

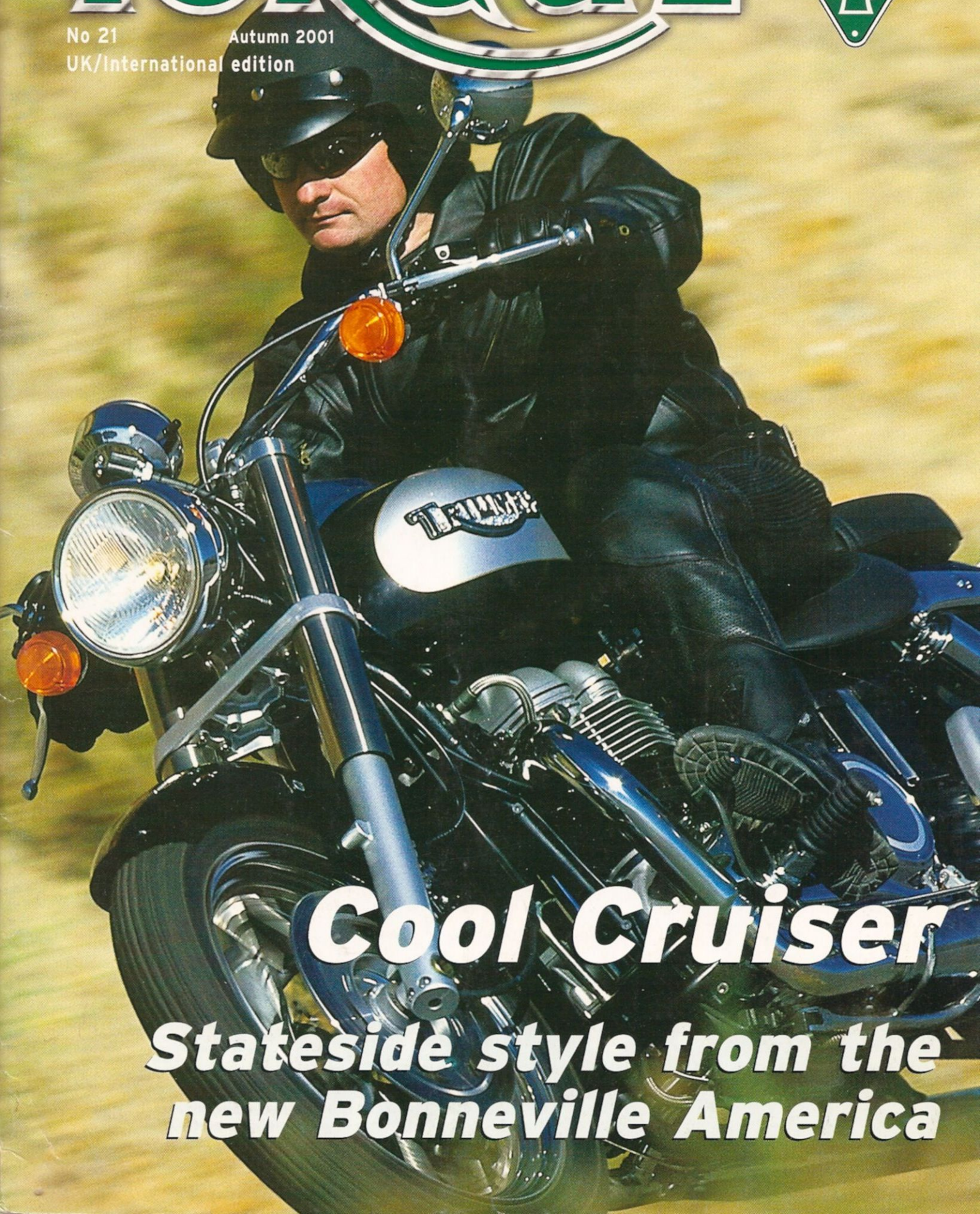
THE MAGAZINE OF THE RIDERS ASSOCIATION OF TRIUMPH

TORQUE

No 21

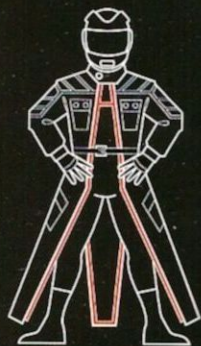
Autumn 2001

UK/International edition



Cool Cruiser

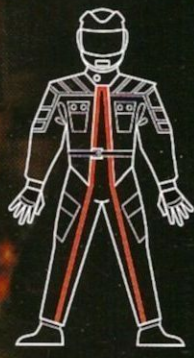
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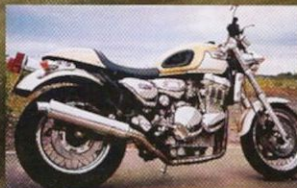
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Stateside style from Bonneville America

Sit back and relax with the new Bonneville America. Unveiled to the public at September's Milan Show, the laid-back US-style cruiser adds a new dimension to the Triumph range.

At its heart lies the character-packed 790cc air-cooled twin cylinder engine as used in the standard Bonneville model, but with a 270 degree crankshaft to offer a classic cruising experience with a distinctive off-beat exhaust note.

A deep, comfortable seat, swept-back handlebars and forward positioned footrests give a riding position totally suited to the bike's relaxed character, while the deep lustrous paint (in a choice of Jet Black and Silver or Cardinal Red and Silver) give the bike a real touch of class.

Even the springs on the twin rear shock absorbers are chrome plated to make this bike a cruiser that will stand out in any company.

To enable owners to customise their machine to suit their personal tastes, a full range of styling and riding accessories including additional chromed parts, riding screen and luggage will be immediately available.

After its debut in Milan, the Bonneville America will be a central feature of the Triumph stand at motorcycle shows throughout the world during the Autumn and Winter months.

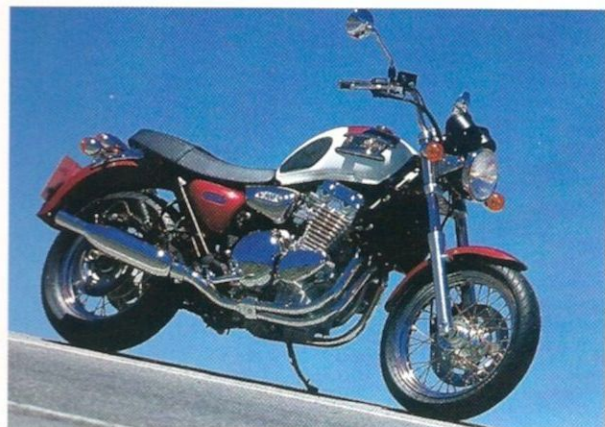
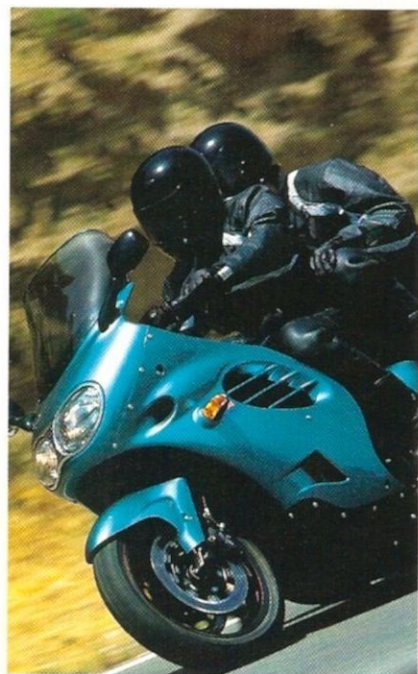


A touch of colour

Exciting new 2002 model year colours have been released for a range of popular current Triumph models.

In addition to the Sky Blue and Silver Bonneville already previewed in Torque, the Trophy 1200 tourer is now available in a stunning Emerald Green and vivid Azure Blue.

The classically styled Thunderbird is now available in suitably stylish Graphite Grey/Jet Black and Sunset Red/Opal White paint finishes.



Get covered!

With over 30,000 Triumphs on the roads of the UK, many of which are now past the factory warranty cover period, Triumph has recently re-launched its TriumphCare extended warranty care programme.

There are two levels of cover and five duration periods, giving peace of mind for up to four years. Each policy comes with an extra benefits package, including roadside assistance, MOT protection and, on 24 month policies, cashback schemes.

Said UK sales and marketing manager, Bruno Tagliaferri: "This is a first class product to provide comfort to our many UK customers whose machines have fallen out of the factory warranty. The programme is a virtual extension of our manufacturer warranty and includes assistance to provide full piece of mind at an affordable price."

Contact your Triumph dealer for more information.

Montlhery Magic

Over 300 Triumph riders took to the famous banked circuit of Montlhery, south of Paris, as part of the annual Coupes Moto Legende event in May.

Triumph were the featured marque of the annual classic bike bash and as well as having a reserved parking area and a RAT hospitality marquee with a live band, all Triumph riders were able to take part in exclusive circuit parades on both the Saturday and Sunday of the event.



Unfortunately an over-long prize presentation on Sunday meant that Triumph owners were restricted to just one lap of the 'French Brooklands', but riders on Saturday completed three laps.

Around 25,000 people visited the event, which featured riders including Barry Sheene, Giacomo Agostini and Phil Read taking part in very fast display parades aboard the bikes they rode at the peak of their careers.

But the chance to ride was not reserved for star names. Hundreds of normal

enthusiasts were able to ride their own choice of classic on the circuit during the weekend which has become established as a major part of the international classic bike calendar.



Foot & Mouth - The last straw

If any riders have suffered problems as a result of riding over straw disinfectant mats over the last couple of months, insurance house Carole Nash would like to hear from you - even if your policy is held elsewhere.

The Altrincham based firm is dealing with several non-fault claims that riders have suffered in the recent outbreak of Foot and Mouth disease. Anyone looking for further information, please email: bikes@carolenash.com

New Dealers

There are two new recent additions to the UK Triumph dealer stable, one in Scotland and one in Yorkshire, taking the total number of UK Triumph dealers to 64.

They are:

Glasgow Triumph Motorcycles, Eglington Street, Glasgow, G5 9RR. Tel. 0141 429 5577.

Earnshaws, Manchester Road, Huddersfield, HD1 3LE. Tel. 01484 421232.

Can you help?

RAT member Jackie was knocked off her Sprint ST shortly after leaving the Home Run event on 1st July 2001. The accident occurred on the A5 roundabout, where it crosses the M69.

Jackie is urgently seeking witnesses to the accident after the driver retracted her statement of responsibility when the police arrived. The 1000 mile Sprint suffered from a broken fairing, removed gear linkage, twisted handle bars and damaged centre stand.

Were you travelling across this junction at approximately 2.40pm on Sunday 1st July? If any one has any information contact Simon Carter on 01455 891515 or by email on simon.carter@triumph.co.uk in confidence, who will forward your details directly through to Jackie.

Tasty tweaks

Triumph's designers have not only been working on the range of new 2002 models and clothing, they have also released a range of new accessories for current models.

Carbon Fairing Infills have been produced for the Daytona (below left), while an Aero Screen and colour matched Air Intakes (below bottom)



are available for the TT600. A colour matched Sports Screen for the Tiger

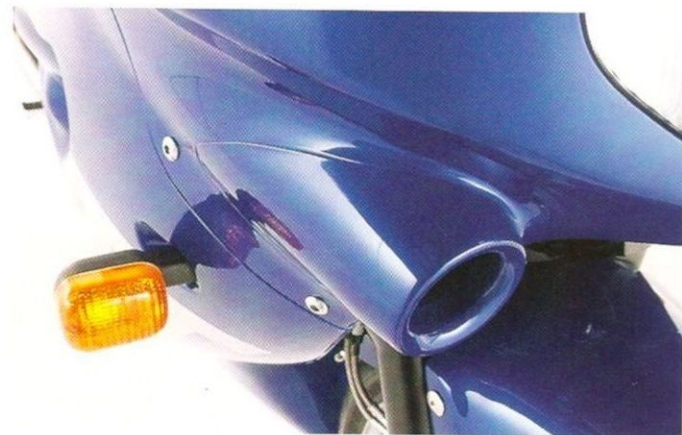
has also been produced (right). A stylish range of chrome accessories is guaranteed to make the classic Triumph models stand out from the crowd.

The Bonneville now has the option of a Chrome Instrument Fascia (below right), Chrome headlight Brackets, Chrome Front Mudguard and Chrome Side Panels (above), while the



Thunderbird, Adventurer and Legend product list is supplemented by Chrome Caliper Covers.

Your Triumph dealer will be able to supply further details and price information on all these parts as well as the full range of official Triumph accessories



Bonneville for £99 per month!

Triumph has announced an exciting new low cost finance scheme on the new Bonneville in the UK.

A minimum deposit of £845 will ensure 60 monthly payments of just £99, an APR of 8.9%. See your Triumph dealer for details.

Diesel Spillage

Diesel spills are every rider's nightmare, so RAT members in the UK will be pleased to hear that the BMF have recently launched a campaign to fight against this deadly menace.

To support their campaign they are gathering information about any accidents where diesel spills have been a contributing factor.

Any members having relevant information should contact them to report the location, date, road type, proximity to bus/lorry depots, vehicle type, injury sustained, time off work, cost of machine damage, damage/injury to others, and details of any action taken by yourself or any others after the event.

Send your reports to: Diesel Spills, BMF HQ, 129 Seaforth Avenue, New Malden, Surrey, KT3 6JU. Fax: 020 8949 6215. Email: bmf@bmf.co.uk

Specially for the ladies

A new range of Triumph Triple Connection leather clothing specially designed for ladies has been released.

The garments have been created to offer styles and manufacturing specifically for females, rather than being simply smaller sizes of male items and include jackets, jeans and a sports suit. All are manufactured from quality 1.2mm cowhide.

The Ladies Velocity Sports Suit features CE95 approved removable shoulder, elbow and knee protectors and removable dual density full back insert, with double leather panels on the seat, elbow, shoulder and knee.

Key panels are produced in hard carbon weave, with double stitched impact seams, internal moulded panels and kevlar stretch panels.

The jacket and jeans are available as separates in XS to L sizes to allow the correct size combination to be selected.

The Ladies Highway Jacket has been influenced by classic cruiser design and as well as CE95 shoulder and elbow protector features removable aluminium

windproof lining and hidden ventilation panels.

The Ladies Interstate Jacket offers a similar specification in a roadster style.

Both jackets feature waist connection zippers that allow them to be linked to the Ladies Riding Jeans which also come in quality 1.2mm cowhide and are available in fully perforated leather specification.

Other items in the Triple Connection range, also available in sizes specifically suited to ladies include, the Leathertex jeans, Hard Carbon, Highway and Watch gloves and the Touring, Explorer and Tri-Tech boots.

The range of Triumph textile touring jackets and jeans are unisex sized.

Details on the full range of Triple Connection clothing are available from your Triumph dealer.



FORZA!!

Italian passion for speed ensured that fast, furious fun was top of the menu at the fourth Italian Triumph Track Days event in May.

Held at the Maserati test circuit at Varano di Melegari near Parma, the weekend allowed around 500 Triumph enthusiasts to enjoy the thrill of riding their own machine on the race track. They were also able to watch a unique endurance race event open only to teams of amateur Triumph riders.

Backed by Triumph dealers from throughout Italy, 15 teams of three riders entered the event. Their choice of machines ranged from the predictable TT600 and Daytona models through Speed Triples and Sprint RS to include a much-modified Thunderbird. All the bikes had to be road legal and most were also road registered. And to ensure the race remained an essentially fun event, riders holding a racing licence weren't allowed to enter!

The race was held as the central feature of each day's riding, with a fun 'Superpole' style qualifying session on Saturday afternoon and the full race on Sunday. The race itself lasted one and a half hours, with each rider having to ride the bike at least once, which ensured plenty of action in the pits as well as on the circuit.

At the chequered flag victory went to the TT600-mounted team from dealer Numero Tre Firenze, with riders Massimiliano Bardelli, Federico Fratelli and Nicola Santoli. Second were the Numero Tre Trento team of Paolo







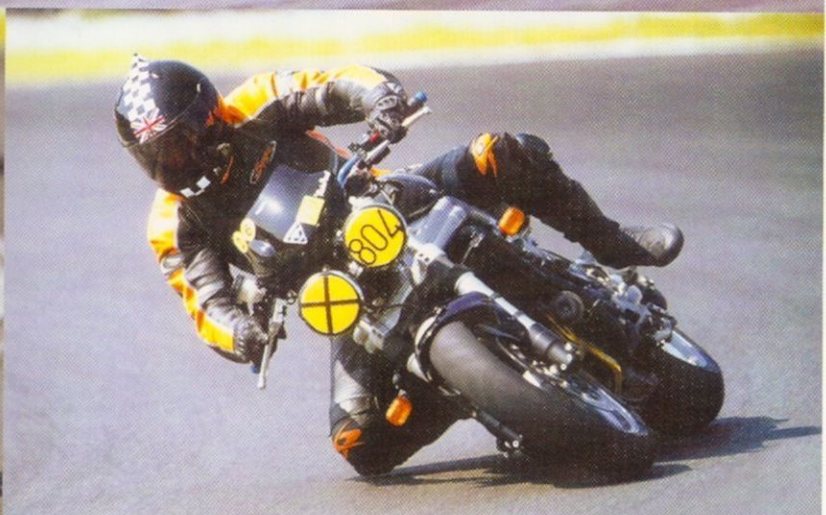
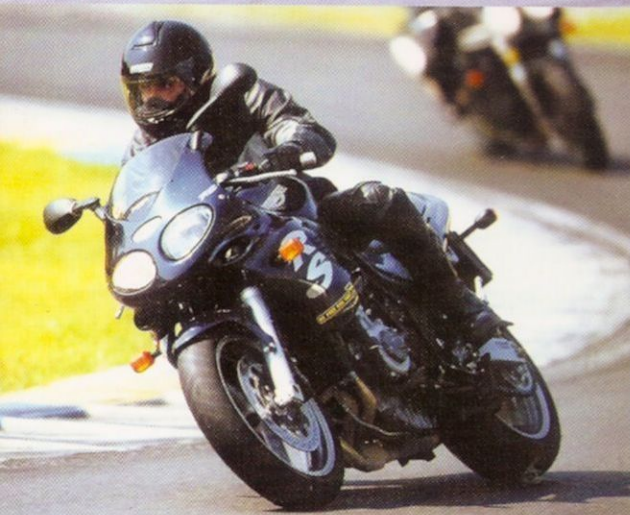
...it was very much about getting out there and enjoying the experience yourself.

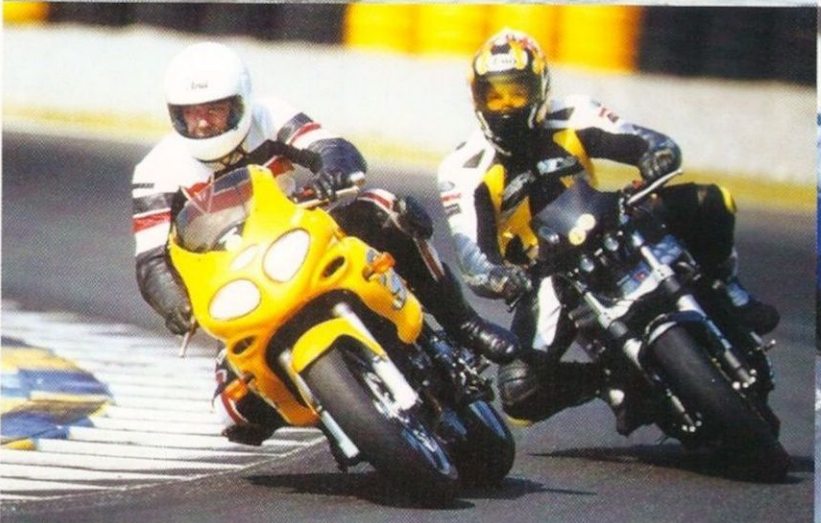
Bosetti, Marco Tononi and Bruno Celva, with the Numero Tre Udine team of Alan Benedetti, Andrea Di Vora and Manrico Uvai in third place.

But the weekend wasn't only about watching

bikes on the track, it was very much about getting out there and enjoying the experience yourself.

Owners signing up for the event were guaranteed a minimum of one 20 minute track session each day, although in fact most had many more outings. One bike was spotted with seven track access stickers plastered over its fairing, meaning it clocked up over two hours' track time - more than the endurance racers! There was even a special spares purchase scheme in operation for those unfortunate few who man-





aged to overcook their enthusiasm and drop their bike.

Being Italian, food had to be on the menu somewhere, and sure enough, Saturday evening saw the organisers - Italian Triumph importers Numero Tre - throw a huge dinner party in the circuit paddock.

Around 800 riders and guests packed into two marquees in the paddock for a party that went on past midnight with prize draws for Triumph goodies to round things off.

This was the fourth running of this event, which is going from strength to strength, and next year's will again be held at Varano di Melegari at the end of May. This year saw riders from southern France and Monaco share the action alongside Italian owners and Numero Tre would welcome riders from other countries to come along to next year's event.

If you are interested in taking part contact your regional RAT co-ordinator (see contact details on page three) and they will forward your details to the organisers.

RAT is interested in staging circuit riding activities in other countries next season, but we need to gauge YOUR interest to select the best locations.

If you would like to take part in a Triumph Track Days style event in your own country, please send a letter or email to your regional co-ordinator. But don't delay - circuits have to be hired well in advance and planning for the 2002 RAT programme is already well underway.



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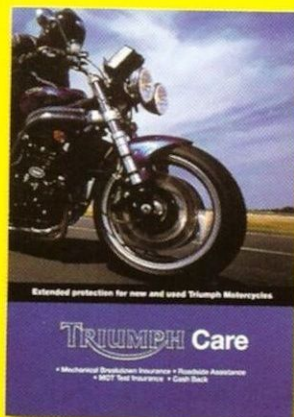
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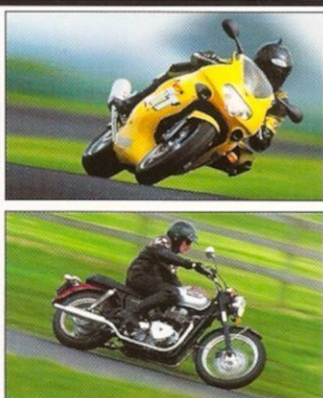
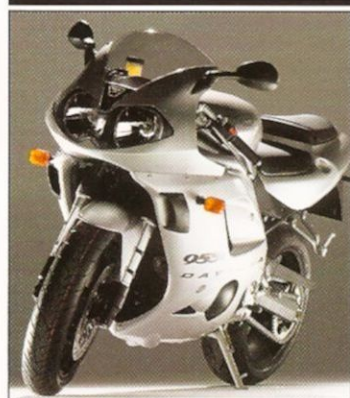
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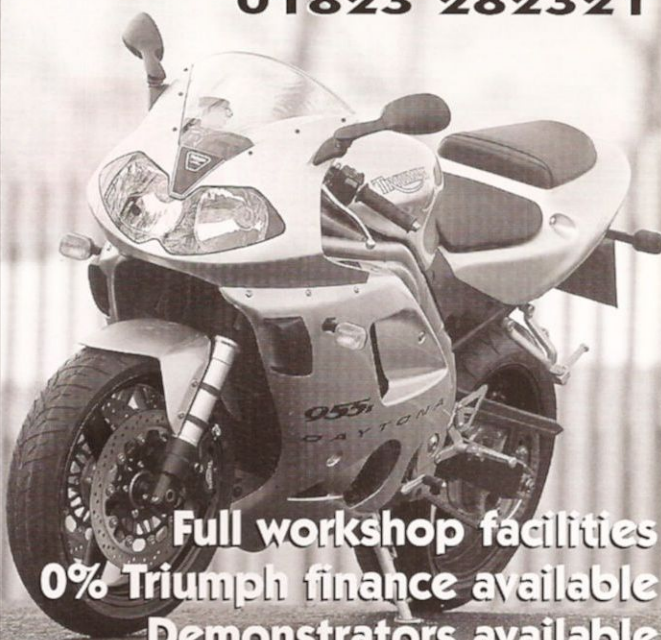
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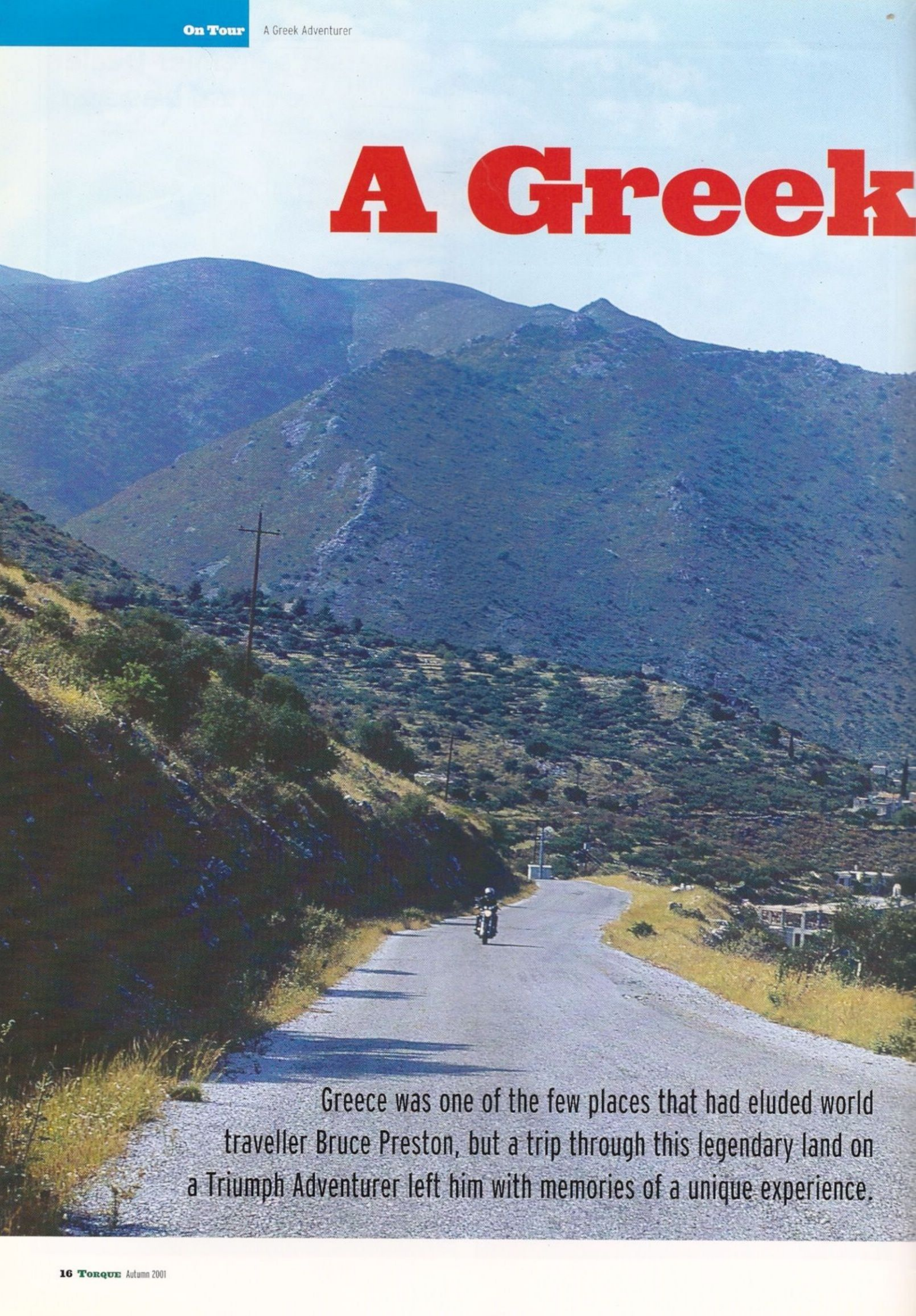


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A Greek



Greece was one of the few places that had eluded world traveller Bruce Preston, but a trip through this legendary land on a Triumph Adventurer left him with memories of a unique experience.

Adventurer



Above: Taking it easy - Adventurer style.



Left: Away from the coast snaking hairpins scale towering mountains.

Far left: Miles and miles of deserted mountain roads await visitors to Greece.

When people say they are going to Greece for their holidays they usually mean one of the many delightful islands such as Crete, Corfu and Rhodes. But 'real' Greece has much more to offer than that, as I found out when I joined Triumph Bike Tours for a ten-day tour of the Peloponnese peninsula south-west of Athens.

This ancient region contains not only such famous cultural sites as Sparta and Olympia but also hundreds of miles of deserted roads.

Deserted roads were the last things on my mind however as I rode my gleaming Triumph Adventurer through the teeming traffic of Athens in company with seven fellow tourists and guide Michael Stagonakis, who with Debs Stagonakis runs Triumph Bike Tours.

My choice of bike couldn't have been better. The Adventurer's upright riding position makes it easy to see what is happening ahead and the 900cc triple engine purred happily at low or high speed.

part of the world you are never far from a monastery or a castle and each have their own special charm. The little monastery at Agnounda was a delight but the girls had to encase their leathers in a wrap-around skirt provided by the church - an elderly nun watched to make sure they observed the tradition that ladies must wear skirts. Sorry, no photographs, my camera was confiscated before I entered!

We followed the coast road to our night stop at Astros, stopping off along the way to take in another castle at Palamidi.

The funny thing about this part of world is that it never seems far on a map but journeys take forever. From Astros to our next night stop at Monemvassia was less than a hundred miles but it took all day. It went on even longer for Australian Sam who was behind me. He went over a piece of wood in the road and hit the same nail with both front and back wheels, puncturing both tyres. Amazingly there was a tyre depot just up the road and the punctures were soon fixed.

We squandered a fair bit of time with a long lunch in the delightful fishing village of Plàka, visited a monastery built high into the side of a

The funny thing about this part of world is that it never seems far on a map but journeys take forever.

I grew up in London and commuted on my bike into the city for the best part of my working life, but this was something else! The Greek way to drive is, shall we say, a little different. For example a car in front indicating left means that I am going left NOW so you'd better make room for me! Motorcycles make up maybe a quarter of Athens' vehicle population and there is a spirit of cut and thrust that even the citizens of Paris, London or Milan might find daunting. We were all mightily relieved to get out of the Metropolis and breathe unpolluted air.

Interesting Athens might be but we were all glad to escape and head towards Isthmia and the incredible Corinth Canal where, not too long ago, ships were dragged across the land to avoid the long haul round the Peloponnese. The building of the canal between 1881 and 1893 effectively cut the Peloponnese off from the mainland as this six and a half kilometre long canal cut through the narrow neck of land connecting the two main parts of the country.

Now we were away from the hustle and bustle of the world, the traffic just evaporated and the mountain roads were all ours. In this

mountain and later enjoyed an ice cream in the mountain village of Kosmas. It was scheduled as a coffee stop but ice cream appealed more. Then a coffee.

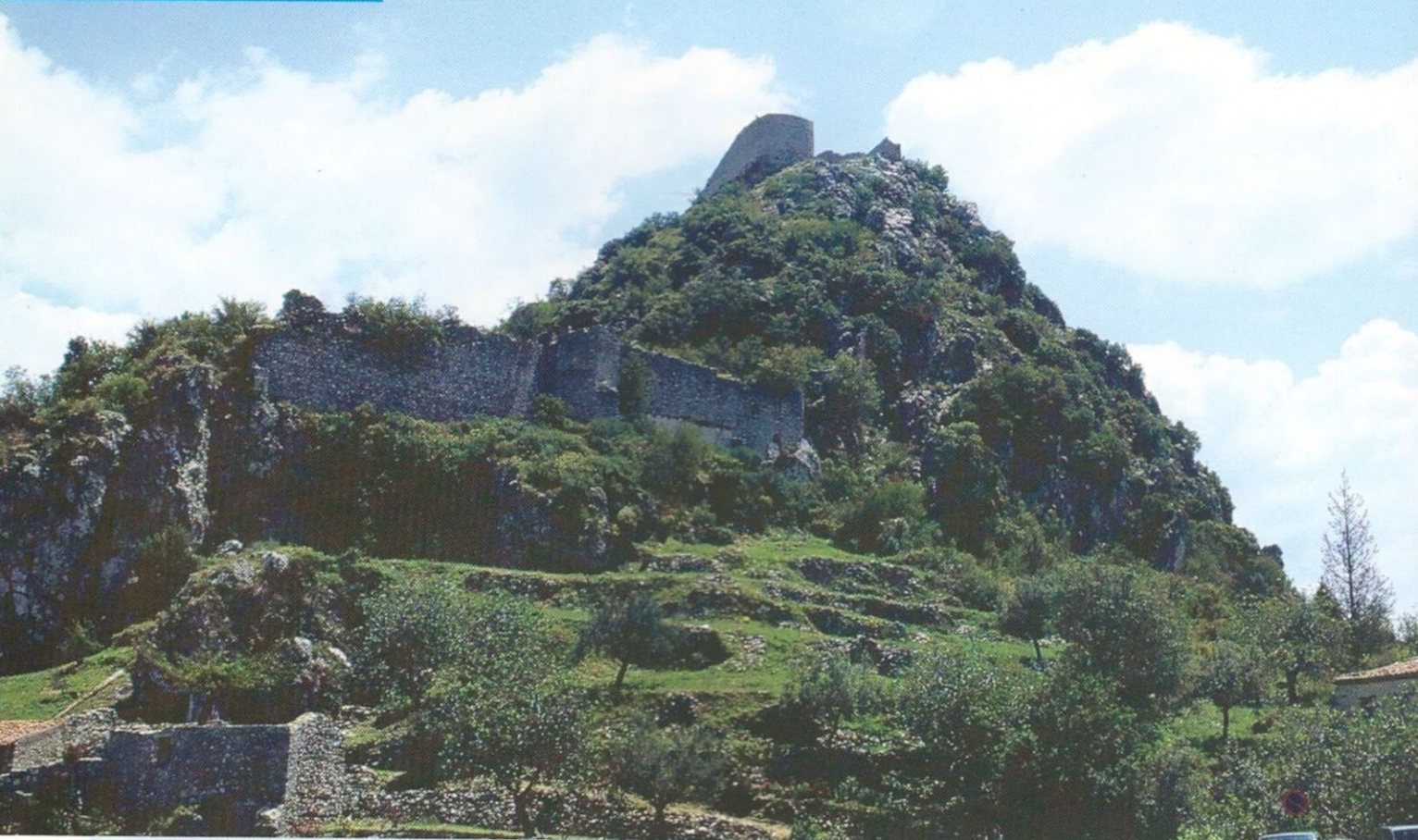
Monemvassia, at the southern tip of the Peloponnese, was one of the many jewels in the crown of a land with an abundance of them. Our hotel was at the foot of a causeway that makes this unbelievable place available to tourists. It is a village built into the side of a huge rock, a delight to stroll through and, as this was a rest day, there was time to explore. 'Not much of a rest day' I thought as I clambered to the church right at the top. It was a killer, but the result was worth it.

It was great to get back on the Triumph the next day and let the engine do all the work. No matter how long I was in the saddle it never became uncomfortable. In my job, regularly changing bikes, not every bike will fit but this one did and the more I rode it the better I liked it.

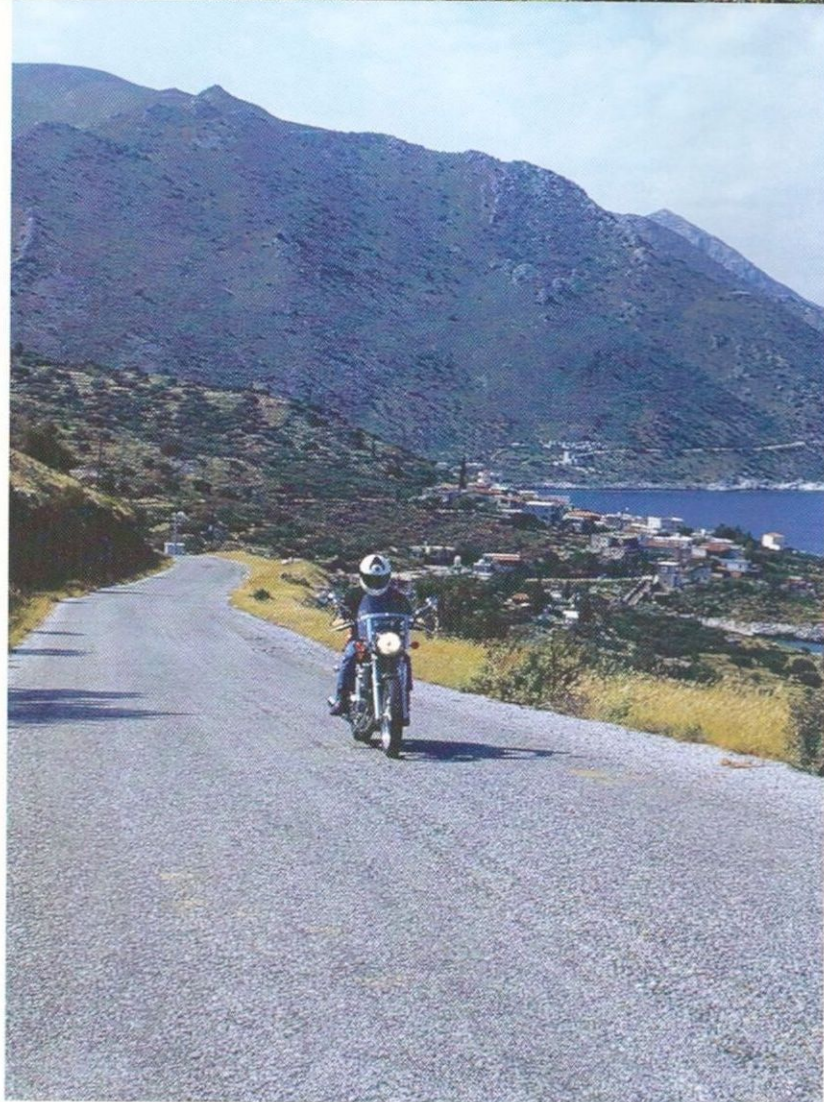
Our party included two Americans, two South Africans, an Australian and three English, riding three Adventurers, a Tiger and a Thunderbird. Tour leader Michael used his 1972 Bonneville

Far right: Peaceful fishing villages wait around every corner of the coastal roads.





Above: The Greek scenery is as dramatic as its long history.



for the second half of the tour and we usually cruised at about 110/120 kph.

By way of a change, instead of walking around a castle, at Tsitsiris we were stopping in one. Right by the sea and about as far south as it is possible to get, the ride there was truly wonderful. First, though, we stopped at Sparta, home of the Spartans. Again steeped in history but also very busy, for today Sparta is a thriving city with, should you need it, a good Triumph dealer!

So our ten days in Greece went on. A night in Pilos stopping very close to a beautiful Venetian castle, another night in Olympia, which I missed for I had to take the weekend off to ride in the 8th Classic Trophy starting back in Athens. This was an International Rally for bikes made before 1976. At least this gave me the chance to try the Tiger, which had to be returned to Athens. Riding with Michael we put 100 miles in an hour on the deserted motorway. It was a sight less stressful than trying to keep with my leader through Athens!

After the rally we rejoined the group back in the Peloponnese. This time I needed the rest day and did very little whilst some of our crowd took a ride on a cog railway to visit...you've guessed it, another monastery. Then it was a ferry ride back to the mainland and across

Left: Riding in Greece is a truly unique experience.

Mount Parnassós to Delphi.

What a ride that was! Had I realised just how many hairpins there were I'd have started counting them at the beginning! By the time we reached its 8,000 feet summit it was decidedly chilly and it was a pleasure to sweep back down the mountain and our lunch stop at the Pan.

Greek and, of course, this is the one that was really needed. You would be amazed at how long you can look at a map trying to figure out what those indecipherable Greek symbols mean!

A few weeks before our arrival it was an unseasonable 100F (39C) in Greece but fortunately it had cooled down by the time we arrived

Had I realised just how many hairpins there were I'd have started counting them at the beginning!

In the view of Debs Stagonakis, the Pan is the finest restaurant in Greece. There had been so many reasons to stop that lunch kind of slipped away from us and it was late afternoon by the time we arrived at the restaurant. By now we had become used to the fact that time in Greece is what you make it. We were on holiday!

I have ridden a motorcycle in most countries in Europe and one thing is for sure - Greece is different!

The language would be impossible had the Greeks not thoughtfully used the Latin as well as the Greek script for signposts. Well, most of the time. Every now and again it was just in

and was usually about 70F or so (21C), perfect for motorcycling. We did have ten minutes of rain one day but for me the weather was just right. May is definitely a great time to visit Greece. But don't take my word for it, try it yourself.

Triumph Bike Tours offer a discount for RAT members (see the members offers page). They can be contacted by telephone/fax on (0030) 03 0294 94905. Email: tritours@arafin.gr.

As an added bonus any suitable rider over 40 can hire a classic bike from them, including a Triumph Bonneville, a Norton Commando and 1940 and 1950s BSAs.

Below: The Adventurer's relaxed style was perfect for the tour.



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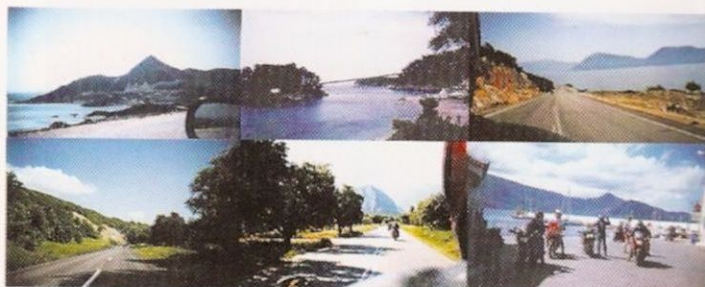


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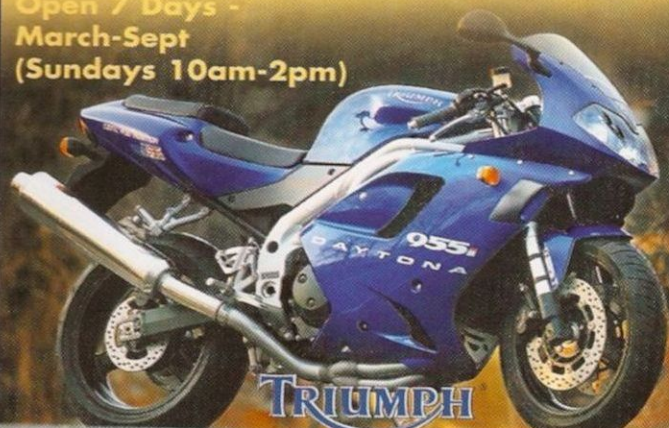
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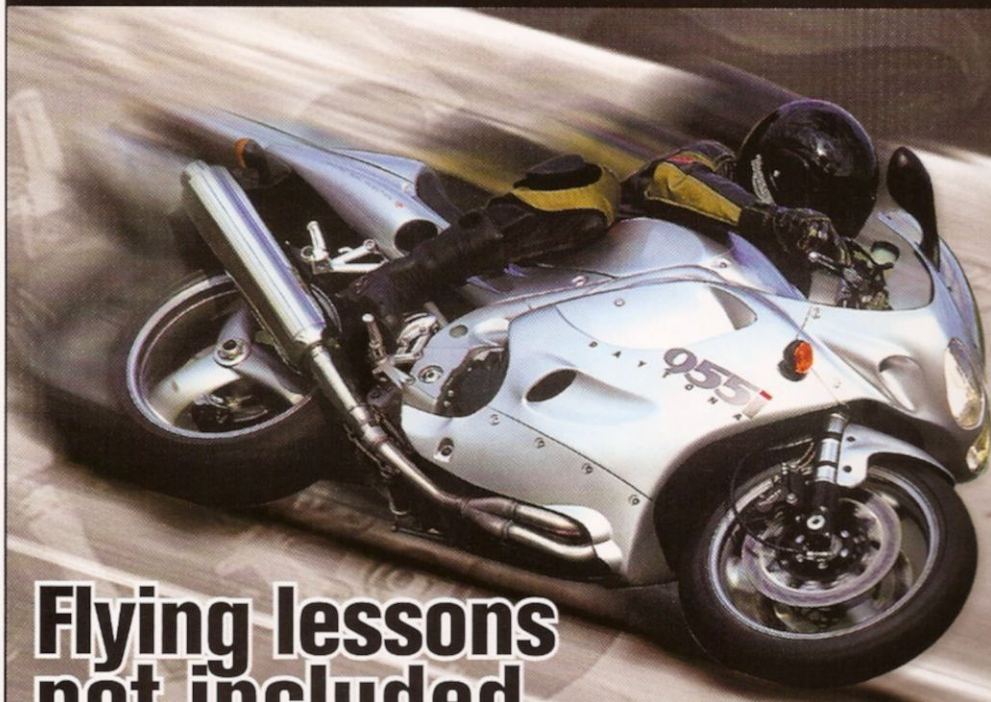
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Out of the ashes

'Discussing' the right of way with a large truck is never a good idea - especially when you are riding a motorcycle. That is one lesson of life that RAT member Danny Mountain took away from a morning's ride on his 1996 Adventurer. He also came away with a smashed wrist and a sad mess of a broken bits that once formed part of a small collection of Triumphs.

Many European members who have taken part in RAT events over the last few years will have met Danny. He's one of the most active members around, regularly taking part in RAT Raids and Runs in the UK, France and Germany, as well as making regular trips as far afield as Italy with a group of friends from his home town, Leeds.

He's also recently joined the growing number of members helping to develop the club's programme by organising their own events, recently hosting a second annual camping weekend in the North Yorkshire Moors National Park.

Those who haven't met him in person may recall his photograph in the last edition of Torque alongside unique British celebrity Sir Jimmy Saville - broken wrist still in plaster from his moment while trying to overtake that truck.

As a result of the accident the Adventurer

Far left: A brush with an unfriendly truck left Danny Mountain with a broken wrist and a written-off Adventurer. The rebuild was a highly personal interpretation of an 'Adventurer Sport'.





Above: Speed Triple handlebars provide a more sporting riding position, especially in conjunction with the rear-sets.

was written off by the insurers with just 12,000 miles on the clock.

That didn't leave Danny without a bike to ride when his wrist recovered - he still had his 18,000 mile 955i Daytona (which replaced his old 32,000 mile T595) plus a 4,500 mile British Racing Green Sprint ST (an early model Trophy having recently been sold to create garage space) - but it did set him thinking...

An engineer in a train maintenance workshop in Doncaster, where he works on vehicles from the Channel Tunnel, Danny had always had a tendency to modify his bikes to suit his own personal taste. Now was a chance to go all the way with a out-and-out special.

The Adventurer was repurchased from the insurers as a 'long term project' for just £680, but it was only a matter of a few months before it again saw the light of day - the time as a unique 'Adventurer Sport'.

The front end of the bike had been badly damaged in the accident and needed total replacement. With the 'Sport' idea foremost in his mind, the existing Thunderbird Sport was the obvious donor bike. Not only did that provide beefed up adjustable suspension, it also gave the bike powerful twin front disc brakes.

To match the new sporting style, lower handlebars were needed. These came direct from a Speed Triple.

The rear section of the bike used standard Thunderbird parts, with the addition of a Thunderbird Sport single seat accessory option, finished in Adventurer Old Gold to complement the original colour scheme still carried by the petrol tank.

No engine work was required, the original motor still packing enough of a triple cylinder punch to suit the new set of clothes, but a Yoshimura exhaust system designed for an





early model Daytona was plumbed in to provide a sporting sound accompaniment to the new visual appearance.

Detail touches include rear-set footrest and pedals and a range of chromed Triumph accessories to give the whole machine a quality finish.

So far the project has cost an estimated £2,500 and works well. Ridden regularly, including a trip to the Home Run factory open day where it formed part of a line-up of members' specials, Danny reports that it raises a few eyebrows when it proves more than capable of keeping up with more sports-orientated current machines.

"The Triumph lads think it's great," reports Danny. "Those not so clued up sometimes think it's a Meriden Triumph and compliment me on how well the bike has lasted, but I don't care either way. It's my bike and it's been done how I want it to be!"

But the work hasn't finished there. Next on the shopping list are modifications to the suspension set up to perfect the handling, with some help from local Leeds dealer Eddy's Motorcycles, who Danny would like to thank for being a tremendous help and support throughout the rebuild.



Left: Detail touches include rear-set footrests and pedals and plenty of chromewear.

Below: Front end is Thunderbird Sport based. Rear end is standard Thunderbird with a 'Sport' accessory single seat.



Extra specials



Above: Clive Woods of Jack Lilley Racing oversaw the engine modifications to this super Tiger Super Moto conversion owned by Peter Gibbons of Harlow in Essex.

The line-up of members' specials at the Home Run created a lot of interest on the day - sorry if lack of time meant the promised information boards weren't provided, guys. Here are a few of the exhibited bikes for those who couldn't make the trip to Hinckley.



Left: This super-chromed Thunderbird attracted a lot of attention. Owner Lionel Smith's interpretation of a 1960's Cafe Racer, it has been owned from new and gradually modified with Ace bars, fork gaiters, rear-sets, chrome tank, lowered leather saddle, alloy mudguards and a flyscreen. Other modifications include a traditional Triumph tank grille, loud 'silencers', larger inlet manifolds, traditional rear light and number plate, black finished barrels and many extra stainless steel parts. The bike is well used and has covered trips to France, Spain, Portugal and Ireland.

Right: These very special 'tigerskin' bodyparts were created by Triumph's paintshop as a demonstration for the RAT factory open day a couple of years ago. They were raffled off at the end of the day and Clive Chisnall from Cardiff was the lucky winner. Then he had to buy a Tiger to fit them to! The result is a guaranteed head-turner, particularly when parked outside its spiritual home at Bristol Zoo!





Welsh History

Maker

The late Malcolm Uphill made history when he rode a Triumph Bonneville to the first 100mph Isle of Man TT lap on a production machine.

Jim Reynolds recounts the achievement of a quiet man who let his results speak for themselves.

THE brand new Bonneville has been acclaimed all over the world, a traditional British parallel twin for the 21st century. It's a model that recalls the greatest legend of the old Triumph company - the fastest production bike in the world in the early Sixties, the classic hooligan's tool.

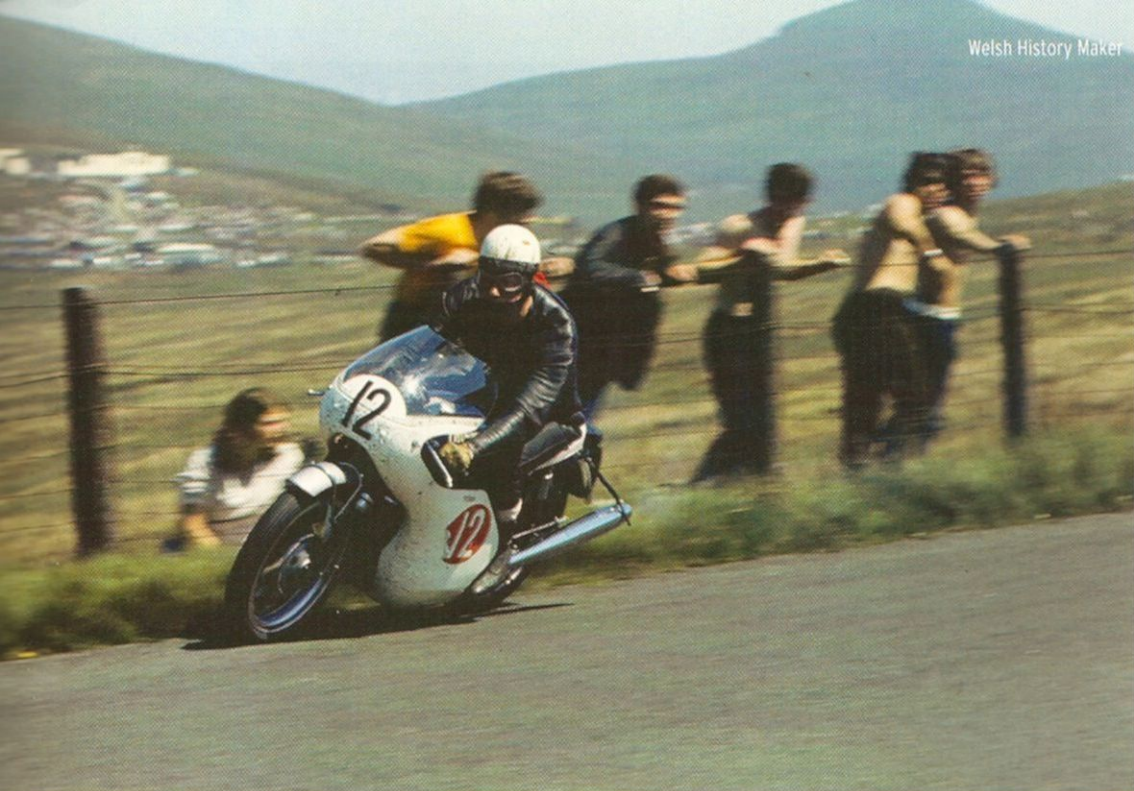
And a bike that made history in the Isle of

Man TT, with the very first 100mph lap by a production machine. It happened in 1969, when the old Meriden factory was a major force in racing.

The Production TT was launched in 1967 when a Bonneville ridden by John Hartle won the 750cc class at 97mph. No such luck in 1968, when Hartle's 650cc pushrod twin broke its crankshaft and the best Triumph finisher was a little known Welshman, brought into the team at the suggestion of chief factory tester Percy Tait.

He was Malcolm Uphill, who nursed his bike home even though the clutch withdrawal mechanism had packed up.

"It was widely recognised that you couldn't ride that old four-speed Bonneville without the clutch," recalls Norman Hyde, who worked in the Experimental Department under legendary development engineer Doug Hele. But nobody



Left: Uphill's neat style was perfect for the Isle of Man.

told Mr Uphill about the impossible and he didn't want to let the side down on his first ride for the country's leading factory.

He kept going, including a lap at 98mph, and finished fifth, the only Triumph in the top six. "I remember the works mechanic Arthur Jakeman saying to me: "You've saved our bacon'," he recalled. "I suppose that's why they gave me the ride for 1969."

Uphill was a good choice for the TT, with a double win in the Manx Grand Prix to his credit and a Shell 500cc British Championship on short circuits. He was tough, far harder than his quiet manner suggested.

On the final weekend of that championship series he fell off at the Croft circuit and the medics did their best to bandage and plaster the damage. At Cadwell Park on Sunday he finished fifth in the final race to take the crown back to South Wales. "His back was a terrible mess," said a racing friend. "I don't know how he managed to ride like that."

He was mechanically sympathetic too, learning about bikes when he took his adoptive father's 250cc BSA apart while the old chap was asleep before riding off to do a night shift at the mine.

The innocent young Malcolm took the timing cover off and the camshaft fell out! He managed to get it all back together in time, calling on a neighbour to help get the timing right.

When his wages as an engineer at British Railways allowed, he went racing and quickly learned to build his own engines. It took him some time to realise that a local dealer who offered to sponsor him was buying Manx Norton engines, getting Malcolm to rebuild them at home in the evenings ('It's a spare motor for the bike', was the explanation) and

then advertising them for sale as 'ex Malcolm Uphill'.

For the 1969 Production TT Malcolm and Rod Gould were the favourites, Gould replacing the injured factory star Percy Tait and Steve Jolly making up the number one team on the 650cc Bonneville in their final season as the factory's chosen bike for proddie events.

Next year the new Trident Three would take over but it was too new to race seriously in '69. Malcolm's mechanic was Jack Shemans, a veteran of the Triumph factory who Doug Hele described as 'the best engine fitter I ever knew'.

Shemans was another quiet man, who spoke only after he'd considered the question carefully; his dad had ridden for the factory in the TT in the 1920s and Jack was a Triumph man to the heart. Jack and Malcolm hit it off, Malcolm recognising a man who could prepare a bike to be both quick and reliable, while Jack knew that Malcolm was a thinker who'd use a good bike wisely and not thrash it beyond what was needed to win.

"Easy on the bike and such a nice, polite chap," he said of his rider. "Easy to get along with."

And Malcolm needed to win that race. Negotiating a fee to ride the bike had been a frustrating process and he'd been close to walking out when he made a final offer: "You pay me £300 if I win, £200 if I'm second or £100 if I'm third. If I'm not in the top three, you owe me nothing."

So that was the deal. Except that Doug Hele, another of the quiet, straight talking breed who got things done, promised Malcolm that if he won he could keep the bike.

Malcolm's practice form confirmed him as a



Above: Uphill's quiet manner hid a tough determination.

favourite with the possibility of the first 100mph lap by a production bike. But he'd been hampered by the ignition cut-out button working loose and causing an occasional misfire, so he sat down to talk strategy with Jack Shemans and sort matters out.

"I told Jack 'I want you to go through the bike from front to back and make sure everything's tight. I don't want to lose the race because some silly little thing falls off'." Shemans worked late that night, checking every nut, bolt, wire and clip.

The long stroke twin could be revved to 7500 rpm, with another 500 rpm available if the pressure was really on, but Uphill had opted for a higher top gear than his team-mates in practice and wasn't getting the rev counter needle anywhere near the red zone. He knew that the Bonnie would break its crank if you revved it too hard.

Waiting for the start, he was dismayed to have a microphone from a film unit stuck under his nose and the commentator ask if he was going to lap at 100 mph. "I told him I didn't bloody care about any 100 mph lap and it didn't matter if I only averaged 50mph, all I wanted to do was win," he recalled years later when we discussed the race. He was far too much of a realist to be a PR man's dream.

On the first lap, Malcolm took the engine of MAC 222E to its 7500 safe limit and no more, passing the grandstand 18 seconds ahead of team-mate Gould and averaging 100.09 mph from a standing start.

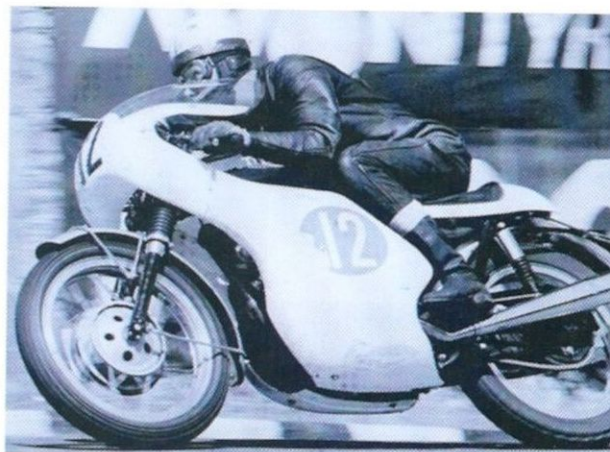
That was the first 100 mph production bike lap of the most demanding circuit in the world, 37.7 miles long, climbing close to the top of Snaefell mountain and largely lined with stone walls that are absolutely unforgiving if a rider makes a mistake.

On the second lap he eased off slightly, keeping the revs down to 7200 but still lifting the lap record to 100.39 mph. Behind him, Rod Gould's bike clonked to an abrupt halt when its crankshaft broke.

Look at the first lap speeds through the speed trap at The Highlander and you can see who was riding to preserve his machine: Gould was clocked at 140.1 mph and Uphill, pulling his higher gear to rev slower, hit 134.6. No wonder that overworked crank let go!

Slower still on the third and final lap, Malcolm brought the Bonneville home to an historic win with a race average of 99.99 mph. Paul Smart was 30 seconds behind on a Norton Commando and Triumph tester Daryl Pendlebury brought another Bonnie home third.

At the end of the season, Malcolm went to a



Above: History in the making. Uphill & Bonneville at the TT.

reception at the factory when he was officially presented with a portable radio to commemorate his ride. Then he met Doug Hele in the corridor, who reminded him that he'd been promised the bike.

Malcolm took the bike to Northern Ireland for the North West 200 races early in the 1970 season where the great Percy Tait was entered in the production event on the new Trident.

"I geared the bike right up in practice and just sat in Percy's slipstream in the race. He was really going, thinking my bike would break its crank if I revved it too hard keeping up with the triple. He didn't know that I'd put it on a much higher gear.

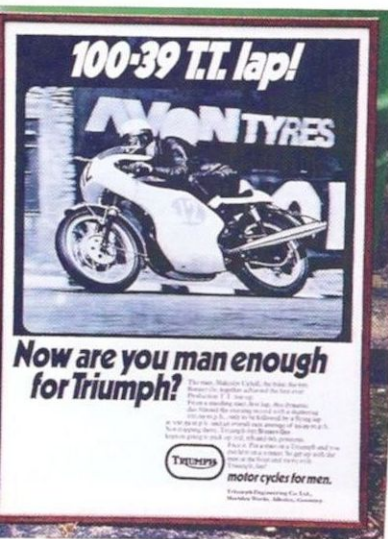
"I got past him on the last lap because the Bonneville was much lighter and stopped better, and won the race."

Malcolm sold the Bonneville after an ill-handling 500 Suzuki threw him off in the Ulster Grand Prix and his leg was broken so badly that he didn't work for more than a year. Bills had to be paid, he certainly wasn't earning as an injured racer, so the bike had to go.

Years later, when he'd built up his roller-shutter repair business, he put out feelers about buying the old bike back and the Meriden Experimental Shop foreman, Les Williams, found it for him.

He rebuilt it, rode it in the TT Classic Lap in 1982, and kept it carefully under lock and key. Then the exposure to asbestos during his railway apprenticeship caught up with him and he succumbed to asbestosis in 1999.

That historic Bonneville, MAC 222E, now lives in the National Motorcycle Museum, where the knowing bike public can look at it and wonder. 68bhp, five speed gearbox, drum brakes, thin tyres, and the man lapped the TT course at 100 mph. The Bonneville has a habit of breeding heroes.



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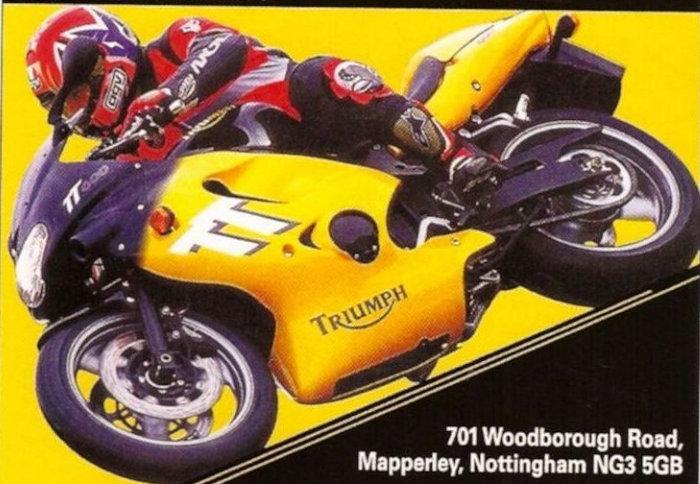
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and you can enter the draw for one of two top of the range Triumph watches.

There will also be some early details of next year's events if you want to start making plans early, plus the chance to meet new UK RAT co-ordinator Simon Carter.

Home Run 2001

Over 1000 members basked in glorious sunshine at this year's 'Home Run' factory open day on July 1.

As well as the chance to look around the new Triumph factory facility, members were entertained by French stunt king Frederic Desbouchages who made light work of destroying seven rear tyres during his act. He even persuaded some brave volunteers from the crowd to find out from the pillion seat how it feels to pull wheelies and stoppies on a Speed Triple!

Just as amazing were the antics of the two-man mountain bike stunt team, who pulled tricks including balancing on the rear wheel on a 12 foot high gantry before jumping off and landing on a Coke can!

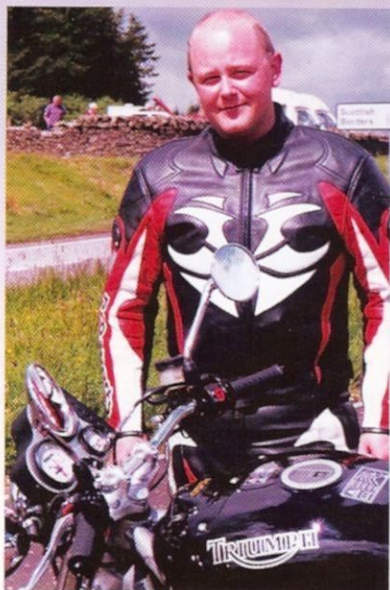
After running this format for a couple



Over 1000 members visited the new Triumph factory at this year's Home Run.

of years we are looking to refresh the Home Run with a complete change of style next season. What do you want to see? Write to RAT, PO Box 83, Hinckley, Leics, LE10 3ZP and let us know.

Up front



enjoyed the mix of fine roads and scenery during an often wet,

What a way to start off as the new UK Co-ordinator! My first official day with Triumph saw me pick up a TT600 from Hinckley, ride to the Champagne region of France, suffer a puncture and enjoy a glass (or two) of quality champagne!

Luckily I had been forewarned of what to expect on a Raid during the Borders Raid in early June. A mixture of new and regular members

but highly enjoyable weekend. The entire current Hinckley range was represented over the weekend, allowing people to ride at their own pace with fellow riders on similar class machinery. From Bonneville to Daytona, every rider and pillion, left with a smile on his or her face.

There is one final chance to experience an UK Raid this season, at the Lands End Raid between October 12 - 14. Places are now extremely limited so pre-booking is vital if you want to enjoy great roads, and good company.

The route on Saturday will follow the coast, followed by a banquet on the Saturday evening. Sunday will see us head out of the county via the Eden Project, ending up in Exeter for a farewell drink.

The planning of next year's calendar of events is now in full swing and RAT members can look forward to some incredible weekends away. There will be something for everyone in the 2002 schedule - reserve your places early!

If you can't make Cornwall, see you out there next year!

Simon Carter

UK Co-ordinator, Riders Association of Triumph.

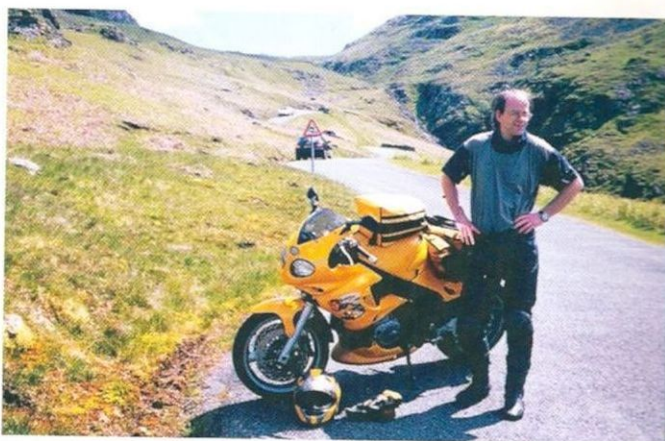
Border Raiders

Typical northern weather of heavy rain followed by glorious sunshine just added to the atmosphere of the region's dramatic scenery as June's 'Border Raid' saw members visit the wonderful English-Scottish borderland in June.

Members Brian Goldsmith and Pete Harris devised a mind blowing route covering southern Scotland & Northumbria on the Saturday and the Lake District on Sunday.

Based in Carlisle, both days rides attracted a number of local members as well as the group who came for the full weekend. Highlights included a glorious ride to Carter Bar on the border itself on Saturday and a crossing of the fearsome Hardknott Pass on Sunday.

A wonderful weekend's riding complemented by the usual relaxed Raid atmosphere.



Right: Raid regulars Danny Mountain and Peter Harris deep in the Cumbrian countryside.



Below: Carter Bar is an obligatory photo stop

Below left: Two Wheels of Edinburgh's Neil Danskin takes a breather after crossing Hardknott Pass.



Champagne style

British members made up almost half of the 40 strong party who took part in the memorable Champagne Raid weekend in July.

Not only did the rides take us to some lesser known parts of the famous region, but with excellent dinners on both nights of the event being held at the hotel that was the base for the weekend, members were able to sample ample quantities of the famous local product once the bikes were safely parked up.

New French RAT Co-ordinator Bertrand Goyez devised two sinuous routes through different parts of the vineyards each day, coping admirably with disruption to his planned route caused by heavy rain over the Friday night and Saturday morning.



Sunny lunchtime in Hautvillers.

Luckily the skies cleared in time for lunch to be taken outside in the pretty village of Hautvillers.

The ride culminated in a visit to a small family run champagne house, where members were treated to a

tour of the cellars before being given the opportunity to sample the product.

Saturday's seven course dinner dance was a riotous affair as more and more champagne 'livened up' certain members (including one who insisted on replacing his ear stud with new dangling ear decoration made up from champagne cork wires - and yes, he did push the wires through the holes! We will let Glenn Bonner remain nameless).

Belgian member Mark Chatel took away a Triumph watch after being unanimously voted the most enthusiastic dancer by all members.



Happy smiley people after visiting a family run champagne house.

The hardest members stayed right to the end, only going to bed when the superb band finally packed up at 3am.

Sunday morning's ride was a relaxed affair ending with a lunch stop before the group headed for home in various directions.

Those of you who have never taken part in a RAT Raid do not know what you are missing! Friendly people, superb roads, magical food and excellent company. Make an early New Year resolution to attend a foreign RAT event in 2002!

Coming up . . .

Lands End Raid

October 12 - 14

Be quick if you want to come on the final UK RAT event of the season. The fabulous cliff top Lands End Hotel will be taken over by RAT members for our Lands End Raid between October 12-14 and there is very little space left.



The beauty of the Cornish Coastline.

With its famous location, the hotel commands dramatic views across the Atlantic and over to the Longships lighthouse and guarantees a very special atmosphere.

Getting things underway, we'll start with a welcome buffet on Friday night. Saturday will see us trace the rugged Cornish coastline before returning to Lands End and our Lands End Raid Party.



Eden awaits - View from the Visitors Centre.

On Sunday we'll have a leisurely breakfast before setting off across the mythical Cornish countryside, with a stop at the awe-inspiring Eden Project. We have negotiated free entrance to the visitors centre at the project. Anyone wishing to go into the Biomes can do so at a special entry fee of £7.50 per person. This offer is valid only for this day, 14 October 2001, and for those taking part in the Raid only.

The ride will finish in Exeter, a suitable end point for members to start their journeys home and bid a sad farewell to the 2001 calendar.

Tickets for this final 2001 event are £25 per person and include the welcome buffet on Friday night and dinner at Saturday's Raid Party. 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, but 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 each morning.

Accommodation:

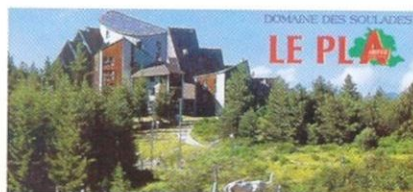
A special rate of £35 per person, per night including full English breakfast has been arranged with the Lands End Hotel. Call 01736 871844 to book, quoting Triumph. Please be aware a £30 per room deposit will be required when you book. If you wish to camp, or arrange alternative accommodation, contact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

Pyrenees Raid, France

September 29-30

Organised by Herve Descamps' experienced team from the Technic Moto pack in Nimes who have already run the Mountains of Provence Raid this season, this Raid takes in the Ariège region of the French Pyrenees.

The start is at Lezignan in the Corbieres region on Saturday morning with a choice of tourist, 'enthusiast' and treasure hunt routes taking the expected 90+ participants up into the mountains for an overnight stop at the Domaine des Soulaides at Pla. Facilities at the Domaine include a heated swimming pool, closed parking and individual gite accommodation.



Saturday's Raid Party will include local specialities on the menu and music. And be assured that Herve's events are always lively and a superb weekend is guaranteed!

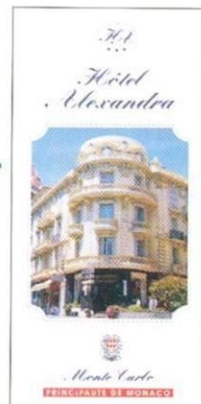
Entry costs 400FF (£40) per person including dinner and accommodation on the Saturday night and brunch on Sunday. To enter contact Herve Descamps on +33 6 03 34 48 46 (email herve.hdp@wanadoo.fr).

Monte Carlo Raid, Monaco

October 12-14

A really stylish way to end the season! The event is based at the three star Hotel Alexandra in the heart of Monte Carlo and promises superb riding as well as excellent food and entertainment on Friday and Saturday nights.

Starting with welcome dinner in a



restaurant in Monte Carlo on Friday evening we will continue with a ride in the Alpes-Maritime on Saturday, using the famous 'Route Napoleon' to climb to Digne for lunch. The afternoon's route arrives back in Monaco along the equally famous Corniche de la Riviera.

A Brazilian Carnival cabaret-dinner on Saturday evening is sure to be a memorable and probably late, so we have a gentle programme for Sunday!

Those who want more riding can take part in a short run



Local members Claude Bogliolo and Gabrelle Grassi are waiting to welcome you on the Monte Carlo Raid.

through the mountains behind Monaco, while those who want to spend some time in the principality can do some sightseeing or shopping before we all meet up for a farewell cocktail in a bar alongside the port.

An all-inclusive package has been put together at a very special price for this event. Just £130 per person includes two nights with breakfast in a three star hotel, dinner Friday evening, lunch on Saturday, dinner with cabaret on Saturday evening and farewell cocktail on Sunday. Not only a great event, but great value!

To enter, send a cheque made payable to 'RAT' to Bertrand Goyez, RAT, 19 Bd Georges Bidault, Croissy Beaubourg, 77437 Marne la Vallee, France (+33 1.64.62.38.83, email: goyez@triumph.co.uk).

Black Forest Raid, Germany

October 12-14

Busy weekend this! You can also choose to close the season in Germany's stunning Black Forest region. We are basing this raid in the town of Oberwolfach, with live music at Friday's welcome dinner and a BBQ on Saturday night.

Needless the say, the riding will be great, the company excellent and the welcome warm.

Entry is just £46 including two night's bed and breakfast accommodation as well as dinner on Friday and Saturday evenings.

To enter, send a cheque made payable to 'RAT' to Ruediger Buck, RAT, 19 Bd Georges Bidault, Croissy Beaubourg, 77437 Marne la Vallee, France (+33 1.64.62.38.83, ruediger.buck@triumph.co.uk).

Around the packs

Canterbury - Robinsons

The Robinson pack continues to offer its members a varied and exciting programme. There are still a few events left for this season including:

- October 7: Robinson's RAT run.
 - October 9: Club meeting
 - November 13: Club Meeting
 - December 11: Club Meeting
 - December 15: Xmas dinner & Social, at the Share and Coulter Pub.
- Contact Mike Robinson on 01227 766267; Tony Watkins on 01227 760648 or visit the club website on www.robinsonrats.co.uk for all the latest news.

Chippenham - Taylor Racing

Fifteen bikes made it up to the Home Run in July - the pack even managed to accumulate some additional riders en route! If you're quick, there will still be time to attend their final event of the season, the Wiltshire camping weekend. This is being run in conjunction with Taylors Motorcycles in Taunton.

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.

Contact Pack Leaders Pete or Steve on 01249 657575.

Croydon - Carl Rosner

A mixture of 12 bikes made the recent Glastonbury and Cheddar Gorge Run on July 22.

Pack leader Ian Norman remarked, "Although not all of the bikes were Triumphs, the solitary breakdown we suffered on the run was from a Japanese machine. Let's hope that they have now learnt their lesson!"

For details of the monthly meeting and the latest update of the winter calendar of events contact Ian Norman on 01483 423238 or e-mail: iannorman1@aol.com

Edinburgh - Two Wheels

Pack leader Neil Danskin continues to offer a varied calendar of events for the rest of the season. Final events of the year include:

- September 22 - 26: Road to the Isles Tour. A five-day tour with Highland Ride. 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.

Hinckley - Windy Corner

Windy Corner pack meets on the first Wednesday of each month at MIRA social club, on the A5 near Nuneaton. The

Chairman of MIRA joined the club at a recent meeting and delivered a fascinating insight to the test facility and his own passion - hill climbing. Remaining events for the season include:

3 October: Evening with motorcycle journalist Jim Reynolds. MIRA 7.30pm.

7 November: Curry Night.

5 December: Windy Corner RAT members Christmas party. MIRA 7.30pm

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

Leeds - Eddy's Motorcycles

Seventeen members enjoyed a memorable Yorkshire Camping weekend over July 21/22.



Yorkshire Camping Weekend - July 21/22

Saturday night saw a 'famous meal' in the White Horse Inn Hotel in Rosedale, accompanied by an ample supply of the local "Old Sheep" beer. Sunday saw the group take in a glorious camera free route. Being buzzed by a pair of dogfighting Spitfire and Hurricane aeroplanes from nearby Sherbourne Aero Club, was a glorious sight. Miss the next Yorkshire Camping Weekend at your peril!

26 Dec: Mallory Park Christmas Pudding Races. Contact Danny Mountain 01302 700818.

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

Lincoln - Webbs

The group holds their meetings on the third of every month, regardless of the day. Upcoming events for the rest of the year:

Wed Oct 3: Royal Oak, Aurborn, Lincoln at 8p.m.

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

London - Boyer Racing

Boyer Racing has spread its wings across Europe this season, with several successful trips to the continent. Their runs typically start with a hearty breakfast at the Oakdene Café - a good enough reason in itself to attend one of their events! Colin is planning some events in October - give him a call or visit www.triumph-motorcycles.ltd.uk/rat.html for the latest news.

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

The club hold their monthly meetings on the 3rd Thursday of the month at the BathPool inn, Bridgewater Road, Taunton.

Rest or ride... you decide! Upcoming events:

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

11 November: International Motorcycle Show NEC Coach, videos and good company, leaving Chip Lane Taunton at 07:30,

Contact Sales Manager Simon on 01823 282321 or Rat pack co-ordinator Robin Salmons: rgsalmons@hotmail.com.

Telford - Wylie and Holland

Ten Triumphs made the "Bound Not to Rain run to North Wales" on July 15. Despite losing three members in the mountains, the pack enjoyed a dry day on the fantastic roads of North Wales. Pack Co-ordinator Richard Stilwell is already planning next year's events - including a week in southern Ireland. Join one of their monthly meetings for more information.



Sunshine in Wales

16 September: Lost and Clueless in Wales Run. Meet at Wylie & Hollands at 08.30, the Foot Stop at Bridgenorth at 08.30 or Harry Tuffins at Churchstoke 09.15. The aim of the run is to take a load of clues and get lost in Wales!

2 October: Monthly meeting at The Gate in Bratton, Telford. Meet around 19.45.

6 November: Monthly meeting at The Gate in Bratton, Telford. Meet around 19.45.

4 December: Monthly meeting at The Gate in Bratton, Telford. Meet around 19.45

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

OnYer Triumph have enjoyed a busy season, including their first successful run to France with seven bikes making the trip. Pack leader John Ponting commented: "One of the best parts of biking in France is the road side cafes that can make a simple 100 mile journey last 3 hours; the staff are at the cafe, the coffee is excellent and it would be rude not to stop and try as many as you can!" Other highlights of the trip included the local Gendarmarie offering to look after the bikes overnight, but on the understanding that there would be some extra miles on them the following morning!



Raring to go.

Remaining events of the season include:

8 October: Pack Evening. 8.00pm at the Coach and Horses, Newgate Street.

14 October: Triumph Pack 'Lunch Run'. 11.00am from the Little Chef, The Noke, Chiswell Green.

11 November: Pack meeting. 12.30pm at The Coach and Horses, Newgate Street

18 November: 'Half Day' Run. 11.00am at The Little Chef, The Noke, Chiswell Green.

9 December: Pack Meeting. 12.30 pm at The Coach and Horses, Newgate Street.

16 December: 'Early Christmas' Run. 11.00am at The Little Chef, The Noke, Chiswell Green.

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

Wimborne - Three Cross

This pack continues to meet on the last Wednesday of the month at The Elm Tree pub in Hightown, Ringwood. 28 people invaded the North Coast of France on the "Normandy Beaches Weekend", which according to Pack Co-ordinator Nigel Baker led to the local newspaper leading with the headline "Town invaded by Rats"



Rats resting during the 'invasion'.

There is still time to join in on the big Three Cross Premier event of the season.

30 September - 7 October: "Dordogne". The annual event. Contact Nigel on 01258 830091.

Please confirm details with the organisers before travelling.

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**Around the World
Denmark**

Lystrup - Vagn Jensen Motorcykler

The Danish RAT Pack has started well, with their first run in June in Fyn. After mixed weather conditions on Saturday, Sunday was fine for the finish near Lillebaelt near Kolding.

Coming up:

September 29-30: Tour de Sjælland. Look aside the capital and discover the secrets of the biggest Danish island.

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

Finland

Helsinki

Close to the end of their first RAT-season, the pack hold their meetings regularly at Kahvila Roosa. Next dates for

this year before the long finish winter are:

September 4 at Kahvila Roosa, 6pm

September 21 at Kahvila Roosa, 6pm

Contact Pekka Partanen on puuppapekka@hotmail.com

Greece

Serres RAT Raid, June 2-3

Starting with a big 'thank you' to all participants, we would like to emphasize the importance of receiving a 'big' response when organising 'big' events.

The welcome point was picturesque Lake Kerkini in Northern Greece, near Serres. The quiet and romantic scenery ensured everyone spent an exquisite weekend with Triumphs and RAT.



Philip and Alex from the Triumph Greece workshop, took care of the bikes through the whole day.

On Saturday morning MOTOPARK S.A. organised test rides at the Serres circuit. The queue created in front of the reception's desk was a very long one but everyone had at least two rides.

While most of the guests were riding around the circuit, there was a very well organised tour around the lake with boats and



canoes, mountain bikes, four wheel drive jeeps and horseback riding.

The Raid Party started with cocktails served by SMIRNOFF, specially made for the evening. The choices offered were named after Triumph models and were called Smirnoff Bonneville, Smirnoff Daytona, Smirnoff Tiger etc. All guests enjoyed the bartender's skills and welcomed the idea of a fresh drink before dinner.



The local dishes were delicious - we can arrange for recipes to be published and sent upon request! Genuine Greek 'Triumph' red and white wine, accompanied our dinner and the rest of the evening.

On Sunday morning, all riders took part in a varied road book ride that included all kinds of terrain, including medium speed turns with circuit traction, planetarium visibility and National Geographic background! We ended up at a tavern inside a forest, with great food and perfect surroundings for a relaxed afternoon.



The evening's action moved to the 'COLOR' club where, again with the valuable contribution of SMIRNOFF, all our guests were invited for a drink. The farewell party lasted until the early morning hours. After all, no one had to wake up early in the next morning!

At the risk of repeating myself, I would like to thank everyone who took part in this event as well as all MOTOPARK staff for their huge contribution, and the No 1 Premium International Vodka, SMIRNOFF.

Hope to see you all (and many more) next year!
Chrysanthi Scordou, RAT Co-ordinator Greece.

Netherlands

Hairpins in Holland

With members from England, Holland and Belgium, the Maas Raid in June was a good restart for RAT in Holland. The warm hospitality of the Hotel Asteria in Venray was the framework for this event.



Have you ever been on a twisty dike road?

The Saturday saw the riders on tour southbound to the Drielandenpunt (Three Countries Point) where Holland, Belgium and Germany meet up. With a beautiful scenery and twisty roads which none of the participants expected in Holland, everyone had his fun with two wheels and a triple engine.



Triple invasion in Holland

The Sunday route took us to the twisty roads alongside the Rhine and the Maas.
Ruediger Buck

New Zealand

RAT action in NZ is really getting underway. Following on from the successful debut raids at Taupo in February and Rotorua in July, national co-ordinator Raewynne Gardiner has three more raids lined up, starting in December with the New Plymouth Raid on December 1-2.



In addition to the existing Auckland Pack and the new Wellington Pack another new group has been set up on the South Island at Christchurch.





Pack leader is Jason Todd. He can be contacted on 03 3544 390 or 021 259 3613. Jason plans monthly rides, starting on September 1. They will be held on the first Sunday of each month, meeting at Merival McCafe at 9.30am.

The Rotorua Raid in July attracted 53 people. The highlight was a North versus South luge race, with two teams from each region. The North emerged as winners after some spectacular crashes, Steve Elgar proudly sports a 'Luge King' t-shirt for the rest of the event. Equally spectacular was the Latin/Rock 'n Roll dance demo by Wendy and Joe - a truly talented group!

Coming up:

- October 7: Christchurch Pack Run
- October 7: Auckland Pack Run
- November 4: Christchurch Pack Run
- November 4: Auckland Pack Run
- December 2: Christchurch Pack Run
- December 1-2: New Plymouth Raid and Christmas Party
- February 2001: Nelson Raid
- November 2002: Omapere Raid

Norway

Oslo

Brand new on the pack list are the guys from the Viking RAT Pack in Norway.

Set up a few weeks ago, they are planning some events for the next year. If you want to know more, get in contact with Bjorn-Arild Woll, +47 4023 1980 goddess@aktivum.com .

Sweden

Fourteen members from four different countries joined the first Swedish West Coast Raid in July. Run along the coast north of Göteborg, the hot summer weather on Friday and Saturday allowed everyone to enjoy the great roads to the full - up and down, left and right - Triumph riding at its best.

With the Saturday evening dinner and the prize draw good

contacts were made with other RATs in Scandinavia and England. Next year will bring a more developed programme for Scandinavia with even more RAT Raids and runs.

See our homepage and the next Torque issues.

Ruediger Buck



Members in North America and French and German speaking regions have their own editions of Torque. Contact the relevant regional co-ordinator for information about any activities in their area.

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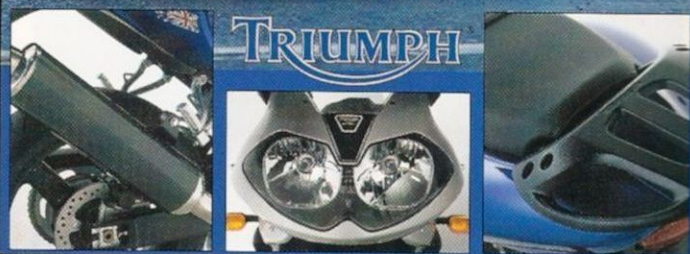
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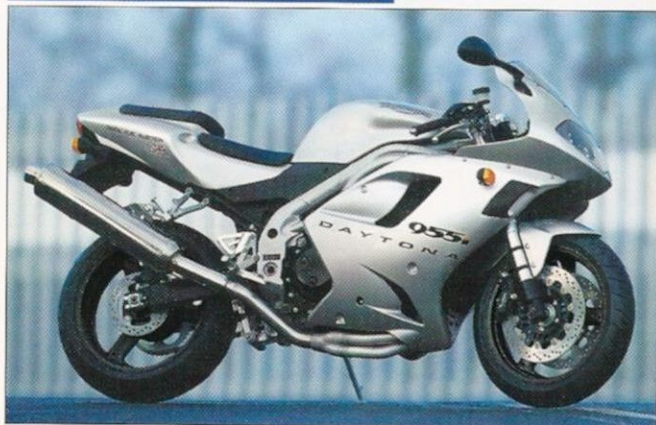
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- Ulm/Lehr. Hotel Engel. +49 (0)731 140 40 400.
- Morstadt. Winzerhotel 'Zum Saalbau'. 10% discount, +49 (0)6247 377.

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.

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.

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

Insurance

- Save a massive 15% on insurance in the UK with the Triumph Rider Insurance scheme. Other benefits include no claims discounts, security discounts, optional low mileage discount, personal accident cover and free Green Card cover and ball bonds for European travel. Call 0870 241 1676 for a free, no obligation quotation.

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

Touring

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

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

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

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

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



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



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

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 and Stranraer-Belfast routes. 20% off published brochure fares on Irish

routes, special fares on Harwich-Holland route. +44 (0)1255 242000 stating account number BC047. For Irish routes call 08705 204402, also quoting reduction code RAT. Discounts are subject to availability.

- 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.

Letters

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



▲ Tiger riders

A Tiger's playground! This dual purpose bike allows the riders to explore where not just anyone can roam. If you want proof, just look at this picture of our group of Tiger riders on the eastern Front Range of the Colorado Rocky Mountains at 9,250 feet above sea level.

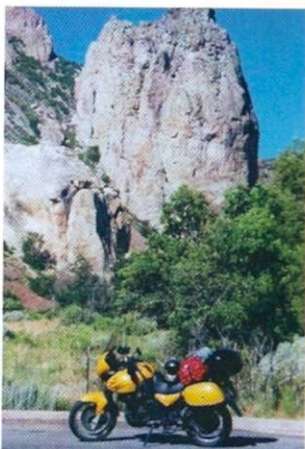
Steve Bartley, Divide, Colorado, USA

► The Long Haul!

I packed everything needed for the 6000 mile journey that I departed for in June. I rode the 'Blue Highways' from Illinois through the spectacular Western scenery with my destination set on Mt St Helens located in the Pacific Northwest.

This was a great and educational trip. Needless to say, the Tiger performed flawlessly.

Larry Allen Fink, Allon, Illinois, USA



Flawless performance from Illinois to Mount St Helens - a round trip of 6000 miles.



Dave Howe's first bike was this 1946 ex-army 350 Triumph. Today he rides an RS.

▲ Reflecting back in time

In the previous issue of Torque, the Nostalgia article 'War & Peace' prompted me to dig through my old photo albums. This was my first bike, a 1946 ex-military 350 O.H.V. Fifty-five years later I'm now riding a Triumph RS. What a contrast but it still gives the same thrill when getting aboard.

Dave Howe, Milton Keynes, England



A classic highland habitat for Gordon Mackay's much-loved Legend.

▲ Born again

A good friend informed me that there was a new Triumph dealer in the ancient city of Perth, about 19 miles away from where I live. As I nonchalantly strolled through the shop's open doorway I couldn't help but spot a highly polished and chrome-plated Triumph. I'd swear my heart missed more than a couple of beats.

I had never seen a nicer looking bike in a whole lot of years and its pedigree was decidedly unquestionable. I agreed to buy the Imperial Green Legend the very next day. The Triumph has won me over supreme. It is giving me a whole lot of fun and pleasure and a new lease of life too.

Gordon Mackay, Fife, Scotland

▼ No luggage problems!

In June of 2000, we bought our new Trophy 900 complete with a top box. For a small trip, that kind of space was enough, but for a true vacation you always seem to need more space.

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feel anything from the Freebird while in tow. Now we can go wherever we want without having a luggage problem. We are proud to have this Triumph combination!

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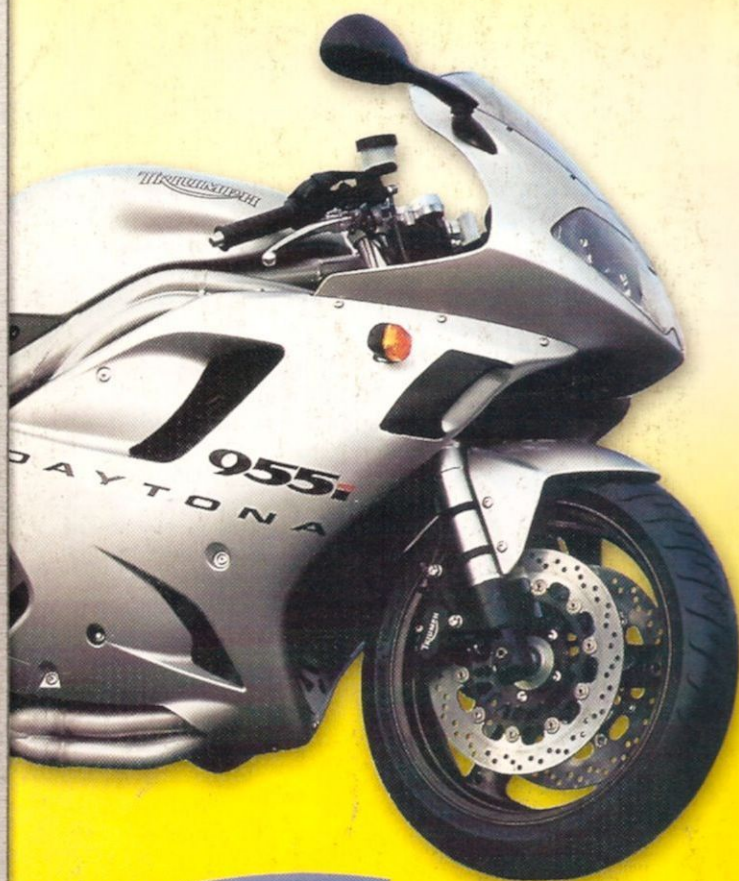
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