interested members in the area to contact them to allow a first meeting and rides programme to be arranged.

Contact Luc Denis on 02 351 03 11

(waterloobikes@compaquet.be),

Finland

Helsinki

A new pack has been set up in Helsinki. Trips to join in RAT events in other countries are planned if there is enough interest.

Coming up:

May 1: Inaugural meeting, 2pm, Kahvila Roosa, between main roads 3 and 130 40kms north of Helsinki.

May 15: Kahvila Roosa, 6pm.

May 29: Kahvila Roosa, 6pm.

June 12: Kahvila Roosa, 6pm.

June 26: Kahvila Roosa, 6pm.

July 10: Kahvila Roosa, 6pm.

July 24: Kahvila Roosa, 6pm.

August 7: Kahvila Roosa, 6pm.

August 21: Kahvila Roosa, 6pm.

September 4: Kahvila Roosa, 6pm.

September 21: Kahvila Roosa, 6pm.

Contact Pekka Partanen on puuppapekka@hotmail.com

New Zealand

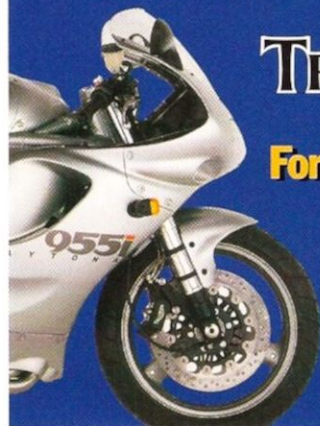
Auckland - Northern Accessories

AS well as their regular monthly runs, this group organised the Taupo Raid during February. Report and photos in the next edition.

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

Pack activities in French and German speaking areas and North America are listed in their own editions of Torque. For a full list of all pack activities see the RAT pages on the Triumph website at www.triumph.co.uk.

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Letters

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

▼ Love At First Sight

In the spring of 1999 my motorcycle was stolen, I was devastated. A month later I set out to find my next bike. I looked at several racing styled motorcycles, but none of them were making my heart skip a beat. I had always loved Triumphs, but felt that I would not be able to afford one of my own.

In June of 1999 while having my car serviced, I stopped in a local motorcycle shop to waste some time. That turned out to be a great day, because when I open that door I saw her! A beautiful red Daytona 955i. She sat high on a motorcycle display with a spot light shining on tank. I ran to red bike, with my heart beating 100 miles a minute. I was in love! I found my new motorcycle! After learning that I could afford this amazing bike I rode my new "Ms. Firecracker" home.

I am so in love with my Triumph and the Triumph motorcycle line that I am going to make a calendar of women who ride Triumphs. "Beauties and Their Beasts". Here is a picture of me and Ms. Firecracker, my 955i.

If any ladies are interested in having their picture in this calendar please contact me at BellaMCRider@aol.com

Mary Hoyt, Upper Marlboro, Maryland, USA.



▲ Perfect match

During an All British Bike Meet of 200 motorcycles I was approached by a man stating he owned a 1997 Silver/Blue Trident. My first impression was yes...I've heard it all before, riding on my 1997 Silver/Blue Trident "Dasher".

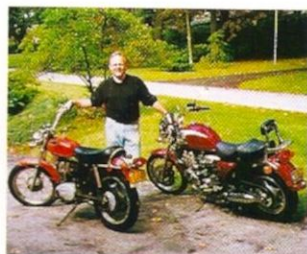
To my surprise while on the ride, he pulled up next to me on just that, an immaculate 1997 Trident, the twin to mine. I was ecstatic and in disbelief that's for sure. Needless to say, good men are hard to find, let alone one that loves his bike as much as I do. I never thought that "Dasher" would lead me to meet what turns out to be the most perfect person on the most perfect bike.

We love our bikes aka: "TriDog" and "Dasher". We have spent countless hours riding our Triumphs and will for a lifetime. We have wonderful memories of places we have ridden and some of the happiest of times were on our bikes.

Should they ever be retired from the long distance jaunts to trips just up to Alice's Restaurant, there will be another couple of Triumphs in our future for sure.

We would like to thank Triumph for making such a wonderful bike and for bringing us together.

Scott Dunham & Maya Lai, USA



▲ Old and new

MY Dad bought me my first British bike, a 1962 BSA 250 which had been used as a parade bike at the Valley Forge Military Academy. By 1971 I was in the market for a new bike and when I came home with the Triumph Blazer SS shown in my photo, Dad asked 'was I sure I didn't want a bigger bike?' At the time I said 'No', but I have to admit I soon wished I had bought something bigger.

Now I have done just that and added to my stable with a '98 Thunderbird. It was worth the wait. I just wish Dad was still alive so he could have ridden with me and felt the difference between the old and the new.

Dave Leidy, Wayne, PA, USA.

▼ Family matters



I'm the happy owner of a 1996 Thunderbird that I have been riding since 1997. At that time my husband also bought his 1993 Trident 900. We have ridden about 26,700 miles since we bought the bikes.

Today the Triumph family has grown a little. Our sons also became interested in Triumph and last Spring they bought one Triumph each. Paul chose a Daytona 1993 1200 and Jens a 1993 Sprint. After that my husband found a Daytona Super III that he could not resist. He bought it, but I ride it!

We still have the T-bird and the Trident. We are not going to sell any of them.

Britt-Louise Mossfeldt, Sjöbo, Sweden.

▲ Mountain adventure

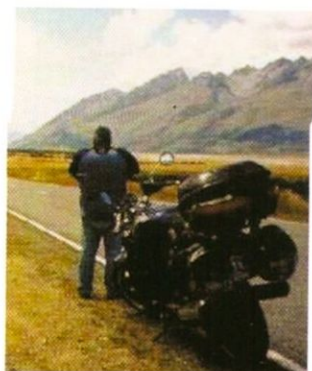
I've just recently taken delivery of my first Triumph in 30 years, and subsequently my first copy of Torque ever. The Speed Triple is everything I hoped it would be, and only came into my life because of a great holiday in New Zealand at the start of this year. Fourteen days, 3000 kilometres, round the South Island on a 900 Trident. Not only was the bike perfect for the journey, but as they say, New Zealand is the best place in the world to ride a bike. The whole tour was organised by Adventure New Zealand Motorcycle Tours & Rentals, part of Thunderbike Powersports, and was one of the best experiences I have had.

Why am I writing this letter? Two reasons. First as far as my Triumph is concerned, the sale was made in New Zealand. Second, if you want a great holiday away from the British winter, contact these guys and go tour New Zealand!

Robert Munn,

Robert.munn@cwcom.net

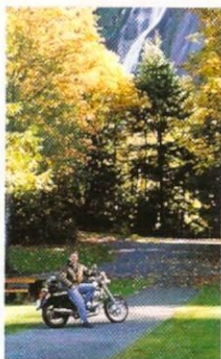
Left: The road to Mount Cook.



Deals on Wheels

RATs in the Rockies

Rocky Mountain Motorcycle Holidays and Triumph Canada are joining forces to organise



a week-long 'RATs in the Rockies' tour between May 27 and June 3. Starting from Whistler, British Columbia, and snaking through the Rockies of western Canada it promises to be an unforgettable week. Triumphs can be hired. The special price for RAT members is \$CDN 2150 using your own bike; \$CDN 3500 including bike hire. Passengers can join in for \$CDN 1000. Prices include transfers from Vancouver, accommodation and meals, maps, guide and a chase vehicle.

Contact Mike Ciebien at mike@rockymtnmoto.com

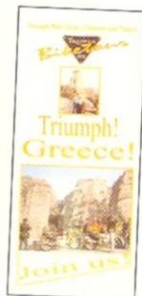


Highlights of Ancient Greece

● Greek tour operators Triumph Bike Tours are offering a 20% discount for RAT members on their Peloponnese (June 1-24) and Alexandrian (August 24-September 5) tours this Summer. You can either use your own bike or hire one of their Triumphs. Prices for RAT members for the Peloponnese Tour are \$2400 per couple, \$2120 solo, including bike hire, reducing to \$1920 per couple, \$1696 solo using your own bike.

The Alexandrian Tour costs \$2720 per couple, \$2400 solo on a hire bike, \$2200 couple, \$1920 solo on your own bike. Bike shipping can be arranged from the UK.

Deb Stagonakis, +3 0294 94905, tritours@arafin.gr



Triumph hire

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

● Erne's Euromotos in Zurich, Switzerland, are Triumph dealers who offer bikes for hire at 5% discount for RAT members. +41 (0)1.272.7772.

Touring

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

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

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

Hotels

AUSTRIA:

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

GERMANY:

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

NEW ZEALAND:

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

FRANCE:

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

UK:

- Torquay. The Exton Hotel. 10% discount, +44 (0)1803 293561.
- Colwyn Bay, Wales. Lawrence Ford Bed and Breakfast, +44 (0)1492 532993.

Insurance

● Save a massive 15% on insurance in the UK with the TriumphCare scheme operated by Fernet. 07000 337638, 01708 768613 (see their ad. in this magazine).

● Members in the USA can also receive preferential rates with Fernet's TriumphCare scheme. 1 800 RIDE TRI (1 800 743 3874).

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

Ferry crossings

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



● HOVERSPEED offer 30% reductions on their Dover-Calais, Newhaven-Dieppe and Dover-Ostend routes. Members crossing by car save 15%. Call 08705 240241 (UK), 0820 00 3555 (France), 059 559911 (Belgium). Quote reference

ST/TRB for standard return fares, EX/TRB for five-day return fares. Use the suffix TRC for car fares.

● STENA LINE FERRIES offer discounts on their Harwich-Hook of Holland, Holyhead-Dun Laoghaire, Fishguard-Rosslare, Stranraer-Belfast and various Scandinavian routes. 20% off published brochure fares on Irish routes, 10% off Scandinavian routes, special fares on Harwich-Holland route. +44 (0)990 204402 stating account number BC047. For Irish routes also quote reduction code RAT. For Scandinavian routes quote Reduction Code RST.

● P&O NORTH SEA FERRIES offer 10%



saving between Hull and Rotterdam or Zeebrugge. Call 01482 377 177 in the UK, 0181 255 555 in Holland, or 050 543 430 in Belgium, quoting 'Riders Association of Triumph' and your membership number.

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

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