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TORQUE



No 20

Summer 2001

UK/International edition

Racing ahead



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Jack Lilley Racing*

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Contents

4 Triumph News

The latest news from the world of Triumph.

8 Testing times

There's more to racing than just turning up on the start line. We go behind the scenes at a test day with the Jack Lilley Racing team.



16 On Tour

A father and son odyssey across the United States turns into a personal voyage of discovery.

24 Blowing in the wind

Turbocharging a Sprint ST might sound a bit eccentric, but the result is the ultimate 'Q' bike. Instant hooligan!



30 Nostalgia

Today's Trophy may be a long range mile eater, but the name has a long and glorious past in connection with Triumph motorcycles.



35 RAT World

Reports and previews of RAT activities throughout the world. Plan your Summer's riding.

44 Letters

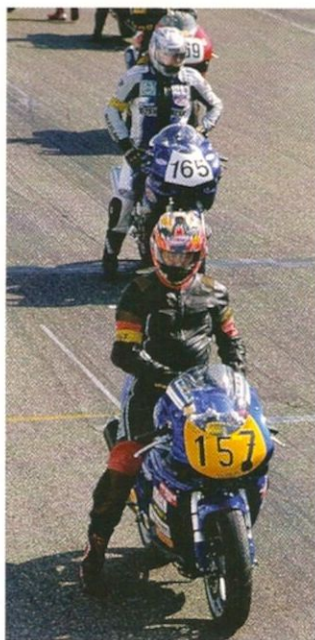
Members have their say.

47 Deals on Wheels

Use your RAT membership to save money. All the offers and contacts.



Enduring success



Kai Schlieper on the start line for the sprint race at the Hockenheim 1000 Kms race.

Triumph Germany area sales manager Kai Schlieper rode a near standard Daytona 955i to victory in the Stocksport class of the prestigious Hockenheim 1000 Kilometres endurance race in April.

In an event consisting of an 854 kilometre endurance test and a ten lap sprint, Schlieper and team-mate Stefan Druschel, of Triumph dealer 'SuperBikeBox' in Kassel, made the most of the bike's performance and reliability to set the quickest time overall.

"It was a superb race for us," said Schlieper. "We had no mechanical problems or other incidents over the whole race distance. The bike ran perfectly and our refuelling timetable ran like clockwork.

"The 'flying change' of riders in the sprint race also worked out perfectly, so I feel that the team deserved the success it achieved."

Following the Hockenheim success, the team has entered a new model Daytona in the Oschersleben 24 Hours

race on August 11-12 - a round of the World Endurance Championship.

Schlieper and Druschel will be joined for the race by former Pro-Superbike Championship racer and motorcycle journalist Guido Stüsser. Preparation and team management will be handled by Triumph Germany technician Guido Hinzmann.

As in Hockenheim the bike will be kept in near standard specification to capitalise on the Triumph's proven combination of reliability and performance.



SuperBikeBox's Stefan Druschel.

Special effects

Triumph dealers around the world regularly produce one-off specials that add an extra 'twist' to the Triumph range. Here are two current efforts.

The 'Super Moto' Tiger has been produced by Athens dealership MotoPark. It features a Triumph 'Off Road' exhaust system, sports screen, 17x3.5 front wheel with 120/70 tyre and a 160/60/17 rear wheel and tyre. Front suspension has been stiffened up and different handlebars have been fitted with a Sprint ST tachometer and a T595 front mudguard.

Dealer Ambiance Moto on the French Indian Ocean island of La Reunion have created this hybrid TT600 / Daytona / Speed Triple as their version of a 'Baby Speed'.



Blue Bonnie

A new colour option is being added to the Triumph Bonneville line-up this Summer. From July the bike will be available in 'Sky Blue' and silver as well as the current green/silver and red/silver options.



Back seat driver

No, not the ultimate sanction from behind for when you go too fast! It's actually a standard rider training technique in Norway.

To get your rider's licence in Norway you first have to pass a strict training programme that involves an instructor riding with you on the pillion. To ensure safety the instructor is provided with his own clutch and rear brake lever, as well as an engine kill switch and horn!

To meet this need, Torgeir By, workshop manager at the Triumph dealer in Trondheim has equipped a Bonneville for local instructors.



Competition winners

Late news of the winners of our prize draw in issue 18 (Winter) of Torque. Robert Taylor of Norfolk, England, wins a Triumph watch, while Peter Molfeker and Olaf Stille from Germany were picked out as t-shirt winners. Well done!

Get set for Summer



Triumph's popular Retro paddock jacket is now available in yellow. Made from water repellent Cordura with leather detail and Triumph logo, the jacket features a removable quilted lining and CE95 approved shoulder and elbow protectors. New for the Summer is a perforated version of the Pioneer leather jacket. The 1.2mm



cowhide leather has perforated panels in the body and arm sections and hidden ventilation panels in the



chest and back to keep you cool and CE95 approved shoulder and elbow protectors to help keep you safe.



Bonneville fans can show their enthusiasm with a new t-shirt and cap featuring their favourite bike.

Daytona accessories

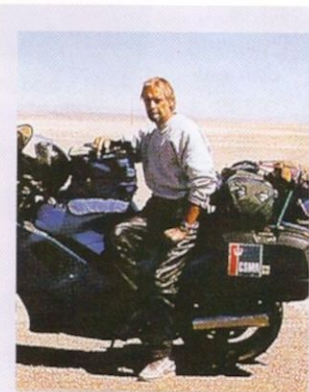


A whole range of accessories has been released to complement the launch of the new Triumph Daytona.

Styling options include carbon fibre and stainless steel exhaust silencer wraps, seat cowl and pad, carbon fibre sidepanels and carbon fibre and carbon fibre print tank pads.

Touring capabilities are also enhanced with the choice of a grab rail, sports top rack, sports tank bag, sports throwover panniers with panel protectors, aero screen, alarm/immobiliser, front mudguard extension and an auxiliary power plug.

All accessories in the Triumph range have been fully tested to Triumph's stringent testing programme and are available from authorised Triumph dealers.



On the road again

Round the World Triumph adventurer Robbie Marshall is back in print. At the age of 45 British-based Marshall left behind a successful career in advertising to spend a year riding round the world on an early Triumph Trophy.

Accounts of his adventures have previously appeared on video and in Torque and have now been re-published in book form.

More information from Travellers Eye on +44 1746 766447 (books@travellerseye.com).



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Testing for success

Race day is just the tip of the iceberg for any race team. Before a bike even reaches the start line there is a vast amount of work to be done.

Lee Parslow joined Jack Lilley Racing for a day's testing to find out just what it takes to run with the best.

SILVERSTONE, England, April 6, 2001. A typically chilly early spring morning better suited to a hot mug of coffee by the fireside than track testing racing Triumphs. But racing is a cruel sport and cups of coffee don't get results, so Silverstone it was for Jack Lilley Racing.

10am: I arrive at the circuit near Northampton and find that Jack Lilley Racing team manager Clive Wood and chief technician Paul Messenger have already established themselves in garage number six. It will be their home for the next three days.

A pair of immaculately prepared TT600s sit on paddock stands, tyre warmers enveloping the Bridgestone race rubber. Power leads trail along the floor and a selection of tools are laid out around the machines. There is an aura of calm professionalism. The whole scene reminds me of a spotlessly clean operating theatre and I half expect Clive and Paul to pull on surgeon's masks to complete the picture.







Above: Jack Lilley Racing Team riders Adam Lewis (bike 96) and Darren Thomas.

"Our first session is 11.15am. We are not sure yet which tyres we'll use - it will depend if the rain holds off," says Clive, pointing out towards an overcast sky. Wet tyres are already mounted on a spare set of rims, just in case.

Clive and Paul explained the main differences between their race bikes and my road legal TT600.

Starting with the front brakes, no change is made to the standard set-up. "We've found nothing as efficient as the original equipment items, including the pads," explained Paul. "We monitor pad wear very closely and as soon as the combined wear exceeds 1mm we install a new set. This allows us to maintain a minimum amount of brake fluid without losing braking power."

Race regulations do not allow brake lines to run over the front mudguard, so the front brake lines are modified with two separate hoses feeding the calipers, rather than one feeding both sides. The

rear brake system is completely untouched and in racing is really surplus to requirements. The rear pads have their leading edge filed to 45 degrees to help with fast rear wheel changes.

Both wheels remain stock items but are fitted with Bridgestone road-legal race tyres - BT001s. Tyre pressure is set a lot lower than for road riding because heat build up during track use is far greater than road-riding, causing an increase in air pressure. For wet tyres, the initial pressure is higher than standard race tyres, although their operating temperatures are the same, as wet tyres build up less heat.

The standard fairing is replaced by a fibreglass race item, the lower section incorporating an oil capture tray in the bellypan. The single seat unit is again a specially built item, but the fuel tank remains unchanged. All fasteners are either titanium or aluminium. Each racing TT600 carries



£1500 worth of Titanium fasteners in areas such as engine mounts and seat unit bolts.

The machines also feature a number of one-off items, such as wheel spacers, made by the team itself. The clip-on bars are standard items but hollowed, allowing for further weight reduction. A smaller drive chain is used with an aluminium rear sprocket, reducing weight and giving a slight power increase. Front forks are standard but use different springs and are revalved. The rear shock is replaced with a Penske race unit.

Race regulations insist on each machine maintaining standard crankshafts, con-rods and pistons. The cams, timing, fuel injection system and gear ratios are all modified to gain power and assist in setting up from circuit to circuit. A steering damper is added to maintain stability at bumpier circuits.

11am: Fast approaching the first track outing of

the day. The decision is taken to run the bike with wet tyres. Watching earlier sessions, the other machines were creating a small plume of spray. "A fine mist, and we'll run standard tyres, but as soon as you can see a 'rooster tail' flick up from the rear tyre, it's time for wets," explained Clive.

This means a suspension change too - a reduction in compression damping. Wet tyres also mean a different rear sprocket, as their rolling circumference is not the same as a standard tyre, thus altering gearing. There is a moment's drama as base suspension settings are close to being lost.

11.15am: The pit lane klaxon sounds signalling the start of the team's first track session. Rider Darren Thomas takes the bike to the track and the team moves to the pit wall to begin timing his laps, but after just two laps, the session is temporarily stopped following an incident



involving three machines.

Darren is not affected however and after a short wait is back out on track. Weather conditions are improving and the track is drying, so Paul tests the track temperature to provide extra information when the tyres are checked at the end of the session.

After another eight laps Darren brings the bike back into pit lane. The Bridgestones are checked for wear and Paul checks the temperatures with a thermometer in the centre and on each shoulder. Fuel consumption is also measured.

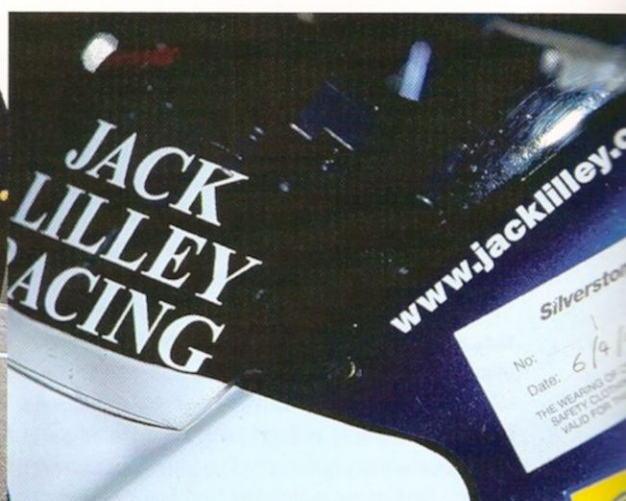
Darren, Paul and Clive discuss how the bike 'felt' to agree base settings for these conditions. It was agreed that the wet tyres used were too soft, and that a harder compound would be better suited to the drying conditions. Darren, who also races a GP250 class bike, gave me his thoughts on the TT600. "It handles excellently. It holds a really tight line without having to take a wide entry. I can almost throw the TT into a corner as if it were my 250."

12.55pm: With 20 minutes before the next track session, the weather has improved enough to install standard race tyres so wheels carrying brand new set of BT001's with tyre warmers

Left: Setting the tyre pressures.

Bottom left: Team technician Paul Messenger checks the temperature of the Bridgestones.

"It handles excellently. I can almost throw



are fitted.

1.15pm: Adam Lewis, Jack Lilley Racing's other rider, takes the TT600 out on track. He hasn't ridden a bike since last season and Clive is keen for him to get back in action. He stays out for 14 laps, each one quicker than the one before. I can see from the look on Clive's face that he is pleased with this performance. "Adam used to race in the Speed Triple Challenge. He knows his Triumphs," said Clive. With Adam back in the garage, the rigorous checks begin again - fuel consumption, tyre conditions, suspension settings, weather monitoring.

And that was that. It's not mid-afternoon and the test sessions for this class have finished for the day. A frantic morning has seen lap times reduce and base settings recorded. This information will be stored and used for future visits to Silverstone.

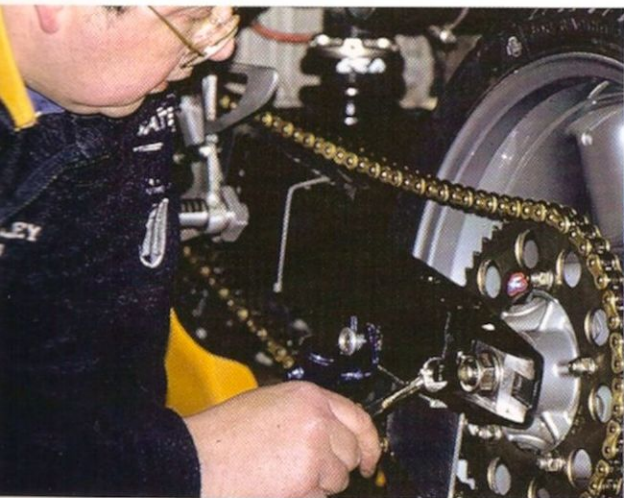
For the team, though, the day's work is far from over. Discussions with riders and sponsors will take up the rest of the day, saying nothing of the ceaseless preparation, of which I've seen just a snap-shot today, needed to get the bike on the grid for official practice and qualifying and of course the race itself.

Right: Wet tyres at the ready.

Bottom right: The Team.
(From left: Glenn Herbert, Adam Lewis, Gill Wood, Clive Wood, Darren Thomas and Paul Messenger).



the TT into a corner as if it were my 250."





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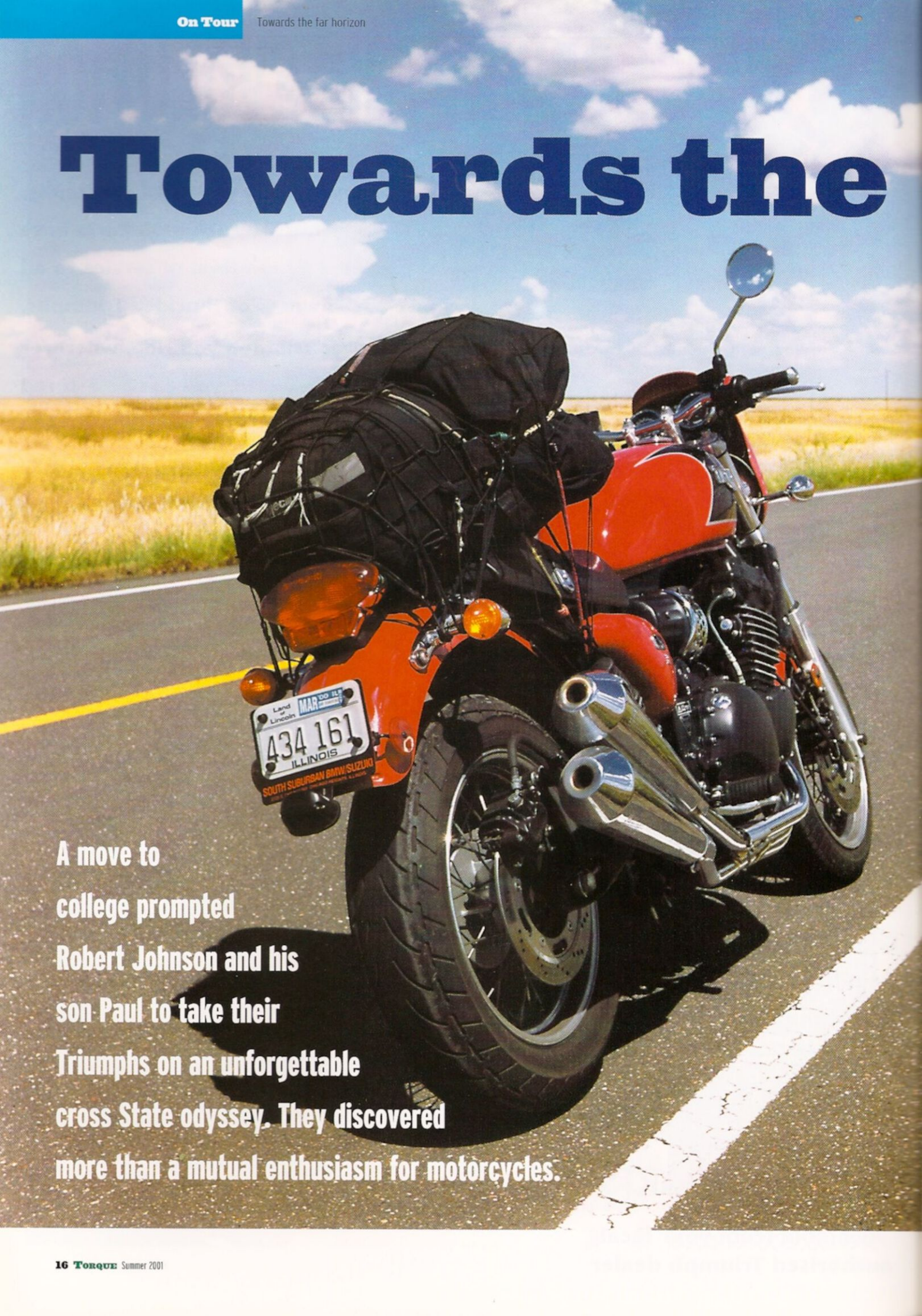
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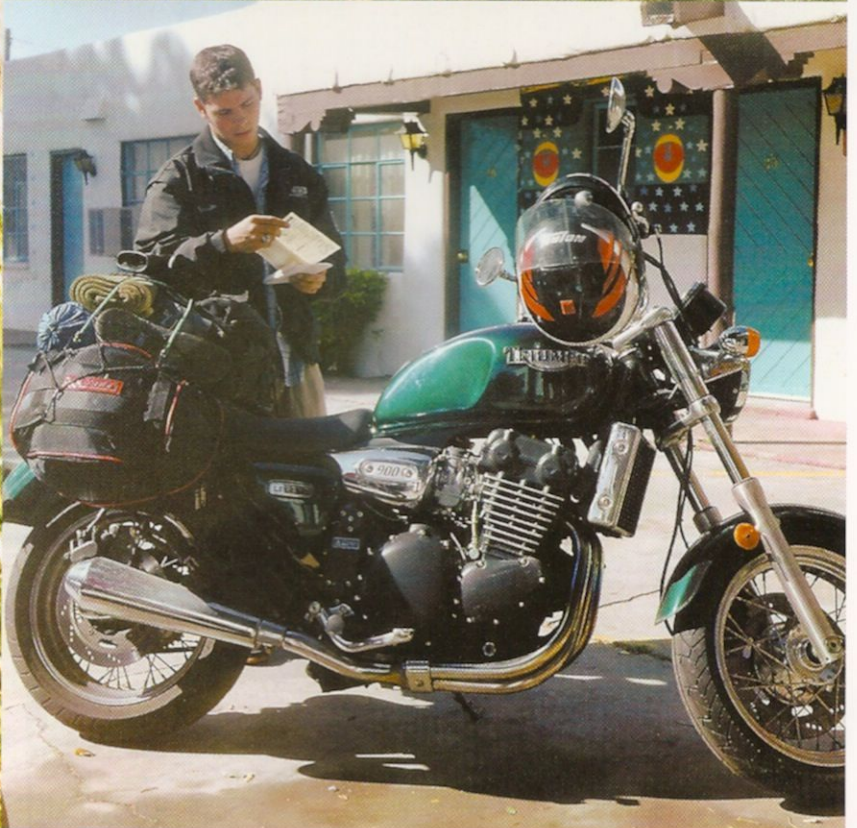
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Towards the



A move to college prompted Robert Johnson and his son Paul to take their Triumphs on an unforgettable cross State odyssey. They discovered more than a mutual enthusiasm for motorcycles.

far horizon



In the Fall of 1998 I bought my first Triumph motorcycle, a Thunderbird Sport. By December the look of envy in my teenaged son Paul's eyes was becoming more than I could bear. Season of giving. High school graduation approaching. College acceptance looming. 18th birthday in a few months. I was weakening. By Christmas Day he was nervously riding home on a brand new Triumph Legend. No father could have been prouder.

But the problem with giving your son a motorcycle for high school graduation is that come Fall, he's going to want to take it to college with him. Chicago to Santa Fe is better than 1300 miles. That's not an afternoon's ride. Nor is it a ride you'd want your son to take alone, so we decided to make the trip together. And this is the story of that ride.

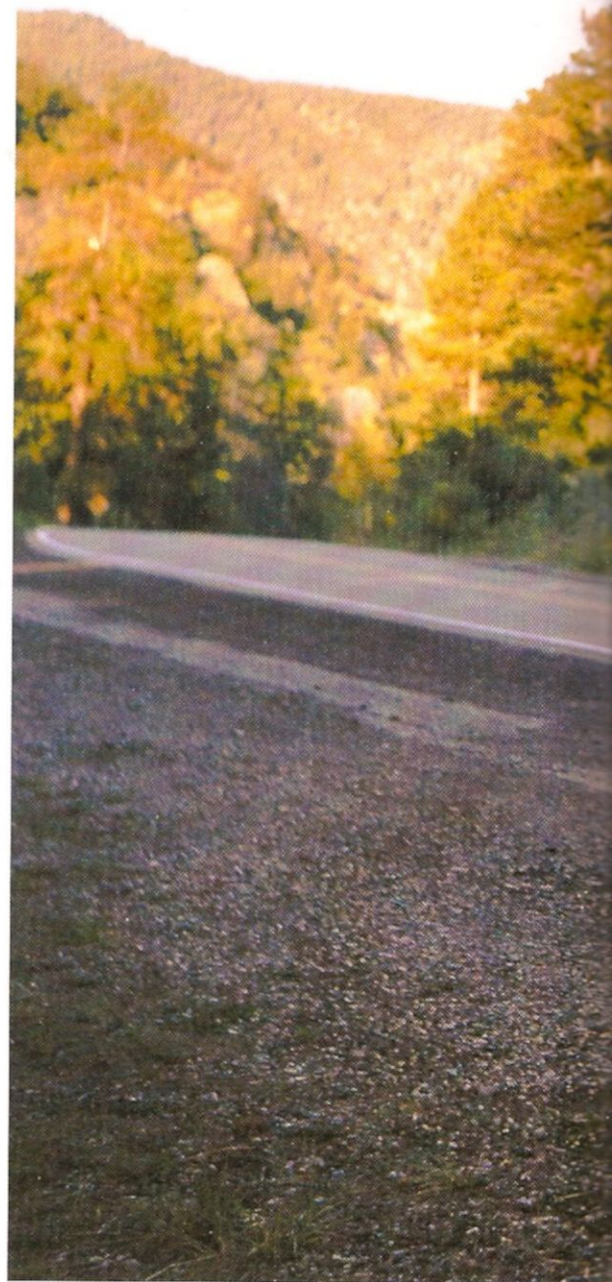
About 4pm on the afternoon of August 21, 1999, after a day of endless last minute details, we fired up our engines, left Hyde Park, Chicago behind, and rode off into the afternoon sun.

Our plan was to do about 330 miles a day for four days. We figured that 60 miles an hour for five to six hours out of a 16 hour day was realistic. Overnight, we'd camp or find a motel.

We had a choice of two routes: One was the Interstate that had replaced old Route 66, I55, and the other was to stay off the Interstate but to follow back country roads along essentially the same course. My son championed the idea of starting out on the Interstate in order to clear Chicago and most of Illinois as fast as possible, then switch to the locals later on. Didn't sound like a bad idea, so that's what we did.

Day one was not fun. Interstate 55 heading southwest was tedious, due to ongoing construction and a particularly busy afternoon of Saturday traffic on its way out of the city. But more than that, head winds, heat, and heavy truck traffic creating buffeting backwash left us needing a break after two and a half hours and only 80 miles covered.

Then the sun went down and we began to feel the cold. Needless to say, by the end of our first day we hadn't achieved our sought after 330 miles. We'd started near four in the afternoon and it was near 11 when we finally pulled into a darkened State Park campground near Springfield, Illinois. Only 200 miles in seven



hours, an average of not quite 30 mph. Quite disheartening.

Native America

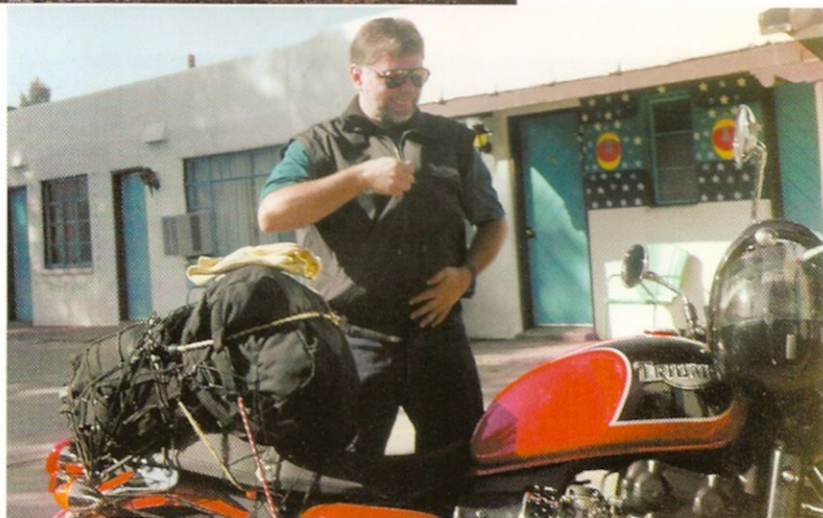
Next morning, showered, rested, and breakfasted we headed West again, but this time we took a country back road straight to Missouri. Winding, rolling, uncrowded, fun. This was how motorcycling was meant to be. We covered our first 90 miles in just over an hour.

There was something very native American about that rural road. Nothing on the horizon in any direction except open sky and fields. But the air smelled sweet, rich with alfalfa.



Left: Thunderbird Sport takes a rest in the mountains of New Mexico.

Only 200 miles in seven hours, an average of not quite 30 mph. Quite disheartening.





My son and I eyed the dark clouds to the south. We might miss them, but then again we might not. The next 240 miles weren't quite as fun as the first 90 that day, but we made good enough time to stop before ten that night.

At the motel we stopped at that night on the western edge of Missouri, the lady at the desk came out to see the bikes in her bare feet with a big grin on her face. She and her husband had ridden a Triumph a long time ago out to Colorado and back several times. She even remembered riding four up around the yard just after their two kids were born, one between she and her husband, one on the tank ahead of him.

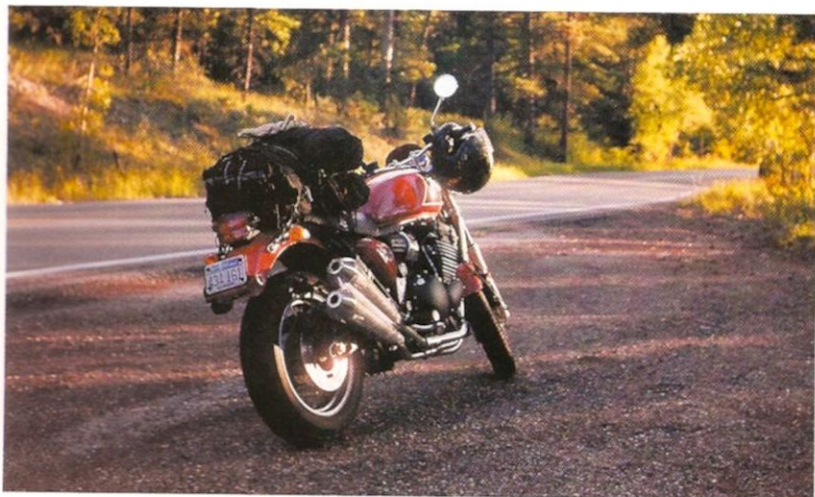
'Did she ever ride or was she always a passenger?' we asked. "Darn tootin' I rode. Not many women did back then, but I did." Again, that grin.

Hot road to Santa Fe

Heat was the problem. Temperatures were in the upper 80's and mid 90's and with winds at 60 to 80 miles per hour will dehydrate you quickly. The air just sucks it right out of you. So every 75 or 90 miles we were having to stop and have something to drink.

This would prove to be the longest and the hottest of our journey. We'd done most of Missouri by the end of day two, but we needed to put all of Nebraska behind us by the end of day three or we'd have no chance of making Santa Fe by the end of day four. That meant trying to do 500 miles in the day in near 100 degree heat.

Rocks and white crosses between Santa Fe and Taos, New Mexico.



At two hours per hundred miles, that meant at least 10 hours in the saddle. Add in the necessary breaks and we'd be on the road that day for more than 14 hours. I was worried.

The problem with Route 54 across Nebraska is not that it's straight, flat, and boring for miles and miles on end, but that the road surface is really not very good. Plus it's loaded with trucks - trucks that can go much faster safely on that surface than a motorcycle. Four or eighteen wheels are always going to be more stable than two.

During one of our stops an old guy, now in his seventies, told us about his trip on a Triumph down to Baja during the 60's. Now retired from

building and selling helicopters to Nebraska farmers, he was thinking of doing it again. To have his twinkle in my eye at age 70, would be grand.

We made our 500 miles that day, but they weren't fun.

Surreal encounter

Day four, the final day, was fun. We zipped across the Oklahoma and Texas panhandle with no problems. Part of the fun was that the landscape was changing. The unending flatness and wide open skies of Nebraska were impressive, but tedious.

Great motorcycling requires change, and as soon as we passed into New Mexico, we could finally see a change in the landscape. The surrounding land started to roll, the road surface got immediately better, and the soil turned red and sandy.

Comparing the New Mexico landscape to something out of a movie was not hard for either of us. At our first stop there was nothing for miles in any direction except that pale yellow clapboard combination of gas station, cafe, grocery, gift store, and a laundromat run by two unmarried sisters in their late 50's or 60's. Only one vehicle sat outside in the sun, an early 1970's powder blue Ford pickup with beat-up camper top. It was dirty, dusty and dented, but its chrome wheels and mirrors still shined. It was surreal. Something about that place will stick in my memory forever.

Late that afternoon we rejoined the



The weather was changing rapidly from hot sun to rain and back again.

Interstate which took us into the mountains surrounding Santa Fe.

Alone with our thoughts

And so it was ending. We rode the last 90 miles after the sun set and the heat of the day had radiated out into the empty night. We zipped on our sleeves, put on fleece sweaters and zipped closed all the vents and flaps of our jackets. Warm again we just sat back and enjoyed the final peaceful miles of our long, long trip, each alone with our thoughts.

During the last 40 miles of 1325, the moon was out. The air was cool and clean. We were alone on the dark, rolling, uninhabited road.

Only the mild whistle of wind round my helmet and the calm thrumb of the powerful engine beneath me were audible. The air was filled with the wonderful scent of cedar and sage.

Not so far ahead we began to see the orange glow of Santa Fe at night. And all I could think was that we had done it. We had really done it. What we'd achieved together was special, one of those things we'll always remember, maybe one of the last things we'll ever do together as father and son. And maybe in a couple dozen years he'll see a set of Triumphs pull into some diner where he's sitting and wander over to take a look with a story to tell of his own. If he does, I'll smile. Wherever I am.



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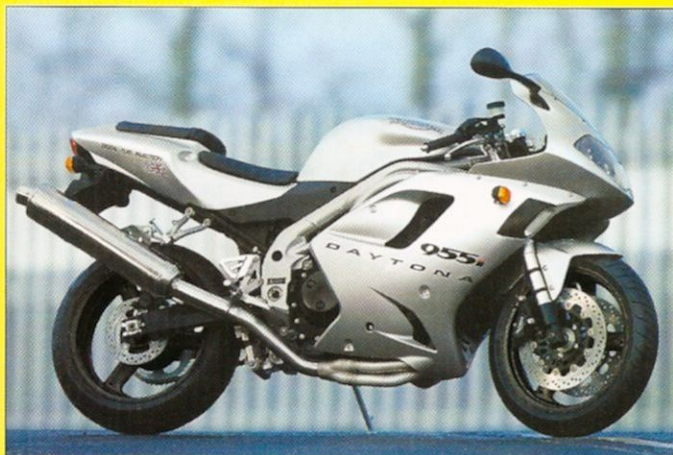
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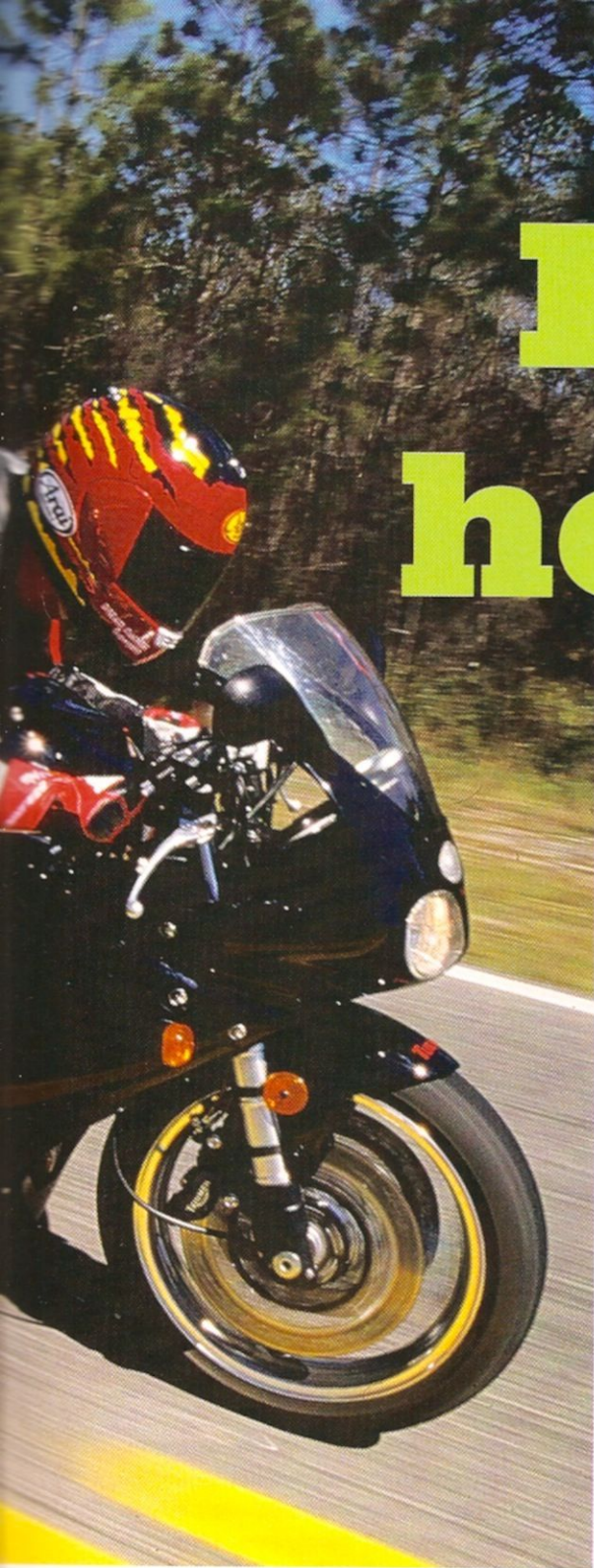
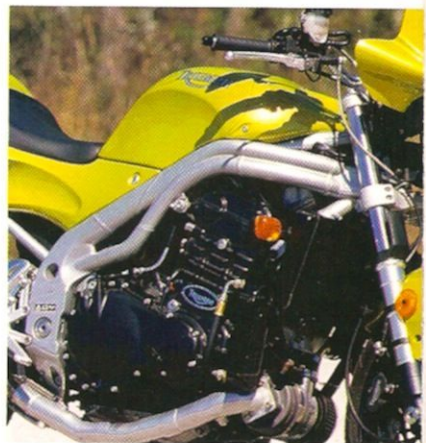
Instant hooligan

Here's a quick and easy recipe for outrageous performance in a classy wrapping: Take a standard Triumph Sprint ST, add a turbo charger and stir the tacho needle into the red zone. Roland Brown takes a ride on the wild side.

The look is deceptively ordinary. Apart from the small boost gauge in its cockpit and the discreet Turbo stickers on its fairing and panniers, there is barely a thing to differentiate this Sprint ST from any of the other examples of Triumph's classy all-rounder. Yet the cunningly concealed addition of an American-made turbo kit transforms the triple from sensible superbike into rampaging hooligan.

This bike is the Turbo Connection Sprint ST, arguably the nastiest, most deceitfully inoffensive looking wolf in sheep's clothing on two wheels. The turbo-triple's maximum rear-wheel output is 158.2bhp at 9500rpm. That's not just an increase of more than 50 per cent on the standard peak of 99.5bhp, measured on the same Dynojet dyno, it's also slightly more than the rear-wheel output of every standard production bike on the market!

The guy responsible (if that's the word) for this bike comes from the aptly named Rapid City, in South Dakota, USA. Brian Olson is a bike enthusiast, engineer and computer expert who cut his teeth turbocharging cars in the late Eighties, moved on to 200bhp-plus four-cylinder





blown snowmobiles, and then set up in business, under the name Turbo Connection, to sell kits exclusively for Triumphs.

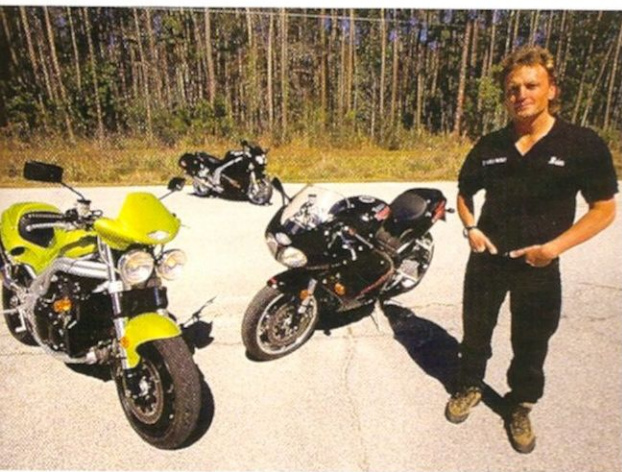
Ask him, "Why Triumph?" and he has plenty of reasons. "I just like them. They're something new, something different, yet they still have a heritage." More practically, he adds: "Having three cylinders and fuel-injection makes adding a turbocharger a lot easier. You don't have to worry about the carb jetting, making sure you've got the right main jet and needle. With these fuel-injected triples it seems like they always run perfectly."

Olson's kit, which costs \$5395 in the Stage 1 form which I tested, is based around the compact, American-made Aerocharger unit. It's a variable-vane turbo, meaning that maximum boost level is controlled not by a wastegate but by changing the position of the turbo's vanes. To increase boost you close them up; to reduce it

you back them off to allow some exhaust gas to escape directly down the exhaust pipe.

"One great thing about the Aerocharger is that it has hardly any lag," Olson says. "And the three-cylinder engine helps too. With a four-cylinder engine you get the number one and number four cylinders trying to counteract each other, so you don't get such a clean pulse. With a triple the firing order is cleaner. They really spool up quick." Olson's kit includes the turbo (which has its own sealed lubrication system), a purpose-made aluminum airbox, intermediate exhaust pipe (standard cans are used), an inter-cooler, boost gauge, slightly stiffer-than-stock Barnett clutch springs, and a supplemental computer, which works with the engine management system to compensate for boost pressure.

Reduced compression ratio is not necessary with the Stage 1 kit, Olson says, so the cylinder



Above: Brian Olson and three of his manic creations.

Suddenly the world exploded into crazy action as almost 160hp was transmitted though the rear tyre.



Left: A discrete boost dial helps the rider keep some control over what's happening underneath him.

head does not have to come off. He says an average owner could fit the kit in about a day. Boost can be set to either 6 or 8psi, using a small switch mounted on the frame. Standard pump fuel is fine at the lower setting, which lifts peak output to 142bhp. Olson says the higher 8psi, 155bhp-plus setting is also okay on normal super unleaded, provided you use max performance in small doses.

"If you're going to stretch it out for a long time you'd need an octane booster, but the motor is basically very strong. Brian has also recently finished development of a more powerful Stage 2 kit, which gives a choice of 8 or 11psi and, at the higher setting, increases peak output to a remarkable 185bhp. For reliability, this requires the engine to be stripped and fitted with a new head gasket that lowers compression ratio to 10:1 from the standard 11.2:1.

That is all that's needed to convert the Daytona, which comes with forged pistons and Nikasil liners as standard. Other models, such as the Sprint and Speed Triple, also need to be upgraded with these parts. The Stage 2 kit costs an extra \$350 for the Daytona, an extra \$1350 for the others.

The Stage 2 kit, which wasn't quite ready for my test but is now on sale, will doubtless be great fun. But a big feature of the Sprint's Stage 1 turbo was that it was so unobtrusive, both visually and when I was riding the bike at a gentle pace. The blown motor's idle was very regular, low-rev response good, and the only thing that really gave away the turbo's existence, stickers and boost gauge apart, was the slight rumbling noise from the unit itself. Even the clutch action seemed barely stiffer than stock as I headed off for a thrash on the usefully long, straight roads

around Daytona in Florida.

But I certainly knew there was something funny going on the moment I gave the throttle a good tweak. The standard Sprint has plenty of midrange, but this bike was something else as the boost gauge needle snapped straight to the 8psi. The revs headed for the redline in third, and the bars got light as the ST took off for the distant horizon.

The violence was all the more fun because it seemed so unlikely. One moment there I was, sitting comfortably upright at the controls of this ultra-efficient sports-tourer. My personal effects were safely stowed in the triple's useful colour-matched panniers; the three-cylinder engine purred in a refined fashion as I pulled effortlessly away from the lights.

Even from as low as 3000rpm in top gear the throttle response was virtually instantaneous.

Then I snicked into second gear with the tachometer needle somewhere in the middle of the dial, casually wound back the throttle - and suddenly the world exploded into crazy action as almost 160hp was transmitted through the rear tyre. Hanging on to the bars as the front wheel eventually touched down, I flicked up through the gearbox to the accompaniment of a soft clashing sound from low down in front of the engine.

A few brief, mind-warpingly fierce seconds later I backed off with over 160mph on the speedo, the tachometer needle buried in the red and the rampaging bike showing no sign of running out of steam.

The Sprint was still pulling hard at that point, well into the red at 10,000rpm. With taller gearing it'd surely be good for well over 180mph on the clock, yet the Triumph's low-speed manners remained good enough to grace a Buckingham Palace garden party.

The same was true of the similarly equipped (and identically powerful) Speed Triple that I rode, and which backed-up its hard-man looks and ostentatiously flaunted turbo with suitably hairy-chested performance. The Triple matched its shoulder-splitting straight-line muscle with some interesting sounds, too, as the cymbal-clash of the turbo, every time I shut the throttle to change gear, was much more audible without a fairing. Again the motor ran very smoothly at low revs, though the naked bike's stiffer clutch action was more obvious. Not that I was complaining, given that this bike kicks out the 100bhp max of a standard Triumph at just 5500rpm, four grand earlier than the normal 9500rpm peak, and just keeps piling on the power after that.

All of which helped explain the majestic, totally addictive way that the blown Triumph lifted its front wheel when it was wound open in second gear. As the Triple stormed forward and its revs rose, the front wheel just kept slowly and controllably lifting and lifting on a pure wave of power, in a way that no standard production bike could manage.

To get that sort of performance boost out of a standard-looking triple is pretty special. The fact that it's combined with such good manners means that, for Triumph owners looking for serious speed, Turbo Connection's kits could be addictive.

Turbo Connection, 2019 Eclipse Avenue, Rapid City, South Dakota 57703, United States. Tel: +1 605 393 0816. E-mail: Turbo595@aol.com

Editor's note: Needless to say, neither Triumph nor RAT actually recommend fitting a turbo to your bike! Doing so will invalidate your bike's warranty.

Below: The Daytona's turbo is well hidden. Only the stickers give the game away.



The violence was all the more fun because it seemed so unlikely.





Saved by a War Relic

Today's Triumph Trophy is very different from the first machines to carry the badge. But even the original Triumph Trophies were very individual creations. Don Morley looks at the story behind a famous name.



Mention the name 'Trophy' in connection with Meriden-built Triumphs and many people think of the sweet running, single carburettor 'Trophy' derivative of the Meriden built 650cc 'Bonneville', but that bike had its own predecessor that was itself a very different animal.

Far from being a de-tuned version of the 650cc twin, the true original Trophy was an all-alloy engined 500cc machine that stemmed from the 1940s design era and got its name in honour of an amazing run of international competition success.

The saga started back in 1940 and the very darkest days of the Blitz, which is when Hitler's bombers not only flattened the Coventry cathedral but also destroyed Triumph's traditional Coventry home, forcing moves firstly to a converted tin Chapel outside the badly damaged city, then eventually to the new factory in near-by Meriden.

Almost everything and anything to do with motorcycles had been destroyed, including all the spares, engineering drawings, frame jigs and casting patterns. With them went all future peace time designs, so at a stroke Triumph could no

longer continue even making the military machines they were contracted to build. Only a contract to build fan-cooled generators units to be used as starters for the giant Avro Lancaster bombers kept the company alive.

These were the all alloy, square barrel, fan cooled, 500cc twin engines which - although no one could have guessed it at the time - would live on in peacetime as the company's saviours.

As war work dried up at the end of the conflict however Triumph found itself in trouble. Britain was in a dire period where all manufacturers simply had to export or die and the Government decreed that only those with proven export orders would be granted any raw materials necessary for manufacturing. Poor old Triumph was in a Catch 22 situation - no orders, no raw materials / no raw materials, no production / no production, no orders!

Trouble ahead

Despite the problems Freddie Clarke, the company's Chief Development Engineer and a former Brooklands racing star, was busy building a special road racer in a back room at the factory, unfortunately without his boss Edward Turner's knowledge or permission!

Clarke removed the fan ducting from one of

Above: 500cc rigid rear end Trophys outsold the Grand Prix model by something like four to one. This is one of the earliest 'Same as you could buy' production jobs of 1949, restored back to standard.





Above: Pat McMahon giving his 1948 production Triumph Grand Prix some serious welly out of Ramsey Hairpin during a recent Isle Of Man TT Week Classic parade.

Below: The immortal Jimmy Alves not only won the first ever British Trials championship for Triumph but he also helped them and GB to win the ISDT Trophy overall back in 1948, hence the Trophy gaining its name. Jim went on to win many more such ISDT Gold Medals for himself and the Meriden concern.



the ex-Lancaster generator engines and housed it in a resurrected pre-war Tiger 100 chassis, with telescopic rather than girder front forks. The intent was to enter Ernie Lyons on it for the first post-war Manx Grand Prix. The biggest problem was the fact that Triumph's infamously autocratic governor Edward Turner was vehemently against any of his products going road racing! Nonetheless Freddie built up the first machine and privately entered Lyons for the 'Manx'.

Clarke might even have got away with it had Lyons and this highly unofficial Triumph not gone out and actually won!

Even Turner was initially delighted on hearing someone's Triumph had won this famous race and he even ordered a banquet in Lyons' honour. Sadly he soon found out the truth and Clarke, who like Lyons should surely have been viewed as a hero rather than a traitor, was instantly fired. Turner meanwhile basked in the glory being reaped by the win, and according to contemporary reports even accepted the credit for dreaming up the idea.

Freddie was in fact eventually reinstated, according to factory insiders, because the press had found out the truth, and as the Americans were clamouring to buy Manx winner replicas, Turner persuaded the Government to provide enough materials for a limited production run.

Turner christened the production bike the 'Grand Prix' model, obviously in honour of Lyons' win and Grand Prix Triumphs won many more road races, including American Rod Coates victory in the amateur one hundred mile dash on the sand at Daytona.

Triumph's new Trophy

If that 1946 Manx victory still forever remains as the GP's finest hour, Clarke's decidedly similar 1948-onwards 'Trophy' version scored far more international successes than the road racer, and did so over very many more years.

Freddie and his colleagues this time had the boss's backing as they built three prototype machines to contest the first post war International Six Days Trial (now better known as an Enduro), which was to be hotly contested by virtually all of the world's great motorcycle marques in Italy.

Triumph's three man works team of Jim Alves, Bert Gaymer and Allan Jefferies all remained unpenalised for the full arduous six days of the 1948 ISDT, and not only did this trio all win individual Gold Medals, but in the process they also gained the Manufacturers award for Triumph.

More importantly, the team also led Great

Britain to overall ISDT Trophy victory, lending Triumph's ensuing production competition machine the 'Trophy' name when it was announced in November 1948.

The early production Trophies relied on continuing supplies of the ex WW2 square cylinder barrel and head type generator engines exactly as the Grand Prix had. When ex-bomber supplies finally ran out, the road racer was dropped from the range but the Trophy continued, fitted with a modified version of the more rounded Tiger 100 roadster's cylinder head and barrel.

Heavyweight successor

The Trophy continued in this form until the 1954 season, when Triumph fitted it with the heavy long wheelbase frame used by the 500cc Tiger 100 and the heavy cast iron 650cc Tiger 110 roadster models. In Europe this all but killed any remaining sporting pretences the Trophy might have had.

American ace Bud Ekins still managed a final ISDT Gold Medal win on just such a Trophy during the 1960s and many other of his fellow countrymen, including film star Steve McQueen, loved the bigger iron barrel 650cc versions, which long continued scoring long distance and desert race wins in the US.

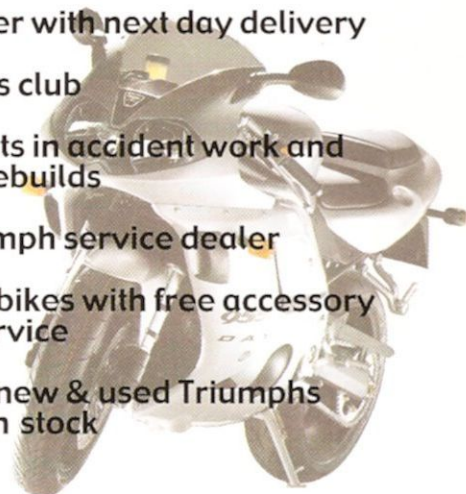
The 'Trophy' continued in 650cc form into the 1970s, but one still can't help but recall that had Freddie Clarke not put his job on the line for the Manx Grand Prix back in the 1940s, Triumph themselves might not have survived.



Above: American Rod Coates, seen at Daytona some years back on the very 1948 Grand Prix with which he won the 100 Mile Amateur race back in 1951 when it was still run on the beach rather than on today's purpose built track.

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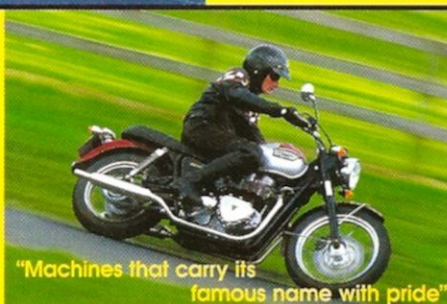
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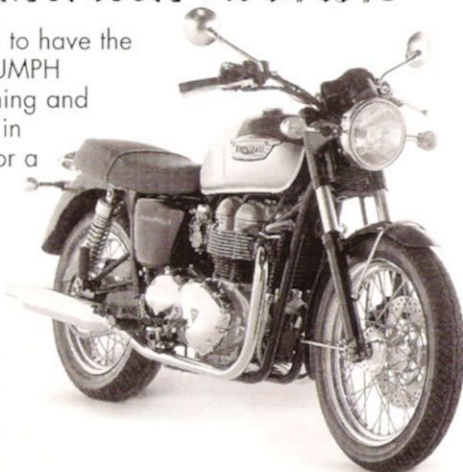
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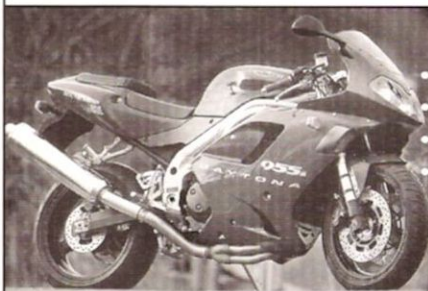


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RAT World



Raids get rolling

What a start to the season! Our first RAT Raids have attracted capacity crowds in Wales, France and Belgium while even heavy Easter snowfall couldn't prevent our Bavaria Raid from being voted a success by the hardy souls who made the trip (including a party of eight from the UK).

Further afield we had a brilliant first-ever event in Spain at the end of March, with over 50 members enjoying warm sunshine, unbelievable roads and unique Calcatoda onions for lunch, while the first New Zealand Raid in Taupo was so good that there are already two more in the pipeline.

And that's just the start! The programme is packed out for the rest of the year and we already have some very special events being worked out for



Full house for the Flanders Raid.



the 2002 season!

A word of warning - if you want to share the action, please remember to reserve your place as early as possible. Members who have already sampled a RAT Raid are buzzing with anticipation for future ones and we expect to have full houses at many events.

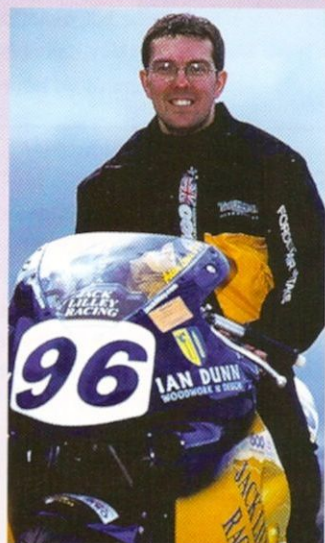


Snowy start on the Bavaria Raid.



Spring sunshine in the mountains of Provence.

Up front



Phew! I've just returned from Wales and the Dragon Raid - what a weekend! Over 100 RAT members descended upon The Metropole Hotel in Llandrindod Wells and every single one of them went away with a smile on their face.

Friday kicked off with a welcome party before Saturday's 200-mile adventure around the challenging but rewarding roads of North Wales. Set in staggering scenery there is no better place to blow away the winter cobwebs and set

yourself up for a season of excellent rides and memorable partying on offer at any of our Raid events.

Saturday evening delivered RAT band 'Watch This Space' who played well past midnight and anyone with any energy left

danced the night away to some brilliantly delivered old (and some not so old) favourites.

Sunday saw the only rain of the entire weekend, after some very un-spring like sunshine during Friday and Saturday, but as most of the party were happy to make their way straight home it mattered not a jot.

If you were not in Wales, you MUST attend one of the remaining Raids left on the RAT calendar this season. They offer great riding, great company and great value - and I can't think of a better way to enjoy your Triumph.

Some of you reading this will already know that I am off to pastures new. It has been a fantastic experience and indeed a privilege to have been given the opportunity of working with Triumph Motorcycles managing surely the most pro-active riders club in the UK. I have had some wonderful times and I've never stopped being amazed at the level of enthusiasm you have for Triumph. Thank you for the support you have given me and I wish Triumph, RAT and my successor every success for the future.

Lee Parslow

UK Co-ordinator, Riders Association of Triumph.

Home Run 2001

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.



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

Entry to the event is free, but you must be a current Full or associate RAT member so don't forget your membership card!

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 tour of the museum, between 3pm and 7pm, we will then have a four-course dinner in the museum's Ballacrairie suite from 8pm. 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 secured two cash saving hotel deals, should you want to stay either near the Motorcycle Museum or the Triumph Factory. 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

Show us yours

DOES your Triumph stand out from the crowd? Have you got an early (pre-1995) or customised Hinckley 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 of your Triumph to: RAT, PO Box 83, Hinckley, Leics, LE10 3ZP, England.

Border Raid

June 8-10

IF you're quick, you may just have time to join us on 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 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.

Tickets are £30 per person which includes joining us for the welcome supper and the Great Border City Banquet and Raid Party, with entertainment.

Please send your booking with a cheque made out to RAT to

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

Aug 31 - Sept 2

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, setting the scene for a perfect blend of riding and partying taking us through to Sunday afternoon.

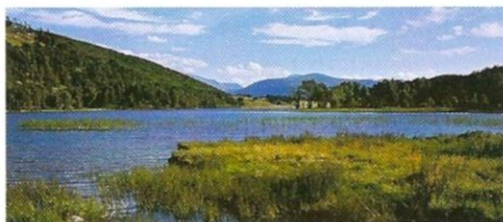
Both Saturday and Sunday will provide an intoxicating mix of

fantastic roads and scenery to take your breath away. 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.

Please send your booking with a cheque made out to RAT to PO Box 83, Hinckley, Leics, LE10 3ZP, England. If you only want to take part in the rides there is no charge.

Just be at the Aviemore Highlands Hotel by 10am.



Accommodation:

An extra special rate of £25 per person, per night including breakfast has been arranged with the Aviemore 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 Aviemore tourist office on 01479 810363 who will be able suggest suitable sites.

Lands End Raid

October 12-14

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 clifftop location, the hotel commands dramatic views across the Atlantic and over to the Longships lighthouse.

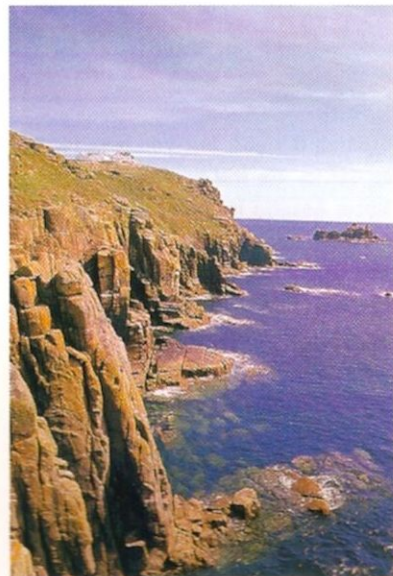
Getting things underway, we'll start at 7pm on Friday with a welcome buffet. Saturday will see us trace the rugged Cornish coastline before returning to Lands End and our Lands End Raid Banquet and Party. On Sunday we'll have a leisurely breakfast before setting off across the mythical Cornish countryside, 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.

Please send your booking with a cheque made out to RAT to PO Box 83, Hinckley, Leics, LE10 3ZP, England. 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.

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.



Camping weekends

Some top camping weekends have been organised by local packs for this season. All promise excellent fun and great riding.

Over the weekend of June 16 and 17, the Carl Rosner Pack will be taking part in the Garden of England Motorcycle Show, held at the Hop Farm in Paddock Wood, Kent. For full details contact Ian Norman on 01483 423238 (iannorman1@aol.com).

Between July 21-22, Eddy's pack from Leeds will stage the Yorkshire Dales Weekend. Camping can be booked at The Rosedale Abbey Campsite on 01751 417272 (ask for John or Vanda). Hotel accommodation can be booked at the White Horse Farm Hotel (01751 417239) or the Milburn Arms Hotel (01751 417312). For further details, call Danny Mountain on 01302 700818.

Two new events are scheduled for later in the season. The Cotswolds Camping Weekend will be held over the weekend of August 25-26, and will be hosted by the Hughenden M40 Pack. Call Pete Janusz on 01844 281383 for more details.

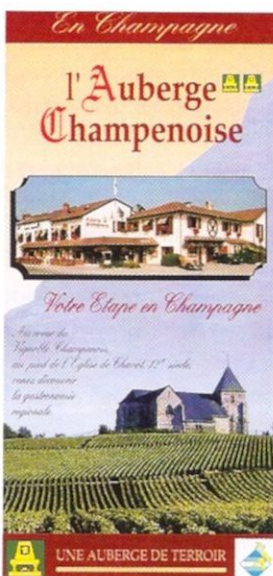
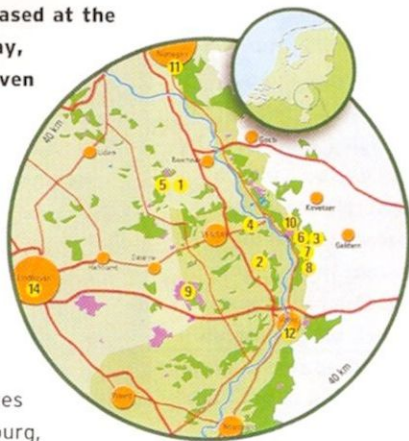
Wiltshire pack, Taylor Racing of Chippenham, will be hosting the Wiltshire Camping Weekend between September 28-30.

Maas Raid, Holland -

June 8-10

Cutting it tight, but you may read this in time to get in. We will be based at the Hotel Asteria in Venray, 50kms east of Eindhoven and will spend the weekend riding in the Maas valley region.

Entry is 100 Dfl (€30) per person per night including accommodation, dinners and breakfasts. Entries to Ruediger Buck, RAT, 19 Bd Georges Bidault, Croissy Beaubourg, 77437 Marne la Vallee, France.



Champagne Raid, France -

July 6-8

Something special! Based at the Auberge Champenoise in the vineyards at Moussy near Epernay, we will have a welcome dinner on Friday night and a dinner with dancing on Saturday night.

There will be rides through the vineyards and the 'Montagne de Reims' natural park on Saturday and Sunday, with plenty of opportunity for visits

and tastings of the glorious bubbly stuff of course. £80 per person including two nights' accommodation with dinner and breakfast.

Entries to Neil Webster, RAT, 19 Bd Georges Bidault, Croissy Beaubourg, 77437 Marne la Vallee, France.

Baltic Raid, Germany - July 6-8

A tour of the Baltic coastline starting at Bad Segeberg on Friday evening and moving on to Flensburg in Jutland on Saturday. £60 per person including two nights' accommodation with dinner and breakfast.

Entries to Ruediger Buck, RAT, 19 Bd Georges Bidault, Croissy Beaubourg, 77437 Marne la Vallee, France.

Tirol Raid,

Austria - July 13-15

Now a popular annual RAT event, as well as rides in the glorious Austrian Alps, there will be a very special mountain BBQ Raid Party (weather permitting) on Saturday night, with access by chairlift!

We are based at the Hotel Regina in Serfaus. Book direct with the hotel by calling +43 5476 6253.

West Coast Raid, Sweden - July 20-22

Sweden's wonderful west coast is the venue for this weekend. Based at Jorlanda, 60kms north of Goteborg, at the Hakefjordens Pensionat, there will be a BBQ on the Friday evening and coastal rides on Saturday and Sunday. 1000 SKR (£75) per person for a two night package with dinner, breakfast and accommodation.

Entries to Ruediger Buck, RAT, 19 Bd Georges Bidault, Croissy Beaubourg, 77437 Marne la Vallee, France.

Mosel Raid, Germany -

August 10-12

Based at historic Hotel Zur Post in the picturesque wine town of Bernkastel-Kues. We meet on Friday evening and tour the beautiful Mosel valley on Saturday and Sunday. £90 including two nights' accommodation with dinner and breakfast.

Entries to Ruediger Buck, RAT, 19 Bd Georges Bidault, Croissy Beaubourg, 77437 Marne la Vallee, France.

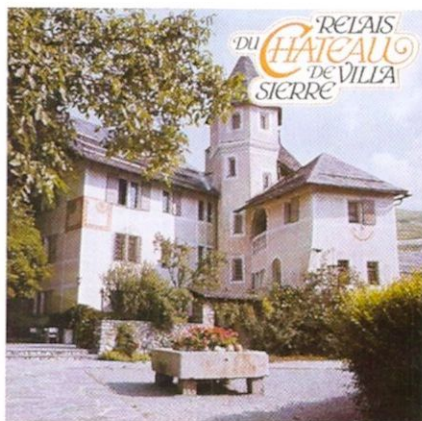
Swiss Alpine Raid -

August 17-19

A spectacular weekend in the Alps of the French speaking Valais region.

Based in Sierre, east of Geneva, we will meet on the Friday night in a local pub owned by a RAT member.

Dinner on Saturday evening is in a chateau in the heart of the local vineyards - on the terrace if weather permits.



Rides in the Alps on Saturday and Sunday will take us through famous passes such as the St Gotthard and Nufenpass and we will eat Sunday lunch with a view of the world's highest dam. Unforgettable!

Entry is £25 per person (accommodation not included). Reserve accommodation direct with the hotel. We suggest either the Hotel Casino (+41 (0)27 451 2393) or the Hotel 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).

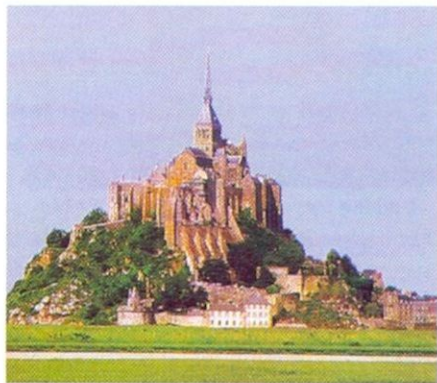
Entries to Neil Webster, RAT, 19 Bd Georges Bidault, Croissy Beaubourg, 77437 Marne la Vallee, France.

Mont St Michel Raid, France - September 7-9

A real taste of France as we ride the lanes and coastline of Brittany during the days and make the most of the local food and wine during the evenings.

We meet on Friday evening for dinner at the Casino in Dinard and after Saturday's ride will be taken by boat to an island in St Malo Bay for the 'Pirate's Party' which should be great fun.

Our Sunday ride will finish near Mont St Michel itself for a superb lunch looking across the bay to the historic abbey site.



The weekend is based in Dinard, just across the bay from the ferry port of St Malo. £80 per person including dinner Friday evening, Saturday's Pirates Party with dinner and Sunday lunch (accommodation not

included). Details of hotels and other accommodation in Dinard will be sent with your confirmation when you reserve your place.

Entries to Neil Webster, RAT, 19 Bd Georges Bidault, Croissy Beaubourg, 77437 Marne la Vallee, France.



Mitten-in-Deutschland Raid, Germany -

September 21-23

Western Germany's peaceful hills and forests are the location for this relaxed weekend's riding. Based in the village of Niederwiedenbach, 40kms north-west of Giessen, the weekend package costs DM £80 including two nights accommodation with dinner and breakfast.

Entries to Ruediger Buck, RAT, 19 Bd Georges Bidault, Croissy Beaubourg, 77437 Marne la Vallee, France.

Hockenheim Track Day, Germany -

September 29

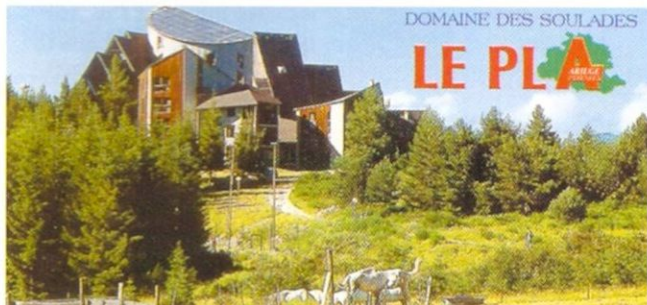
Not a raid, but worth a trip all the same. We have organised a day's riding, with tuition, at the famous Hockenheimring circuit exclusively for RAT members. Not an out-and-out track day, but a great way of improving your skills while experiencing a famous race track. English speaking help will be on hand!

£90 per person (you use your own bike). Entries to Ruediger Buck, RAT, 19 Bd Georges Bidault, Croissy Beaubourg, 77437 Marne la Vallee, France.

We are not arranging accommodation for this event, but suggest the Best Western Hotel at the Hockenheim circuit (+49 6205 2980, info@hockenheimring.bestwestern.de). Hockenheim is in south-west Germany, near Heidelberg.

Pyrenees Raid, France -

September 29-30



Great riding and a riotous Saturday evening in the mountains are guaranteed in this event organised by Herve Descamps - the man behind the hugely successful Montagnes de Provence Raid, amongst others!

We leave depart Lezignan-Corbieres on Saturday morning and

climb into the Ariège region of the Pyrenees for Saturday evening, before descending again on Sunday

Entry is just £40 per person including dinner, bed and breakfast on Saturday evening, but spaces are already filling up, so don't delay. Entries to Herve Descamps, Pailhes, 30170 Monoblet, France (+33 4.66.85.42.96, email herve.hdp@wanadoo.fr).

Black Forest Raid, Germany -

October 12-14

Based on Oberwolfach in the famous Black Forest of south west Germany, this will be another unforgettable weekend. Friday evening's welcome dinner includes live music and there will be a BBQ on Saturday evening.

£46 for two nights bed and breakfast. Entries to Ruediger Buck, RAT, 19 Bd Georges Bidault, Croissy Beaubourg, 77437 Marne la Vallée, France.

Monte Carlo Raid,

Monaco - October 12-14



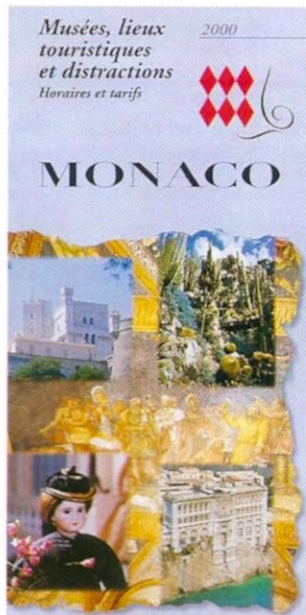
What a way to finish the season! Based in Monte Carlo, we will have a welcome dinner on Friday evening, followed by a spectacular ride in the Alpes-Maritime, with lunch provided, on Saturday.

Later on Saturday evening there is dinner

with spectacular entertainment in a cabaret restaurant in Monte Carlo.

Sunday's programme includes the chance to visit the palace at Monte Carlo to see the changing of the palace guard, before leaving for a shorter ride that concludes with a lap of the famous Formula One circuit and farewell drinks overlooking the famous Monte Carlo harbour.

At just £130 per person including two nights' bed and breakfast accommodation and all meals and entertainment it has to be the perfect end to the riding year.



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Around the packs

Canterbury - Robinsons

The Robinsons pack started their season with a visit to the Kent Air Ambulance station to present a donation of £200.

Coming up:

June 3: Bucket and spade Run.

June 25-29: Normandy visit to northern France.

August 5: Treasure Hunt and Barbecue.

August 25-27: Bank

Holiday visit to The Motorcycle Loft Hotel, Belgium.

October 7: Robinson's RAT Run.

Contact Mike Robinson

on 01227 766267 or Tony Watkins on 01227 760648.



Chippenham - Taylor Racing

With a couple of Runs already under their belts this season, Pete Clarke and Taylor Racing are now getting into their stride. Contact Pete on 07974 991159.

Coming up:

July 1: Home Run. Leaves The Mallard, Lyneham village at 10.30am.

August 19: Malvern Hills Run. Leaves The Mallard at 10.30am.

September 28-30: Wiltshire Camping Weekend. Blackland Lakes, Calne, Wiltshire. Telephone 01249 813672 or e-mail info@blacklandlakes.co.uk. Quote RAT. Motorcycle and tent £4.00. Adults £3.00 per night. Runs on Saturday and Sunday, BBQ on Saturday night.

Croydon - Carl Rosner

The guys from Croydon have just returned from a weekend visit to the Greene King brewery, home of Triumph Ale. Said Pack co-ordinator Ian Norman: "The brewery tour was very interesting and was followed by a tasting session lasting about two hours with beer almost being forced on us!"

Coming up:

June 16-17: Camping Weekend at the garden of England Show, Paddock Wood, Kent.

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 a packed programme planned for the coming months, including the Border Raid and Highland Raid, both featured in this issue.

Coming up:

June 8-10: Border Raid, Phone Neil for details of Two Wheels

involvement.

June 24: Inverary Run.

July 29: Kielder Run.

August 20-22: Royal Deeside Tour, A three-day tour with Highland Rider. Price is £195 per person. Phone Neil for details.

August 26: Hartside Run.

August 31-September 2: Highland Raid. Phone Neil for details.

September 22-26: Road to the Isles Tour. A five-day tour with Highland Rider. Price is £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 RAT Runs start from Two Wheels at 10.30 am unless otherwise stated.

Great Dunmow - Ongar Motorcycles

Under the experienced eye of Pack Leader Ken Kirby, Trophy riding Nick Westcott (pictured below with wife Lorna) takes the reins as Pack Co-ordinator.

Coming up:

July 1: Home Run. Leaves Ongar at 9am.

July 15: Roman Run. Ending up with fish & chips by the sea.

Contact Ken on 01371 875252.



Hinckley - Windy Corner

Join this pack on the first Wednesday of each month at MIRA social club, on the A5 near Nuneaton.

Coming up:

June 24: Sammy Miller Museum Run. Leaves Windy Corner at 9am.

July 1: Home Run. Starts at 11am from Windy Corner.

July 8: Shelsley Walsh Hill Climb Run. Leaves Windy at 9am.

July 14-15: 'Cock of the North' Weekend.

August 19: Seaside Run to Skegness. Starts at 9.30am from Windy Corner.

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

Leeds - Eddy's Motorcycles

You meet the nicest people on a Triumph! Eddy's Pack co-ordinator Danny Mountain recently bumped into his hero Jimmy Savile. "Now then, now then, can you fix my arm for me?"

Coming up:

July 1: Home Run: Leaves The Old Red Lion, A64, York Road, Leeds at 10.30am.

July 21-22: Yorkshire Dales Camping Weekend.

Contact: Paul Armer on 07740 627388.



London - Boyer Racing

Boyer Racing are part way through a packed programme, offering RAT members a wide choice of riding experiences. Give Bill or Colin a call for more info.

Coming up:

June 10: Arundel Run: Leaves Clacket Lane Service Station, M25, westbound (clockwise) at 10.30am.

June 30-July 1: Home Run weekend.

July 12-16: Tyrol Raid

July 26 - August 4: Switzerland and Austria tour.

July 29: Watercress Line Steam Day Run: Leaves Oakdene Café, Wrotham Hill at 8am.

September 2-10: Black Forest Adventure.

September 23: Sunday Lunch Run: Leaves Oakdene Café, Wrotham Hill at 10am.

Contact Bill Saker at Boyer Racing on 0208 854 8133 or Pack Co-ordinator Colin Pavitt on 07971 590393.

Taunton - Taylors Motorcycles

New signings Taylor's of Chippenham have put together a diary of local events. Giving sales manager Simon a helping hand is pack co-ordinator Robin Salmons. Contact Simon on 01823 282321 or Robin: rgsalmons@hotmail.com

Coming up:

June 17: Ace Café Run. Leaves Taylor's at 8.30am.

July 1: Home Run. Leaves Taylor's at 9.00 am.

August 12: North Devon Coast Run. Leaves Taylor's at 10.00am.

August 26: South West Bike Show Run. Leaves Taylor's at 09.00 am.

September 28-30: Wiltshire Camping Weekend. Leaves Taylor's Friday 28 at 6.00pm.

October 12-14: Lands End Raid. Leaves Taylor's Friday 12 at 2.00pm.

Telford - Wylie and Holland

Shropshire RAT action is hotting up! With a few early season runs under their belts, the Telford Pack still have plenty going on. They're hoping to get a party up to the Highland Raid, featured in this issue.

Coming up:

June 17: Derby Double Run. Meet at Wylie & Holland at 8.30am.

July 1: Home Run. Meet at Wylie & Holland at 10.00am.

July 15: Bound Not To Rain Run to North Wales. Meet at Wylie & Holland at 8.30am.

Pack co-ordinator Richard Stilwell can be e-mailed: richard-stilwell@compuserve.com or Pack Leader Sally Blackwell can be telephoned at Wylie and Holland on 01952 248868.

Tring - OnYer Triumph

As well as their regular RAT Runs, the Tring pack's monthly 'natter nights' take place on the second Monday of each month at The Coach and Horses in Newgate Street, Hertfordshire.

Coming up:

June 17: Garden of England Motorcycle Show Run. Leaves the Little Chef at The Noke at 10.00am.

June 22-25: 'Lost in France' weekend: Based in Alençon 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.

July 22: OnYer Triumph Pack Run. Leaves the Little Chef at The Noke at 10.30am.

August 19: Coastal Run. Leaves the Little Chef at The Noke at 10.30am.

September 16: OnYer Triumph Pack Run. Leaves the Little Chef at The Noke at 10.30am.

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

Wimborne - Three Cross

This pack meets on the last Wednesday of the month at The Elm Tree pub in Hightown, Ringwood. Coming up:

June 10: Breakfast and Cream Tea Run. Leaves Three Cross at 9.00am.

July 1: Home Run. Leaves Three Cross at 10.00am.

July 8: Ladies Ride-out. Destination up to the girls! Leaves Three Cross at 10.30am.

August 5: Bath Bash. Leaves Three Cross at 10.30am.

August 19: Annual Purbeck Breakfast Run. Leaves Three Cross at 9.00am.

September 9: Ace Café Run. Leaves Three Cross at 10.00am.

Three Cross Pack Co-ordinator Nigel Baker can be contacted on 01258 830091.

Belgium

Ath - Mourin & Cie

Organised by enthusiastic dealer Christian Mourin, this new pack has already organised their first run - the Hainault Run - in May and have two more planned for later in the season.

The Route des Sorcières, on July 14 will trace some of the local witchcraft and sorcery legends of the pack's home region of Hainault. The Return of Napoleon, on September 23, will follow the in famous Frenchman's footsteps to the Battle of Waterloo, complete with cannon fire to round off the day. They are both one-day RAT Runs, but would be well worth the trip to join in.

The pack is based at the excellent Auberge Carnoy in Stambruges and the restaurant offers a 10% discount on food for members showing their RAT card. Worth a visit!

Coming up:

July 14: La Route des Sorcières

September 23: Le Retour de Napoleon

Contact Christian Mourin on +32 (0)68.28.15.12

Ertvelde - BMC Motors

The BMC pack held their first run on April 1 with a ride through Oost-Vlaanderen organised by M Dezutter. Pack leader Marc Maes also led a section of the pack who took part in the Flanders Raid in May.

Coming up:

August 26: Bruges Run. Meet at the Dampierre Tavern at

Maalstweg, near Bruges (on the Maldegem-Bruges road) at 10h.

Contact Daniel de Rycke (+32 (0)93.44.64.44) or Marc Maes (marc.mieke@belgacom.net).

Waterloo - Waterloo Bikes

Owner Luc Denis is supporting the establishment of this new pack. Contact him on 02.351.0311 (waterloobikes@compaqnet.be) to get involved.

Denmark

Lystrup - Vagn Jensen Motorcykler

This enthusiastic new group have a busy schedule for their first full season. Members from other countries would be particularly welcome.

Coming up:

June 16-17: Rally-Fyn. Leaving Odense and travelling through the Fyn region. Overnight stop in Langeland and return ride to Lillebaelt on Sunday.

August 25-26: Border Run. Through historic southern Jutland. September 29-30: Tour de Sjaelland. Spectacular little visited roads.

Contact Vagn Jensen, +45 86 22 38 86 (vagn@vagn-jensen.dk), Svend-Ejner Pejstrup, +45 47 93 91 61 (pejstrup@post.tele.dk), or Esben Nielsen, +45 98 39 34 35 (en@quantum-gruppen.dk).

Finland

Helsinki

A new pack has been set up in Helsinki. They meet at Kahvila Roosa, between main roads 3 and 130 40kms north of Helsinki.

Coming up:

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

There's no stopping these guys! Organised by Raewynne Gardiner of New Zealand Triumph importers Northern Accessories, they have organised the first NZ RAT Raid and also do monthly runs out of Auckland. A new development is a new spin-off pack based in Wellington.

As well as their twice monthly meeting and ride schedule there is a July Xmas Party and two future RAT Raids in the pipeline.

The Taupo Raid took place in February, taking members to



Taupo via Taumaranui and Te Kuiti. Saturday's ride was a climb up Mount Ruapehu, including a chairlift to the Knoll Ridge Cafe

Coming up:

RAT Runs from Auckland on the first Sunday of every month.

Evening meets at the Harlequin Bar and Cafe, Auckland, on the third Wednesday of every month (you can even ride your bike into the bar!).

July 20-21: Mid Winter Xmas

Party! Quality Hotel, Rotorua. There will be a Luge Challenge on Saturday afternoon at 2pm and a ride to the Sunken Village on Sunday. Other attractions include the themal parks and the



Raewynne Gardiner (right) with Catherine Bradley and Theresa Hyland on the Taupo Raid.

Agrodrome. There will be a prize draw at dinner on Saturday night, but you will need your RAT card to qualify!

Members from Auckland can join a group ride out to the event leaving Auckland Motorcycles & Powersports on Friday July 20 at 3pm. There will also be a group ride out from Wellington organised by Mick Atkin.

Book accommodation direct with the hotel on 07 348 0199 (quality.rotorua@cdlhms.co.nz). Contact Toni Fleming and quote reference RAT Xmas Party - 354397, to get the special price of \$75 per person per night in a twin room (\$105 single) including dinner and breakfast.

Contact Raewynne Gardiner on 09 276 6453 or 025 971104 (raewynne@northacc.co.nz).

A new pack is also being set up in Wellington. Contact Steve Colebrooke on 04 904 5085 (spcole@paradise.net.nz).

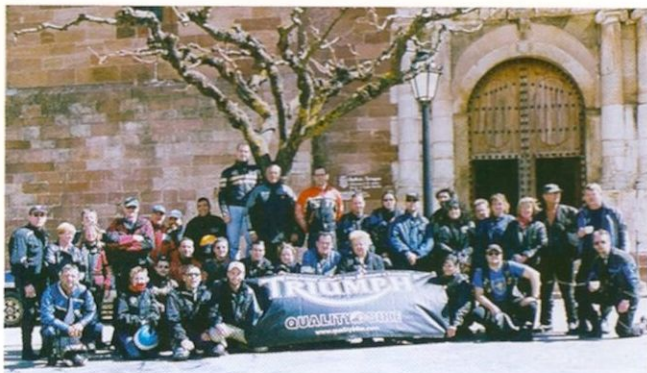
Spain

Barcelona - Quality Bike

A group of over 40 members of this pack joined up with a visiting group of UK RAT members for a brilliant day's riding at the end of March. Warm sunshine, unbelievable roads and a typical Catalan Calcatoda onion lunch were the highlights of the day.

Local based Englishman Simon Brampton and Quality Bike's Mark Larrotcha are behind the pack and they have already started work planning a full-scale Catalunya RAT Raid for next Spring.

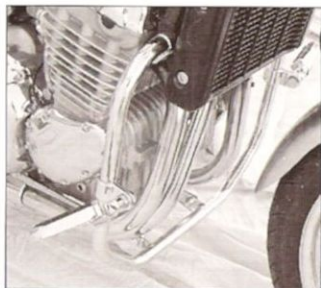
Contact Mark on 934 576 994 (triumph@quality.bike.com)



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Letters

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



▲ History man

I am fortunate to own Triumphs from each of the marque's three main periods spanning nearly 90 years. From left to right are my years 2000 Legend (Hinckley), 1969 Tiger (Meriden) and 1911 Roadster (Coventry).

Harry Doughty, Delta, BC, Canada

▼ Dogs on the side

So that my dogs could share my days out with my Tiger I let Ralph Kalich from Karlsruhe attach a sidecar to the bike. It's great fun and I can detach the sidecar in three minutes and ride the bike as a solo.

I've already done 5000 miles with the sidecar, including a 3000 miles holiday tour, without any problems.

Mathias Denhoven, Numbrecht, Germany



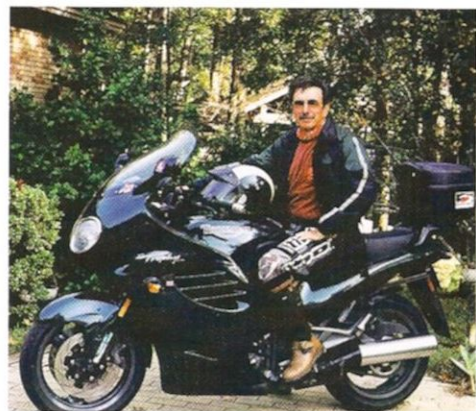
The Tiger swivel-sidecar in action

► Iron Butt hero

My Triumph Trophy turned over 100,000 miles during the Iron Butt 100 Hour Coast to Coast ride (CCC).

The ride was from Jacksonville, Florida, to San Diego, California, and back (4800 miles). I completed the ride in 95 hours 53 minutes and was the first Triumph rider to complete this ride. I have also ridden in a 1000 mile and a 1500 mile Iron Butt day on the Triumph.

Not all my riding is high speed



however. One summer I rode the Triumph from Key West, Florida, to Fairbanks, Alaska, and stayed on the road for three months!

Fred Veator, Bonaire, Georgia, USA.

▼ Trailer tour

Adding a 'Sylver Design' trailer to my Legend and 'voila', I was ready for a camping holiday in Scotland in comfort. After crossing the Channel to Dover we rode to Edinburgh and were as enchanted by the beauty of the region as by the discovery of the many whisky distilleries that offered tastings! We then rode along the east coast to St Andrews and Aberdeen before going to

Inverness and riding with great pleasure through the Highlands to Ullapool and the Isle of Skye. Although the weather was not great we would have liked to have stayed longer in this beautiful country before making our return, but after a tour of 6000 kms without incident we were left with many wonderful memories and a great desire to return one day.

Serge Bonnaud, Palluel, France



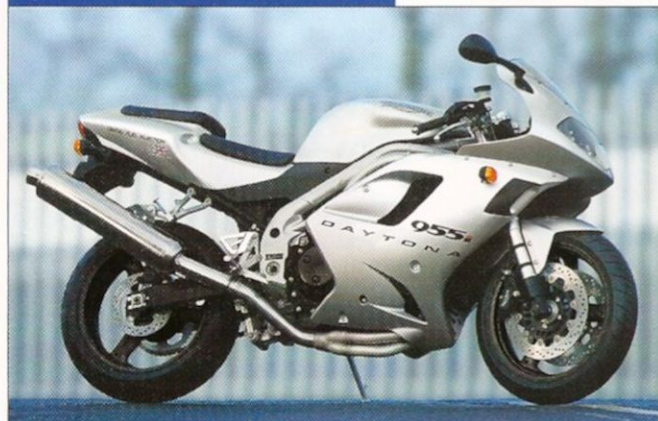
Anyone seen my bike?

I am trying to find some information on my T309 Speed Triple which is an ex-Mobil 1 Challenge bike raced by Rob Holden (sadly no longer with us). It was one of three bikes campaigned by Riders of Bridgewater, but unfortunately Riders burnt to the ground in 1998 along with all records of the team. Does anyone have any photos or even videos of the bike in action?

Pete Shepstone, England
Shepstone@tesco.net

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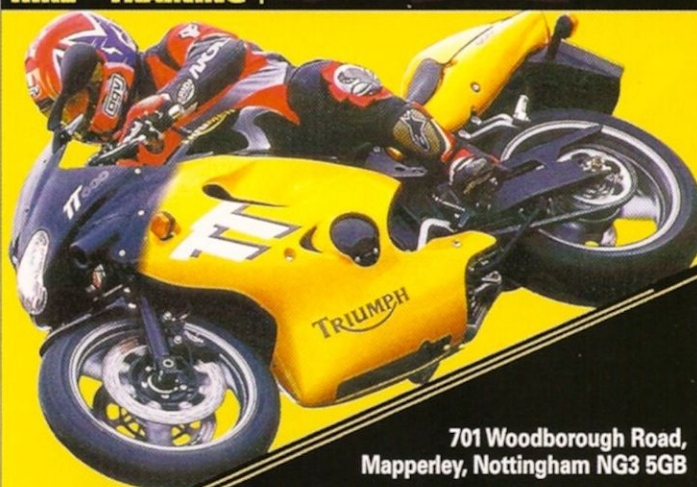


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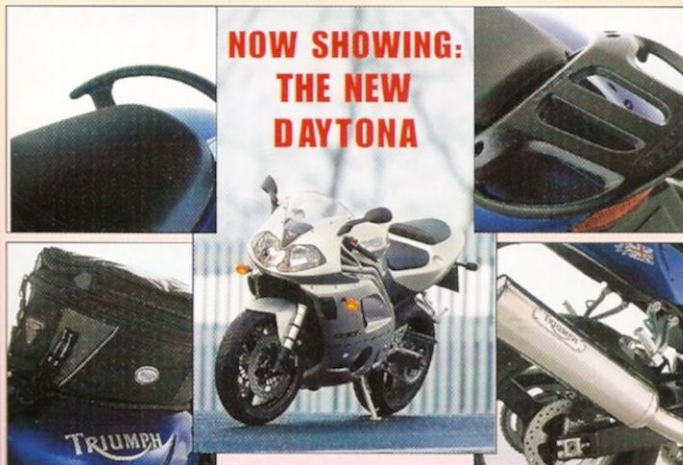
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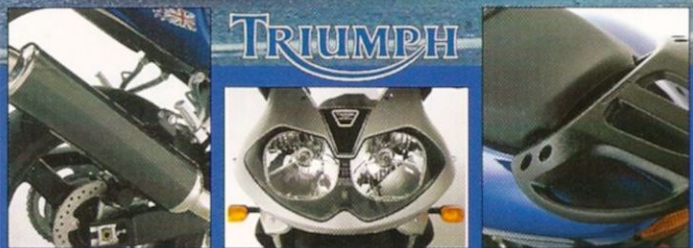
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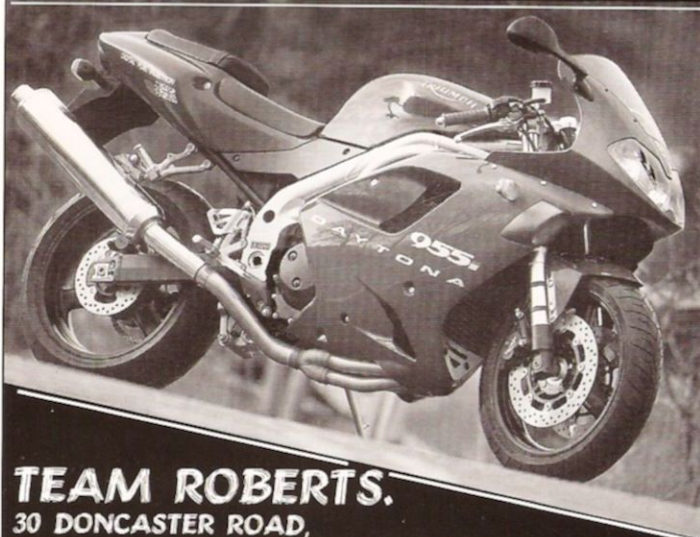


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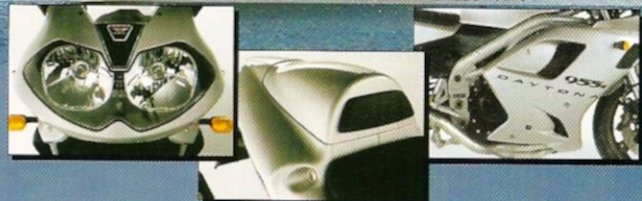
Tel: 01630 657121. Email: info@wylieandholland.co.uk

Also at 146 Watling Street, Wellington TF1 2NH.

Tel: 01952 248868. Email: data@wylieandholland.co.uk

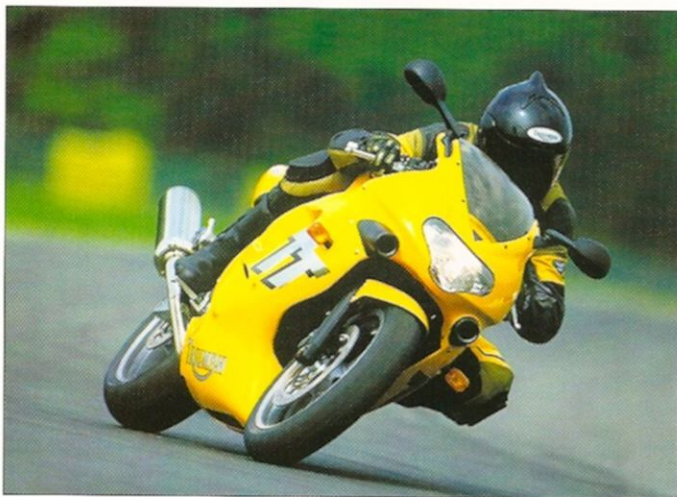


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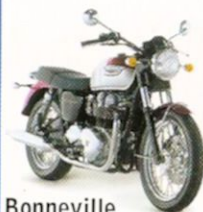
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Hotels

AUSTRIA:

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

GERMANY:

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

SPAIN:

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

NEW ZEALAND:

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

FRANCE:

- Pays Basque. '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.

Touring

- **Highlights of Ancient Greece.** Greek tour operators Triumph Bike Tours are offering a 20% discount for RAT members on the Alexandrian Tour between August 24 and September 5.

You can either use your own bike or hire one of their Triumphs. Prices for RAT members are: \$2720 per couple (\$2400 solo) on a hired bike, \$2200 per couple (\$1920 solo) on your own bike. Bike shipping can be arranged from the UK. Contact Deb Stagonakis on +30 294 94905 (tritours@arafin.gr).

- 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 .

- Moto-Tours are a British based company offering guided adventure tours to a range of destinations. Choose from the Alpine Adventure (June 29-July 8), Norway Recce (June 30-July 8), Picos and Rioja Run (July 21-July 31), Mountain Madness (August 31-September 9) or Italian Invasion (August 31-September 18). RAT members get a 10% discount on published brochure prices. Mototours@aol.com .



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



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.

Insurance

- Save a massive 15% on insurance in the UK with the TriumphCare scheme operated by Ferhet. 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.



- HOVERSPED 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%

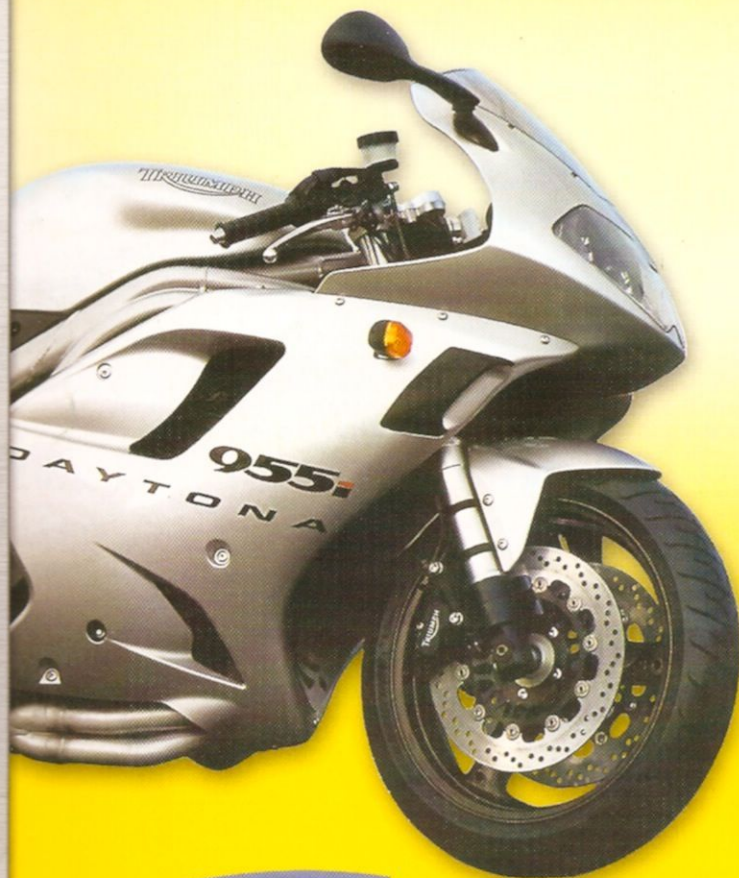


saving between Hull and Rotterdam or Zeebrugge. Call 01482 377 177 in the UK, 0181 255 555 in Holland, or 050 543 430 in Belgium, quoting 'Riders Association of Triumph' and your membership number.

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

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