

TORQUE

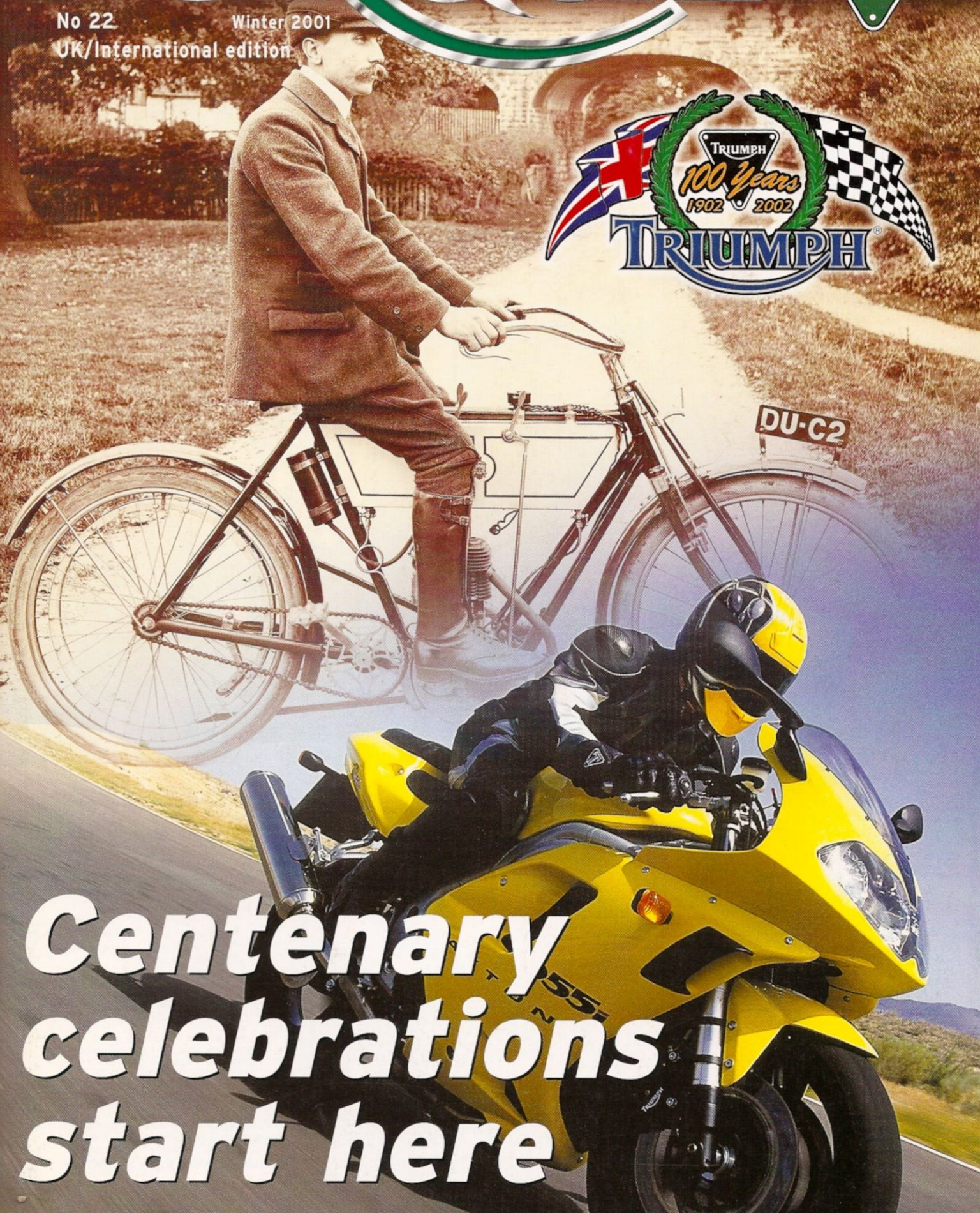
THE MAGAZINE OF THE RIDERS ASSOCIATION OF TRIUMPH



No 22

Winter 2001

UK/International edition



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celebrations
start here**



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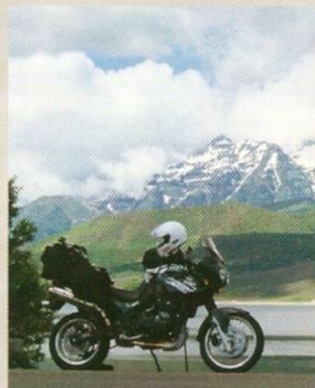
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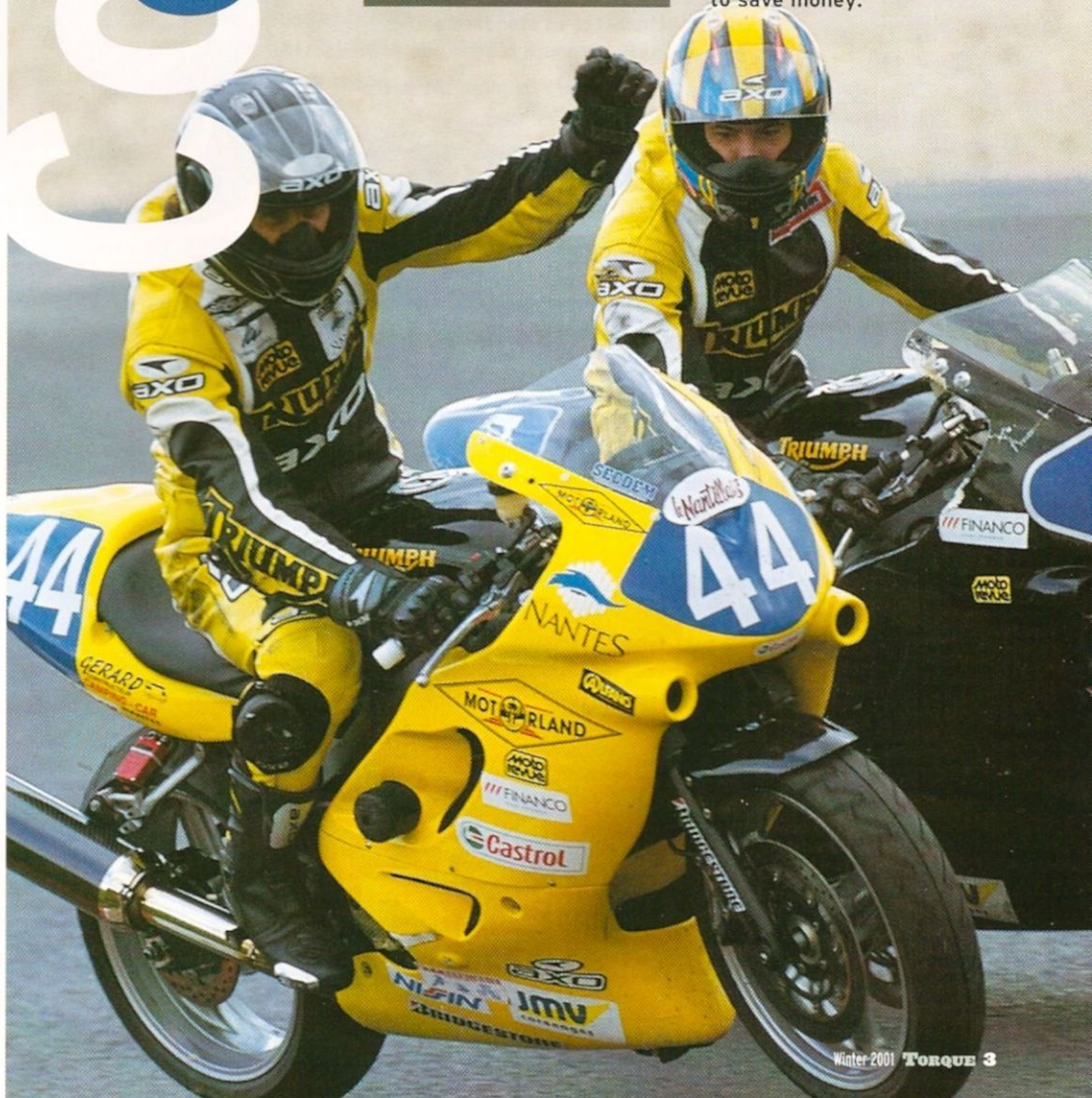
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Centenary celebrations



Celebrations to mark Triumph's centenary year got underway with the launch of the Centenary Edition Daytona and T100 Bonneville models at the Paris Show in late September.

The Aston Green Daytona has a real touch of class, with the famous Triumph single-sided swinging arm, carbon fibre detailing, seat hump as standard and deep lustrous paintwork.

The centenary Bonneville - titled the 'T100' - features the same technical specifications as the standard model, but has chrome crankcase covers, tachometer as standard and special Orange and Silver paintwork.

Both models feature the unique 'Centenary' logo on the petrol tank and are guaranteed to become collectors' items.

The Triumph bicycle company was established in London by German businessman Siegfried Bettmann in 1885 and moved to Coventry in 1888. It was not until 1902 however that a Belgian

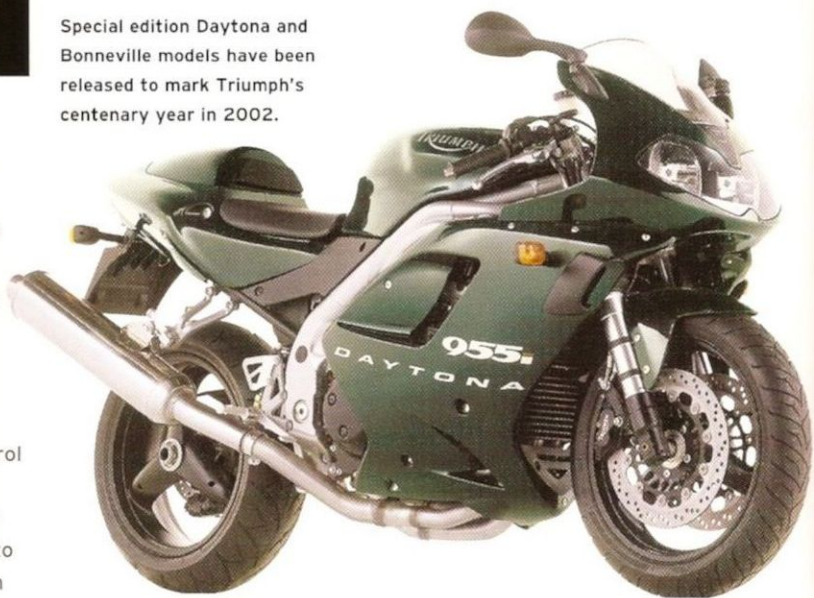
'Minerva' petrol engine was hung from the frame of a Triumph bicycle to create the first Triumph motorcycle.

Triumph motorcycle and car enthusiasts around the world will be celebrating this landmark event throughout 2002 with a wide range of meetings, rallies and parties.

Key amongst them will be the RAT Centenary 'Home Run' in England in June. The programme includes a choice of routes and a visit to the main Triumph factory before moving on to a prestigious location for celebrations that will go on into the night.

For full details see the 'RAT World' section of this edition of Torque.

Special edition Daytona and Bonneville models have been released to mark Triumph's centenary year in 2002.



Marking 100 years of Triumph

As well as motorcycles, a range of special edition clothing and memorabilia has been released to mark the Triumph Centenary. All feature the centenary logo and are available from Triumph dealers. Included in the range of Centenary products are T-shirts, a mug, caps and a Worldwide Limited Edition Centenary Jacket.





Fighting to the finish



Fights for the championship titles went right to the wire in the French and German Triumph racing series previewed at the start of the season.

In the French TT600 Cup the crunch came with a one-hour endurance race in the final round at Carole near Paris.

Throughout the season the series had been a three-way fight between Gerard Jolivet, Philippe Thomas and Alex Prigent, with teenager Tommy Gallet joining the battle as the season progressed. It was all down to the last race.

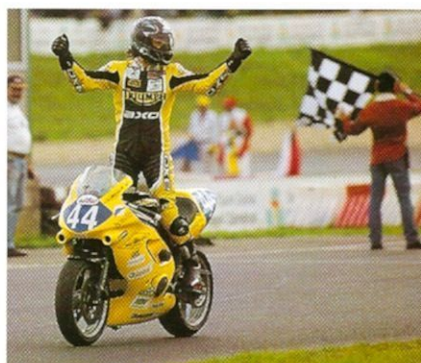
Thomas quickly ruled himself out of the action with a fall in the first turn, but as Jolivet cleared off at the head of the pack to win the race and the championship, Gallet and Prigent fought hard to stay in contention.

Gallet, the youngest man in the series, suffered the disappointment of losing too much time in the obligatory refuelling session however and slipped back to fifth in the race and fourth in the series as Prigent took advantage to take third place overall.

Thomas's points score from the earlier rounds was enough to give him second in the championship, despite his Carole crash.

In Germany, Daytona rider Stefan Druschel won the Bridgestone Triumph Challenge with a pair of safe fifth places in the final round at Oschersleben in October.

Achim Mitzscherling and Harald Kumpel (TT600s) took second and third places.



Right: Top three Jolivet (number 44), Thomas and Prigent fought out the French TT600 Cup series all the way to the final round.

Ride Now Pay Later!

L launched at the NEC show, UK buyers can benefit from a deferred payment scheme on selected models in the Triumph range. A competitive flat rate of 3.99% with a first payment deferment of four months means you can ride now but start paying in the new season.

Customers not wishing to take advantage of the deferred scheme may opt for the current 12 months interest free programme.

Both the above programmes will extend to 31st December 2001.

"We now have a finance programme to tailor every need. Simply see your nearest mainland Triumph dealer who will be pleased to provide a written quotation for both programmes," commented Bruno Tagliaferri, Triumph's UK Sales & Marketing Manager.

Piping tribute

Brabant Motors in Grave, Holland, found a special way to mark their open days in March. As well as the presence of the Triumph roadshow truck, they signed up the services of a piper to give a real 'British' feel to the event.

French roadshow driver Francois Velghe seems unsure whether pipe music is really to his taste.



Bike Thefts Down

The number of motorcycles being stolen has recently fallen for the first time in six years, despite increasing sales.

Whilst this is good news for all us, there is no room for complacency. Why not treat your bike to a Triumph approved alarm, disk or shackle lock this Christmas?

Full details are available in the 2002 accessories brochure or from your nearest authorised Triumph dealer.



Twin clocks for Bonneville

Bonneville owners now have the option of fitting a tachometer to their machine as a supplement to the standard single clock instrument panel.

The rev counter comes complete with a fitting kit including a mounting plate to accommodate both the speedometer and tacho and will produce the same finish as used on the T100 centenary model.

The original speedometer will be retained during the conversion in order to conserve the machine's odometer reading.

Angus the Brave

Not content with only setting the routes for the RAT Highland Raid, Trophy riding Aviemore resident Angus Duff made news of his own in early September with a large feature in the Scottish Daily Record.

What did Angus do to deserve this accolade? - He raced a train on his Trophy 1200! A group of 15 Scottish football supporters, including his boss, had set off on the 8.30 Inverness to London Express, en-route to Belgium to cheer on

Scotland in a World Cup qualifier. At 8.35 they realised they had left the tickets behind. One quick phone call to Angus was made for plea for his help. Setting off on his Trophy at 09:10 with the tickets, Angus needed to make it to the next stop, Edinburgh, prior to its 11.30 departure. Angus arrived, with tickets, some 20 minutes before the train, and saved the day for his jubilant friends. Although delighted with the performance of Angus and his Trophy, his boss was reported as saying "I'll be deducting 4 hours from his wages because he missed an important plumbing job!"

Proof if ever you needed it - a Triumph will always be better than a Train. Angus we salute you!



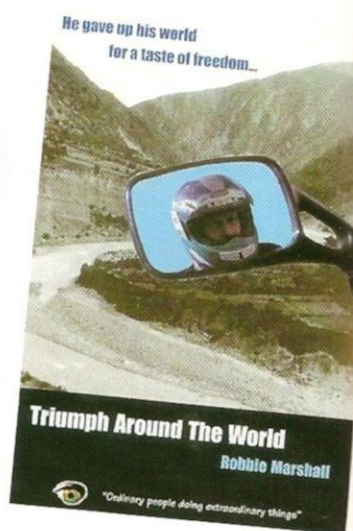
Robbie signs up

Round the World Adventurer Robbie Marshall is offering signed copies of his book 'Triumph Around the World' to RAT members.

The book is a vivid account of the Englishman's trials and tribulations as he battled his way around the world on an early model Trophy 1200, spending two years on the road to fulfil his ambition.

Copies are available at £9.99 or \$19.99 (including postage and packing). Just send a cheque (with a dedication if you wish) to Robbie at The Small House, 40A Sussex Square, Brighton, BN2 5AD, England.

The book is also available, unsigned, from most good book shops.



UK Dealer News

Eddy's on the Move

● Eddy Wright Motorcycles, is moving at the end of this year to new premises located on Burley Road in Leeds. Eddy's have been Hinckley Triumph dealers since 1991, and have retailed in excess of 1000 machines. The new dealership will be solus Triumph, and will have the full range of 2002 machines available. There will be a wide compliment of demonstrators available and even some Triumph courtesy bikes for service customers. Expected to open early in 2002, contact the team at Eddy's on 0113 2326665 for further information.

Knotts of Stratford - New Showroom launch

● Knotts officially launched their magnificent new showroom on 7th November 2001. The Stratford-Upon-Avon based dealer celebrated 60 years in the business, with a well attended open-evening to show off their new premises.

Contact them on 01789 205149 or via the web on www.knottsmotorcycles.co.uk for more details.

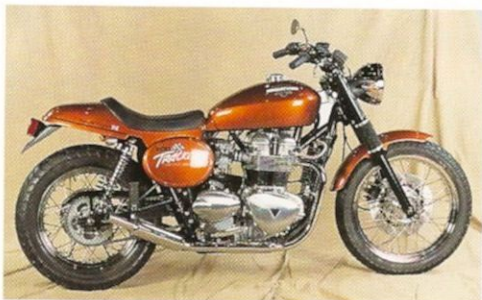
New Dealers

● BS - Stoke on Trent : 01782 813866

● ID Leisure - Peterborough: 01733 579555

Both dealers have the full range of bikes, accessories and clothing.

Bonneville variations



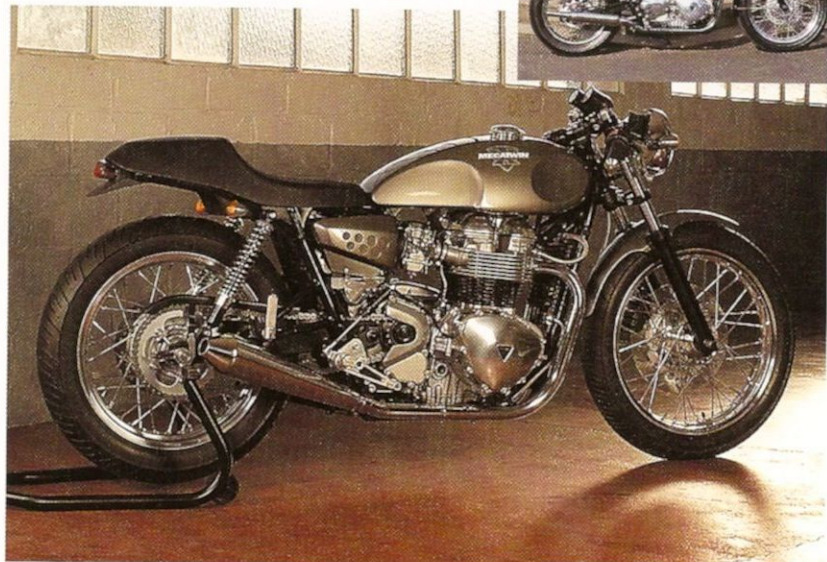
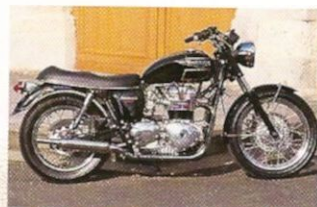
French Triumph specials builder Franck Depoisier of the Mecatwin company has created three variations on a Triumph Bonneville theme.

His first project, a classically styled black and gold machine, the 'Special' was unveiled at the Montlhery Coupe Moto Legende event in May, but he chose to wait until September's Paris Show to release details of his 'Tracker' flat-track inspired machine and his cafe racer style 'Racer'.

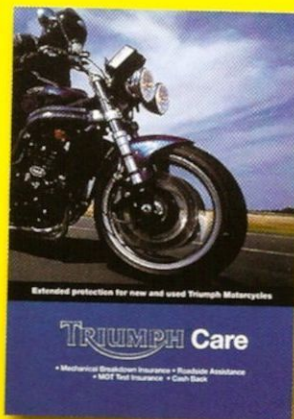
All three machines feature basic Bonneville

chassis and mechanicals complemented by a range of special parts.

Mecatwin can be contacted in France on +33 (0)2 3895 3637, special@mecatwin.com.



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Top of the

The European Race School chose Triumph TT600s as the ideal machine for its instructors.

Chris Pearson went to find out why.

Famous for its involvement with top racers like Pier-Francisco Chilli and Niall Mackenzie, the British-based European Superbike School takes pupils through six levels, from novice stage to full race readiness.

In fact, the main aim and final stage of the course is for the school to accompany the rider to an actual race meeting, assisting him through scrutineering, practice and eventually the race. Very serious stuff indeed.

It was therefore a sign of faith in the Triumph name that led school founder Tony Scott to choose the TT600 for his team of instructors. With no down time so far due to mechanical problems he has no reason to regret his decision.

Part of the Triumph design brief of the TT600 was for owners to be able to ride it to a track day and, without alterations, have a truly useful bike which is both fast and capable. Even so, it came as a big surprise to find that virtually no modifications or add-ons had been thought necessary by the school to make the bike ready for serious action.

The modifications made have been few and mainly cosmetic. For instance, a high level Quill



class





exhaust is fitted to aid ground clearance and super-sticky 120/70 ZR17 front and 180/55ZR17 rear Avon Azarro radials keep the wheels firmly planted on the circuit. Apart from that the school bikes are exactly the same as the over-the-counter TT available from your dealer. The footrests are already in a racing rear-set position and ground clearance of the standard machine is exceptional.

Handling modifications have been all but non-existent. Different linkages have been experimented with but the original settings have so far not been bettered.

The Nissin four-pot brakes up front have used the original fitment brake pads all year, the 310mm floating discs hauling up the 170kg TT600 with benchmark Triumph efficiency, while a single 220mm disc and a single piston caliper sit largely redundant at the rear. I often wonder how the Triumph designers have managed to produce fantastic market-leading braking systems using the same components as every other major manufacturer!

Likewise with the chassis. The ubiquitous alloy twin-beam frame could be from any of the major players, yet Triumph has assembled it in such a way as to be staggeringly better than the rest. The chassis and rear sub-frame weighs in at just 12.6 kg (27.8 lb) and use the engine as a structural member.

Having personally ridden all of the current crop of middleweights, the TT stands head and shoulders above the rest when it comes to the twisty bits - hence its suitability for the European Superbike School.

Power is provided by the 599cc dohc, in-line four cylinder engine with a compression ratio of 12.5:1 and a bore and stroke of 68mm x 41.3mm. The Nikasil-coated cylinders are crucial for high performance engines. Fuel and air is provided by electronic fuel injection with forced air induction controlled through a Sagem MC1000 engine management computer.

Ram-air feed via the twin scoops at the front of the fairing, pressurising a sizeable 8.5 litre airbox, provides extra grunt. All of this then





transmits through a positive-feeling six speed gearbox.

Developing 103bhp between ten and 13,000 rpm, the TT needs efficient fuel injection to keep things nice and smooth. This is one area Scott particularly heaps praise upon, feeling that Triumph now have it completely spot on.

The fuel injection 'mapping', an area that is constantly being updated by the factory, is such that it enables the bike to punch out of low speed corners well in advance of others. Various tests report 0-60 mph in 3.76s. Even the standard gearing has been kept by the school to aid this initial acceleration.

Lubrication is provided by Mobil 1 fully synthetic oil and apart from the usual daily checks very little maintenance has so far been required.

Although the engine already produces more than respectable horse power, by concentrating on the chassis rather than the engine Triumph have created a capable track day bike right out of the crate. That is proven by the little modification needed by Scott and his school to enable the instructors to lap at race speeds alongside the much more powerful machines often ridden by their pupils.

The school has run ten two-day courses this year in the UK and on the continent and all have

been judged to be a success. In fact the training regime used to train the instructors has been adopted by the ACU as the industry standard.

Tracks like the new Rockingham Speedway, Croft and Pembrey have so far hosted the school and due to its central location in Northamptonshire, Scott sees Rockingham as a potential permanent home in the near future.

At the time of writing Scott and his team were preparing to go to Nogaro in France to host another continental date and there are plans to extend these forays abroad for 2002.

At each school either Niall Mackenzie or Frankie Chilli have been present to pass on advice to the pupils and there are plans to bring in more famous faces as the project grows. Top racers like Scott Russell and Aaron Slight have already shown an interest in the school for the 2002 season.

As for successful pupils, a young lad called Tony Waistnage is currently rattling a few cages on the UK national scene and his career began at the European Superbike School.

Tony Scott would like to see more Triumph owners attending the two day courses and is keen to offer preferential rates to any such riders wishing to join the school. For more details and dates for the 2002 season contact Tony Scott +44 (0)121 457 8067.



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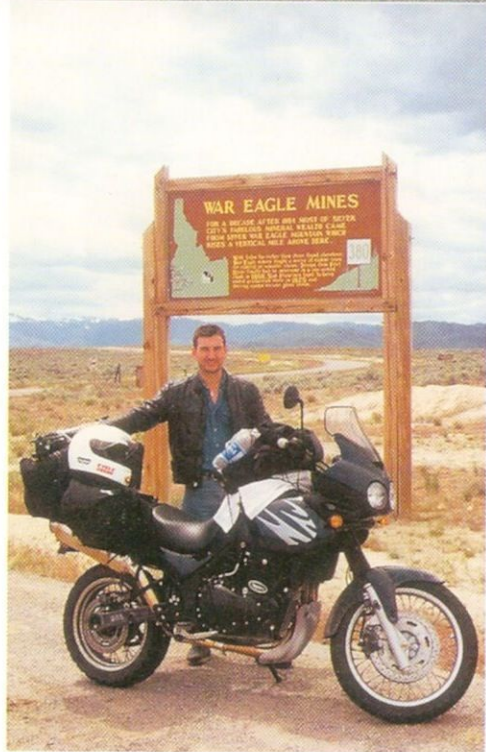
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Tiger



out West



Neale Bayly had intended taking the Tiger into Mexico but the searing heat brought about a change of plan and the Grand Canyon beckoned.

I WAS standing in a gas station north of Phoenix, Arizona, sucking down Gatorade, with the air conditioning vent blowing cold air on my sweatsoaked head. The air temperature outside was around 115 degrees and the heat coming up off the black top at least 20 degrees hotter.

As I gazed at my motorcycle parked outside in the searing heat, a young kid came over and started questioning me. His face came at me through a fish eye lens and even though I could

Above: Snow-capped Wasatch Mountains.

Left: Neale Bayly and his trusty Triumph Tiger.

Far left: The magnificent Collins Dam in southern Utah.

hear his question, my heat exhausted brain could not respond.

I tried pushing my tongue though parched lips but failed. I could only grin and the kid shuffled off to do what he was doing. At that moment, I realised for once in my life I had made the right decision.

The idea had seemed simple enough. The Triumph motorcycle company had agreed to let me test their new model Tiger for a couple of weeks in May so I thought: what better environment to test an on/off road adventurer than down in the canyons of Mexico?

A quick consultation of some travel guides told me to expect temperatures in the 80's to 90's with little chance of rain. I enlisted the help of a promising young filmmaker, Mike Svenson, and set off to try my hand at producing a video documentary and report about our adventures.

Triumph keep their test fleet in Costa Mesa, California at a motorcycle shop called 'Mach 1'. The shop is owned and operated by Will Tate, who kindly helped us get loaded up and on the road. It was overcast and fairly cool as we

into Mexico or stay Stateside and find some cooler weather? I checked, and found north-western Mexico was experiencing similar temperatures. Mike and I agreed to head north.

A quick look at the map revealed the Grand Canyon less than 350 miles away. We don't have things like this in my native England and despite being in America for 16 years, I'd never seen it. It seemed like a great place to start.

Turning north at Gila bend, highway 85 runs around Phoenix through some harsh and inhospitable desert which does not change much until you start to climb up into the Prescott forest. The gain in elevation brought cooler air and I pulled the Triumph over at a peaceful looking rest area near the Montezuma Castle monument.

Highway 17 soon runs right into Flagstaff, where it was time to pick up State Road 180 for the final leg. This very clean city is an interesting blend of neatly restored historic and modern buildings with shady parks and interesting cacti and palm trees everywhere.

The road up to the Grand Canyon is a sheer motorcyclist's delight. The smooth two-lane

I marvelled at the power of Mother Nature as I stared down into the vast chasm.

headed out of Costa Mesa and along the picturesque Ortega Highway.

Designated State Road 74, it twists and turns through the southern California countryside, eventually cresting a rise to give spectacular views of Lake Elsinore. By early evening, with a plan to cross into Mexico at Nogales, we were purring east across I-8, en route for El Centro. Rolling along the smooth multi-lane highway, the landscape gave way to progressively harsher desert features as the sun blazed its retirement to our rear.

The following morning revealed a cloudless sky, a promise of scorching heat, and a highway that ran through flat scrubby desert with some low mountains away in the distance. Passing through Yuma, things greened up a little, since the highway crosses the wide, lazy Colorado River and acres of irrigated farm land.

By 10am it was time for gas and already the temperatures were well in the 100's and climbing. Noticing the local newspaper headlines announcing 117 degree highs (a 106-year record), it was time to make a decision - should we stick to our original plan and carry on

highway twists and turns through green fields and tall trees. A few miles out of Phoenix the road clears to allow views of 12,663 ft Humphries Peak, picture-postcard perfect with its snow-capped summit.

What can I say about the Grand Canyon that has not been said already? It was my first visit and the view as I pulled the Triumph up to the guard rail just simply took my breath away. Watching the setting sun turn the rocks a myriad of golden colours I marvelled at the power of Mother Nature as I stared down into the vast chasm.

The following morning saw a leisurely start as the road rolled down through a deep valley out of Tuba and back to the highway that would take us over the Collins Dam and through Zion National Park in southern Utah.

As the Tiger swept through the curves I looked at the numerous small shacks and trailers clutching the side of the hills, nearly all adorned with satellite dishes. Highway 89 is spectacular with a huge mountain range to our east progressively growing larger as we worked our way north.

Far right:

The Tiger catches its breath in southern Utah.





On the Oregon trail.

Having hiked and biked Moab and Arches National Park a couple of years ago, there was a pleasant familiarity in the landscape and I admit to thinking Zion would not bring me too many surprises. Wrong!

Within a mile of entering the park, the road runs along a narrow valley floor with huge towering mountain walls above.

Located in a region called the Colorado Plateau, Zion started life as a flat basin right around sea level over 240 million years ago. A geological showcase, due to the arid conditions not being conducive to a lot of plant life, you could clearly see the park's geological history in the exposed rock as we drove through.

From Zion it was a short jump onto I-15 and our next proposed destination, Salt Lake City. Stopping for gas around Cove Fort the temperatures started dropping rapidly and the local news at the gas station warned of hailstones. With high winds, black clouds and snow-capped peaks to the east and west, I gunned the triple north as fast as I felt my licence could stand.

For a few long hours we battled the cold and wind, with squalls of rain periodically threatening to bring forth a deluge from the heavens. By 10pm, with the rain beginning to fall in earnest, I called it a day and pulled in at Nephi.

From Nephi it is a short run up I-15 to State road 189 which winds up through the Wasatch

Mountains bound for Heber and Park City. All the way up through the canyons the trees were showing signs of spring with their golden colours shining in the morning sun.

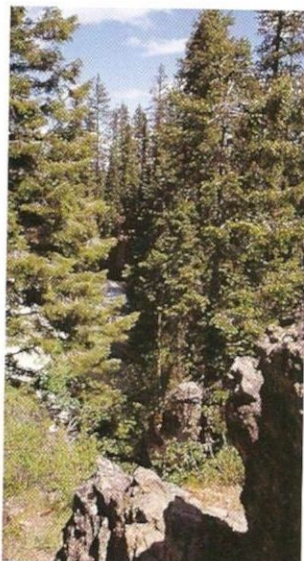
On arrival, Park City was bustling in the mid-morning sun, the rain-soaked streets glistening as we rode up through the historic district. The town was a buzz of activity with beer vendors, UPS drivers and hoards of one-handed, cellphone-wielding, 4x4 drivers jostling for position on the busy street. Packed full of great restaurants, art galleries and souvenir shops, it makes an interesting place to take a break.

Today the unseasonably warm weather worked in our favour. Having lived for a time in this area, one of my favourite rides had been Deer Creek Road over to Big Cotton Wood canyon. With the early snow-melt we found the road open, just, and took a truly majestic ride over the mountains, the Tiger making light work of the snowy and muddy conditions with its predictable power delivery and dual-purpose tyres.

Leaving Salt Lake City and heading north on I-15 the mountains became softer, lower and greener. The highway follows the Great Salt Lake for a while before picking up I-84, south of the Idaho border.

From Rupert to Glenns' Ferry is a journey of around 80 miles. For many miles, irrigated farmland stretches away in the distance, its progress finally punctuated by the distant mountains.

Cooler temperatures and terrific Tiger country - the Benham Falls in Idaho.



Turning on to State Road 78, the cultivation suddenly ceased and the desert again took over. After an hour or so, small farms appeared again as the road ran through the backwater towns of Bruncau, Adrien and Burns.

The road from Burns to Bend is long, lonely and desolate. Riding into a brilliant sunset that stretched across the huge sky, I dialled the big triple in at 115mph and settled in behind the screen. A quick gas stop at the lonely outpost of Hamilton and on to the Bend Hostel. With a clean bed and a hot shower for \$15 it was a great deal.

Back out on the highway, bound for Crater Lake, all in the world was fine. There was a definite chill in the air but it was refreshing and

the giant sequoias and followed the road into the visitor centre in the middle of the park.

Taking in the roaring Yosemite Falls and marvelling at the huge hunks of granite towering above the Triumph, I felt a little sadness as I realised it was time to start heading for home.

I headed the Tiger south. With a few deer and even a lone wolf wandering across the road, it was with extra caution I rode long into the cool night. Somewhere around 10pm I pulled over at a funky little motel on highway 41, just north of Fresno.

The final morning of the ride broke through the curtains to reveal carefully tended flowerbeds filled with brightly coloured flowers. With barely a car on the road this early, it was



Heading home after the ride of a lifetime.

Suddenly, the landscape opened up as we rolled along on smooth twisting roads . . .

the Triumph was in great form swooping through the long bends and pulling strongly up the scenic hillsides.

We turned west on 138, north on 62, and within a few miles were climbing through dense forest with up to ten feet of snow lining the road. The temperature began to fall and on the rim of Crater Lake, downright cold.

The view from the top was breathtaking. Just days out of the scorching deserts of Arizona, here I was, confronted by a snow-filled winter wonderland.

Sixteen years ago, fresh off the boat from England, I had driven the west coast of America in an old station wagon. I still have harrowing memories of plunging down steep mountain roads, of huge logging trucks and failing brakes. The now-distant memories made me smile as we took 119 west for Crescent City.

Hitting the Pacific Ocean is a wonderful feeling, as you feel the cool breeze and see the huge pounding surf for the first time. We turned south for the redwoods and spent an enjoyable couple of hours traversing some small minor roads that run between 101 and the coast.

Once heading south on 175, after heading east on 20, it was time to let the Triumph loose for a couple of hours before picking up 120 east to Yosemite. Suddenly, the landscape opened up as we rolled along on smooth twisting roads before gradually climbing up into the multi-coloured aspens, pines and firs in the afternoon sunshine.

Yosemite! My feeble utterances could never hope to do justice to the majesty and grandeur of this incredible National Park. We rode in through

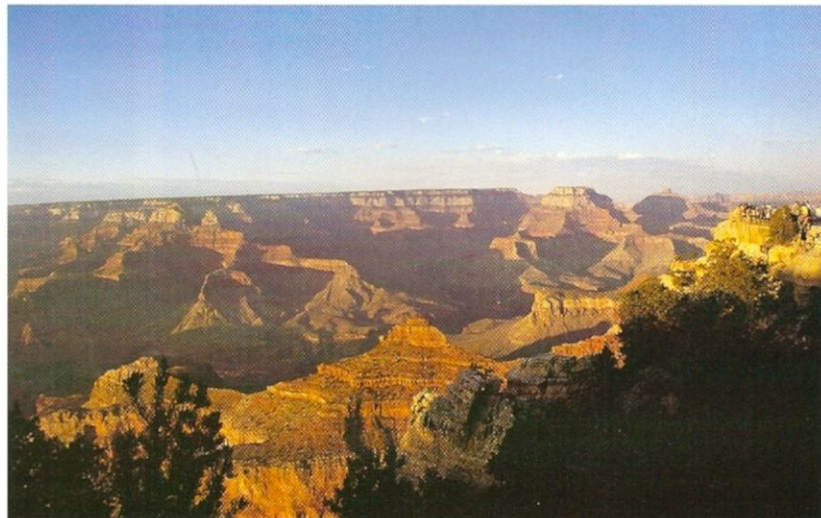
a beautiful and tranquil start to a manic day: a day that would see us doing battle with the stressed-out masses on Los Angeles's Highway 405 as a finale to our tour.

We found Costa Mesa and Will Tate at Mach I and reluctantly said goodbye to the Triumph after 3900 trouble-free miles in the saddle. Saying goodbye to the Tiger was not easy. Over the past ten days I had become quite at home on the beast and had sung its praises to many an interested party along the way.

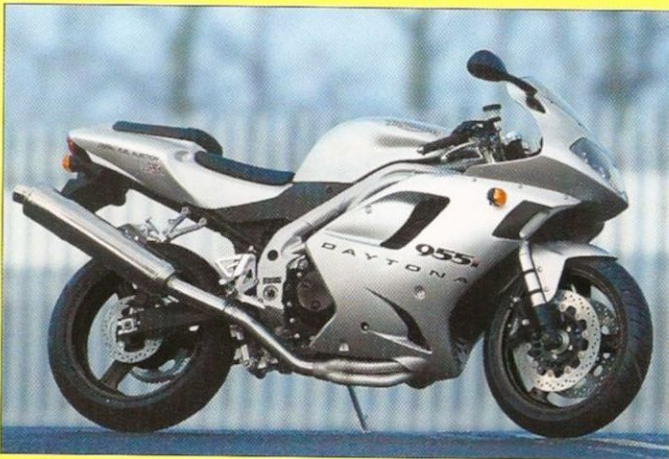
The bike is just so versatile. From cruising the high desert of Idaho at triple digit speeds to picking its way up mud and snow-slicked mountain roads in Utah, the bike was simply never ruffled.

The Triumph Tiger is definitely a motorcycle for all seasons.

The breathtaking majesty of the Grand Canyon.



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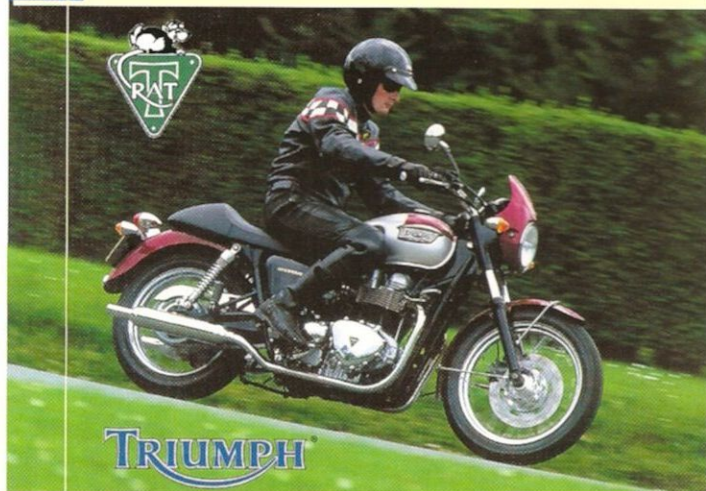
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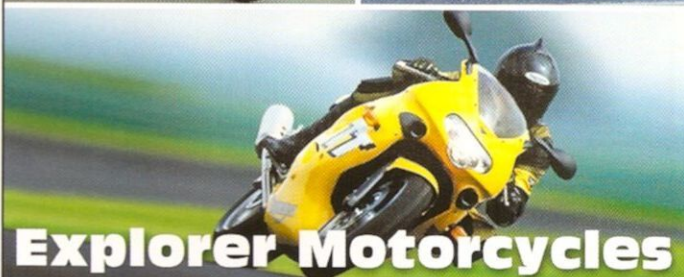
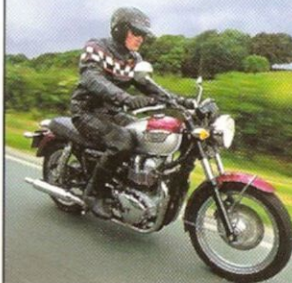
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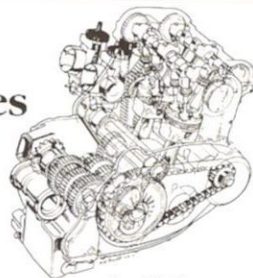
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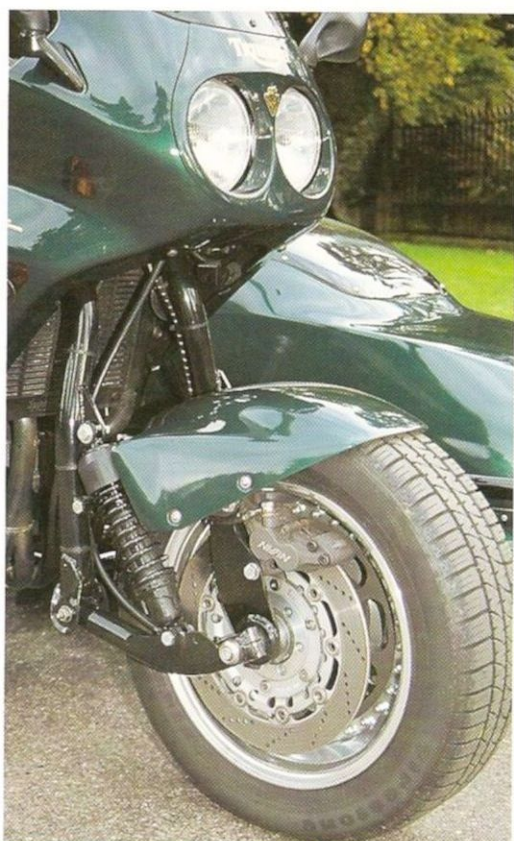
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A Sprint for a family of four





Family outings on their favourite make of bike are no problem for the Moores - the Charnwood sidecar seats two and a tour of Spain is on the cards. Words and pictures by Jim Reynolds.

One very handsome outfit.

Top left: Standard discs and Nissin calipers are retained. 185 x 55 x 15-inch tyres front and rear give serious levels of grip when cornering.

JOHN Moore is a Triumph man through and through; no other make of bike intrudes in his collection. There's a very rare 3HW 350cc single that was built for the British Army in 1940, and a one-owner 1960 650cc Tiger 110, both in restoration.

A TT600 is his road bike and for family transport he has this stunning combination of a 1998 Sprint and Charnwood Sports Special sidecar, a combination that makes people stop and talk whenever he parks it.

His addiction to Hinckley-built Triumphs dates from 1992, when he bought a 1200 Trophy and fell for its easy way of covering ground fast. With a well established three-wheeled habit, he realised that he could move on from his T140 Bonneville sidecar outfit to something much more sophisticated.

"I wanted a Hinckley outfit and as soon as I saw a 595 combination that Jim Darcy at Charnwood had built, I was smitten," he admits.

The dream moved several steps closer to

reality in 2001 when John saw a spotless 1998 Sprint in his local dealer, Robinson's of Rochdale. He wanted a steel-framed model and here was a late one on his doorstep: "8500 miles, immaculate with fully documented service at Robinson's," he remembers. Why the Sprint? "On a fully faired bike you're drilling everywhere to get a sidecar on. So I chose a half faired one."

He quickly bought the British Racing Green triple and went to talk to Charnwood down in Leicestershire. After talking through the specification for his dream combination, his old Bonnie outfit went in exchange for the Sports Special chair adapted to fit his new bike, all sorted, shaken down and ready to hit the road.

Bolting this sidecar up to the Sprint was a project for the skills of Jim Darcy, the first time he'd adapted this model to the bike. A sub-frame was mounted to the nearside of the triple, running from a cross brace behind the gearbox up to the underside of the headstock.

The bike chassis itself is strengthened with bolt-on cross bracing at the centre stand mounting and a diagonal strut from the front

Far left: John and Sarah sit and think about another blast up the road.



Four-point sidecar mounting gives a rigid unit that works well; damper from fork yoke to sidecar mounting removes the slightest inclination for the bike to shake its head.

lower sidecar mount up to the front main engine mounting. The rear upper sidecar mount bolts into a cross tube welded into place between the chassis tubes under the saddle nose.

Front forks are swinging-fork style by the very experienced Wasp Engineering, who can proudly count world sidecar cross victories in their CV, with a damper unit spanning between the forks and the front sidecar mount. At the back end, Charnwood's own uprated damper deals with the extra loads.

The sidecar wheel is braked, Charnwood cleverly utilising a second Triumph brake lever under the original, so that foot pressure applies both rear and side stoppers. The brakes and calipers on the bike remain the effective originals, but the wheels they carry are rather special.

These are Charnwood's own product, using a cast aluminium centre with the custom machined alloy rim from a car racing wheel riveted on. Fifteen-inch diameter gives the right

reduction in gearing while the 185 x 55 low profile tyres give a big footprint and grip to match for cornering, braking and acceleration.

All of this work took three months, including road testing by the very quick Jim Darcy and a display at a Charnwood Open Day, before the triple dream in British Racing Green was handed over. The sidecar body is a slippery shape, with low screen, and a cunningly wide seat that accommodates two slim passengers side by side.

John Moore's missus Joyce competes with their two girls, Claire and Sarah, to see who rides pillion behind dad, with his special over-belt with twin grab handles to keep a firm grip. When we met to take the pictures of the outfit, Sarah opted for a sidecar trip home so she could eat her sweets in safety and comfort.

SO what's it like to drive this unique outfit? "It's just worlds different from the old Bonnie, you can steer it one handed with ease," reports



Left: Access to the subframe makes John's choice of a half-faired bike so obviously sensible - try wrapping plastic around that lot!

Below: The vital leading bottom link from sidecar to bike is supported by this diagonal strut from subframe connection to upper engine mounting.

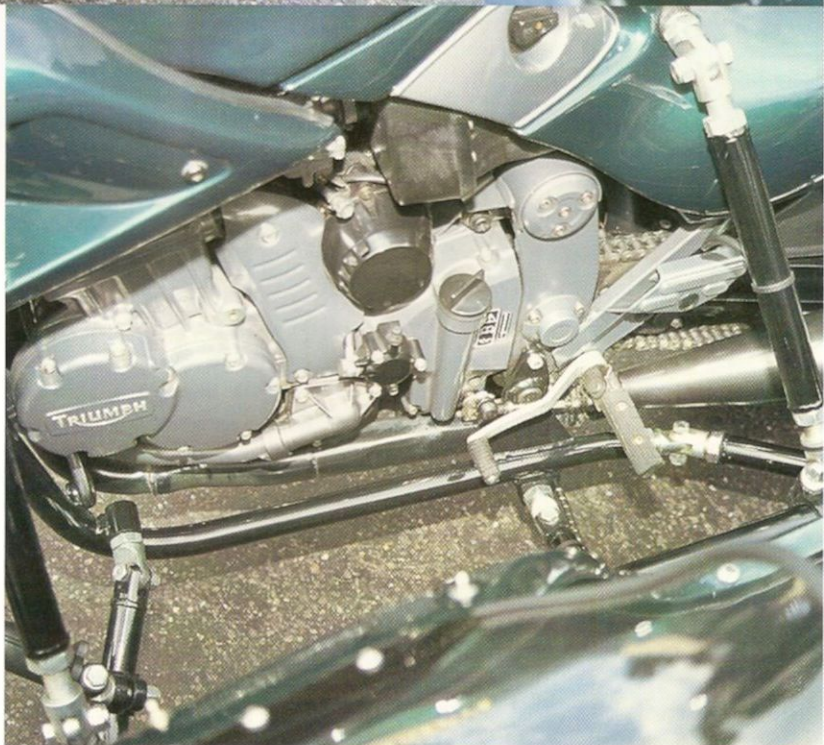


John. "I've cruised it on my own at over 100 mph - that was on the continent, of course - and I didn't feel I had to back off at any stage. You can come down the M6 from Scotland at illegal speeds, waving back at curious kids in the cars you pass.

"It's the ideal bike for what I want - not over-tuned and very strong. I don't want to change it now but maybe when the youngsters have grown up and gone I'll swap it for a single seater. I've had it two and a half months and I've done two and a half thousand miles on it."

There's certainly no question of the Sprint being changed back to its solo form because all the solo bits have been sold off.

Future plans include a holiday in Spain, taking the ferry down to Santander and heading for the sun. As John's a long time deep sea merchant seaman currently working for P&O Ferries, it makes more sense than the long haul down through France and over the Pyrenees. Mind you, anyone who's taken a modern





Front fork is from Wasp Engineering of Salisbury, developed for the current generation of Triumphs.

Triumph over that mountain range will tell you that it's an experience to remember with a smile...

It introduced John Moore to some pretty select company too, when he was recruited to act as chauffeur to the Lady Mayoress at the annual Rossendale Bike Weekend. "She was well impressed - I think she got a different impression of sidecars," he grins.

And just why does a man who's grown up with bikes choose three wheels? "I really prefer a sidecar to a solo," he admits. "You feel you're doing more."

Charnwood - the sidecar specialists

JIM Darcy at Charnwood Sidecars in Leicestershire has a growing reputation for matching his sidecars to sports bikes and top grade tourers and has plenty of experience with

John and younger daughter Sarah look happy with the family's new transport of delight.



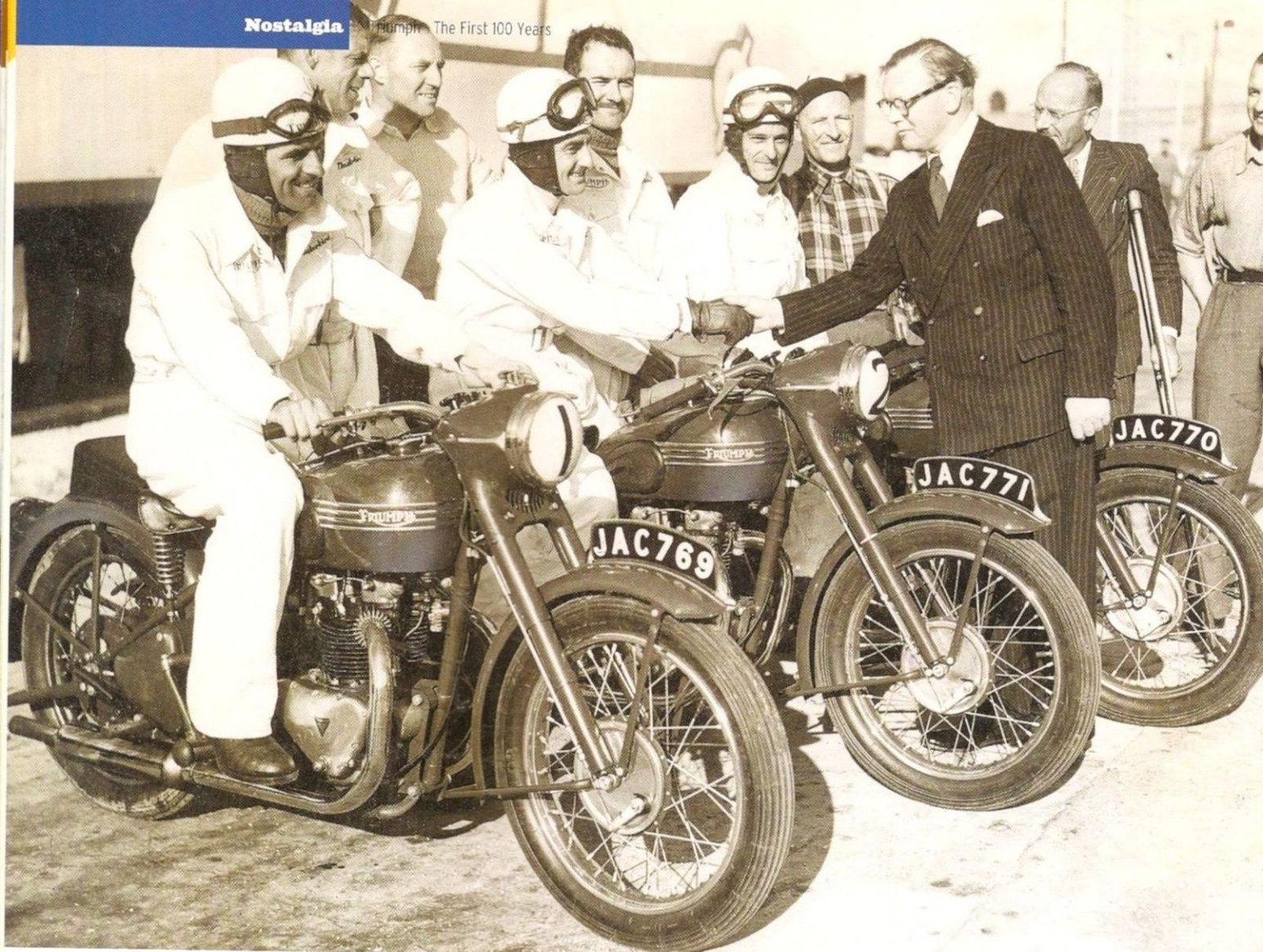
modern Triumphs. "I think it's the most popular bike we get in for fitment," he explained. "We've converted well over 50, fifteen this year alone."

The work has taken Jim to some unusual locations, the most exotic so far a trip to Moscow in the spring to bolt one of his chairs to a 1200 Trophy in the Russian agent's workshop.

The sidecar was bolted up to the left side of the bike, British style, as it was due to be shipped south to a life in the sunny island of Cyprus. They do get around, these Triumphs.

• Contact Charnwood Sidecars on 00 44 1530 832357.

* Please note that this is a private project. Triumph Motorcycles Ltd do not recommend the fitment of a sidecar to any of their machines and doing so will invalidate the machine's factory warranty.



Triumph - The First 100 Years

Jim Reynolds celebrates Triumph's Centenary with a look at the history of the marque in the first of a five-part series for Torque.

Above: Montlhéry, France, 1949: Triumph Managing Director Edward Turner congratulates the team who had just covered 500 miles at an average speed of 92mph (147.2 kph). They finished the test with a side-by-side lap of 100mph (160 kph).

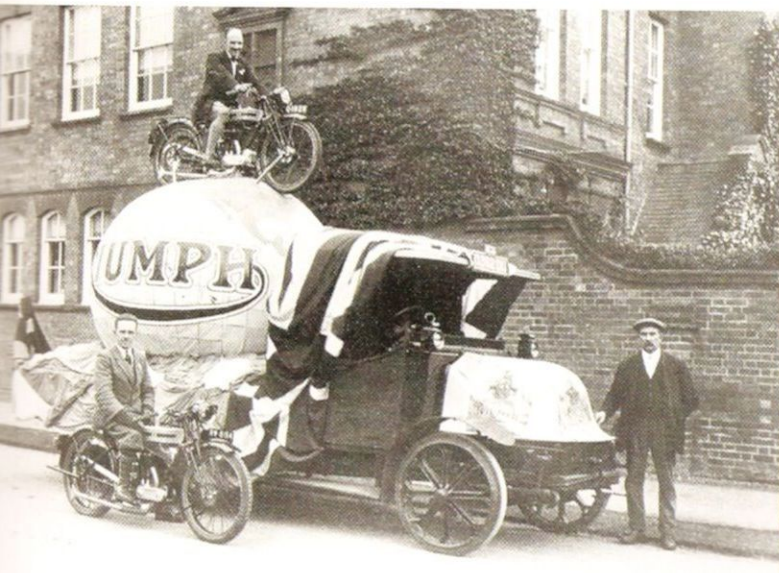
2002 is The Big Year for Triumph. There'll be parties wherever Triumph riders meet, anniversary cards in the factory office and congratulations from friends and competitors all over the world.

After all, 100 years of motorcycle production is worth a big celebration, years that have seen progress from a 239cc single geared belt-driven

development of a pedal cycle to the awesome blend of grace and technology that is the new Daytona.

They've been very full years, as the company grew in stature to become a world leader. Starting from humble start-up premises in the centre of Coventry, they later moved into an empty car factory in the city to cope with demand. A bombing attack during the Second World War prompted another move - this time to a purpose built factory on a green field site at nearby Meriden - doesn't that have a ring of familiarity when you think of the Hinckley factory they occupy today?

From the very early years Triumph built a reputation for reliability. Way back in 1911, Albert Catt covered 400 miles a day six days in a row, which we should remind ourselves is



Above: Triumph owner GH Ayton with one of the first 'Triumph' engined Triumphs in 1905.

Above left: Coventry 1926 - Triumph's first roadshow truck.

more than many riders cover in a year today!

That habit has never died, with British and Allied forces choosing the make for reliable transport in war and peace time. Dominant in production bike racing in the very competitive 1960s and 70s, the favourite bike in American desert races, multiple wins in Isle of Man Production TTs, Triumphs have always been fast and strong.

Fast enough to take the world's motorcycle speed record several times, from Texan Johnny Allen's 214.4 mph at Bonneville Salt Flats in 1956 to Bob Leppan's 245.6 mph at the same place ten years later - you can guess from that how the Bonneville got its name.

TRIUMPHS were designed, developed, tested and built by a workforce who believed that they built the best motorcycles in the world.

The place was run by managing director Edward Turner, a man who'd made his way up through the ranks of the British motorcycle industry after a spell working with FN in Belgium. Turner was a man with a designer's eye for the right line and the best colour to give a bike sales appeal, and he was a tireless foreign traveller, determined to chase sales.

Look at the elegant lines of an early 1950s Tiger 100 and you see one of the most graceful motorcycles ever made.

Triumph has set trends throughout its century of very active life. In 1937 they announced the 500cc Speed Twin, an Edward Turner revolution that looked like the popular single cylinder models of the day, weighed the same, but was really a twin. Its success was immediate and immense, and as soon as the matter of World War II was over in 1945, every other major British manufacturer was testing a similar design or frantically working overtime in the drawing office to catch up with the

Triumph-led trend.

The other British factories gradually folded and faded out of sight but Triumph's twin, in Bonneville form, just kept on selling. It was built by the Meriden Co-operative after an attempted closure of the traditional Triumph home was opposed, but financial support finally ran out in 1983 and the factory closed. Production was licensed out until the final Bonnies were built in 1988 - a production run of 51 years for the original parallel twin design that first saw the light of day in 1937.

TRIUMPH started another trend in 1969 when the original 750cc three-cylinder Trident was announced. Three cylinders for a road bike? MV Agusta may have made it successful in an exotic racing machine but this was the stuff of revolution for Mr Everybody to use on the road.

But it worked, and it worked well enough for 'Bike' magazine to suggest that this was the ultimate British motorcycle of its time. Two bikes I know of, one with 207,000 miles covered until it was swapped for its Hinckley-built successor, the other with 250,000 registered miles, suggest that this is another model that will serve you well if you treat it right.

The Trident took Triumph into another sporting dimension when Formula 750 racing was born and the factory developed the power unit and slotted it into a proper racing chassis built by Rob North.

The Tridents won wherever they went, including Daytona and Ontario. They won the F750 Isle of Man TT and in 1971 the bike secured its place in legend when Derby's John Cooper beat world champion Giacomo Agostini's MV to win the Race of the Year at Mallory Park.

Speed Twin designer Edward Turner is a pivotal figure in Triumph's history.





Alex George powers 'Slippery Sam' to a famous fifth Isle of Man TT win in 1975.

The Trident was naturally developed as a production racer and TT hero Malcolm Uphill won the 1970 750cc race over those awesome 37.7 miles of public roads in the Isle of Man.

In 1971 Ray Pickrell had a new bike, the great 'Slippery Sam' and won that same race, repeating the success in 1972 before the bike was handed to Tony Jefferies for the 1973 race. He won, too. Mick Grant won on it in 1974 and then in 1975, when the race was extended to ten laps, Alex George and Dave Croxford shared the riding duties for the bike's fifth victory.

THAT was a swansong for the old company, as the parent BSA Group had collapsed and the factory was struggling along as a worker-run co-operative that inevitably closed.

But in a small industrial unit in Coventry

things were soon starting to happen. Unknown motorcycles were pushed through the gates, and testers and technical men once employed at Meriden were seen coming and going. Asked by old work mates what they were doing, they remained tight-lipped.

On a developing industrial estate on the outskirts of Hinckley a new factory was being built and rumour said it was the new Triumph works. But spend too long looking at it, or dare to take a photograph and you'd be asked to move on. I know - I tried very hard to get a scoop picture for Britain's Motor Cycle News and failed miserably! I spent hours waiting for a bike to come out of that mystery unit in Coventry too, but that didn't work either.

In 1991 came the official announcement we'd all been waiting for - Triumph were back in business. Top of the range for 1992 was the four-cylinder 1200cc Trophy, and the factory's local dealer Windy Corner had one out on the roads to be seen at events every weekend of that summer and autumn. It stopped bikers old and new in their tracks as it whispered past at speed, and when it was parked up you could hardly get near it.

Most of the facial expressions said simply 'I fancy one of those'. Britain had been without a serious road bike manufacturer for too long and here, at last, was the chance for patriotic Englishmen and women to fly the flag. There were even three-cylinder models to capture that unique traditional Triumph feeling. We were very excited and proud.

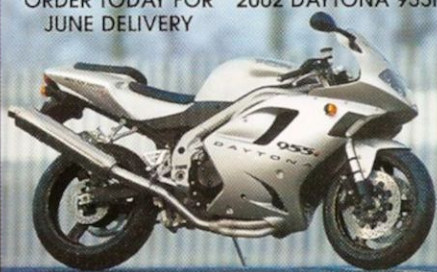
The rest of the story is too recent to be repeated here, but during Triumph's centenary year we will be looking back more closely over 100 years of history.

Actor Steve McQueen was a big Triumph fan. His use of a Triumph in the film 'The Great Escape' was unforgettable.



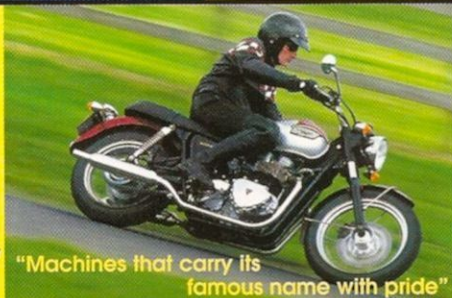
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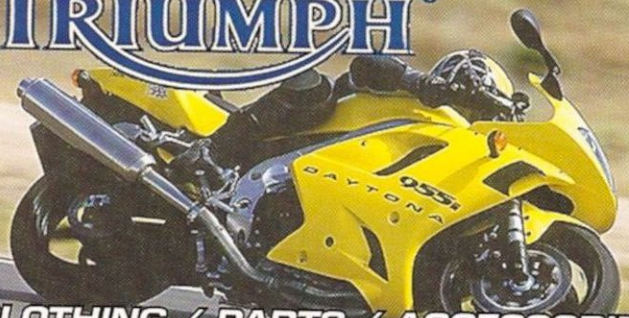
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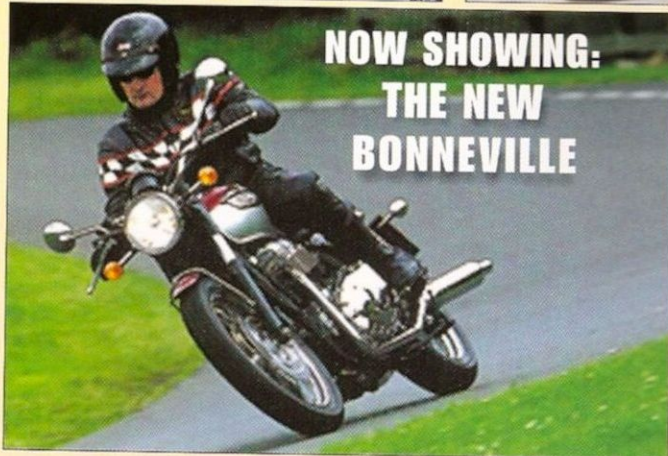
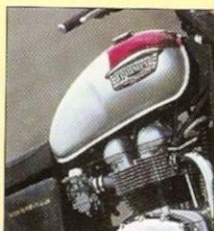
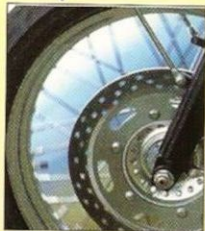


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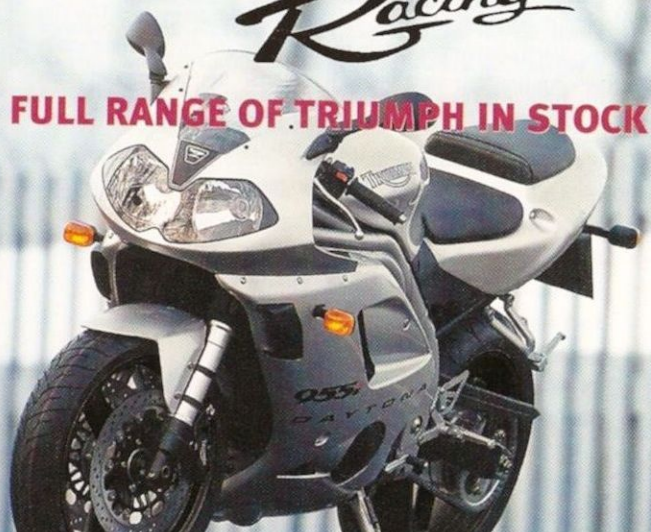
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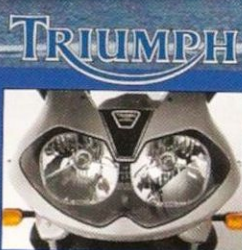
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Centenary Home Run



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The programme starts with ride-ins to Hinckley from a choice of four start points around the UK (North, South-West, South-East and Midlands).

The route will include the older Hinckley factory (not the new unit which has hosted the last two Home Runs), with the chance to look round the production lines. It then moves on to nearby Towcester racecourse where traditional English afternoon tea will be laid on.

Every rider and pillion will receive a souvenir gift as a permanent reminder of their participation of this unique event.

But the day doesn't finish there! For those wanting to make a full day of it we have arranged a Centenary Party evening of entertainment at the racecourse.

Starting with a paper-casino with real prizes, there will then be a first class meal, followed by dancing to live music from a star band. We are also planning a grand finale guaranteed to complete an unforgettable day.

To organise an event like this we need to know numbers in advance, so entry will be by pre-paid ticket ONLY. Numbers for the evening event are limited, so please reserve early to avoid disappointment.

Tickets for the Home Run itself are £5 for RAT members, £10 for non-members and include road books, entry to the Triumph factory, afternoon tea and a commemorative gift. Riders and passengers both need to buy tickets.

Tickets for the evening's Centenary Party are £20 for members, £30 for non-members and include entry to the casino

competitions, dinner and live band.

Get your bookings in early - you do not want to miss this event!

Centenary Parade

As part of the celebration we plan to hold a parade of every Hinckley-built Triumph model at the racecourse. We are looking for one standard version of all models in all colours.

To reflect the historical nature of the event we will also welcome owners of pre-Hinckley Triumphs to take part in the parade.

If you wish to take part please contact Simon Carter on simon.carter@triumph.co.uk or on +44 (0)1455 891515. The first entry for each model/colour only can be accepted.

Accommodation

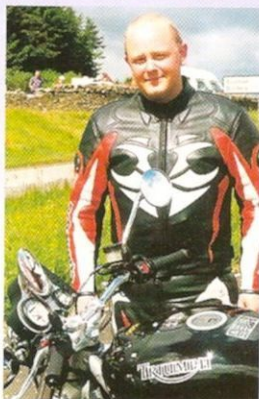
With the number of participants expected, RAT cannot organise accommodation, but here is a list of some hotels in Towcester and Northampton (15 kms from Towcester).

Travelodge	Towcester	01327 359105
Plum Park Hotel	Towcester	01327 811515
Saracens Head Hotel	Towcester	01327 350414
Watling Well Inn	Towcester	01327 350416
Garden Cottage	Towcester	01327 361555
Waterways Cottage	Towcester	01604 863865
Green Farm	Towcester	01327 860249
Christacom House	Towcester	01327 860968
The Stable	Towcester	01908 542293
Mostyn Cottage	Towcester	01327 860487
Aarandale Regent Hotel	Northampton	01604 631096
Abington Lodge	Northampton	01604 633128
Aran Hotel	Northampton	01604 621468
Aviator Hotel	Northampton	01604 642111
Broomhill Country House Hotel	Northampton	01604 845959
The Coach House Hotel	Northampton	01604 250981
Courtyard by Marriott	Northampton	01604 622777
The Fish Inn	Northampton	01604 230040
Travelodge	Northampton	01604 758695
Grand Hotel	Northampton	01604 250511
Hayley Conference Centre	Northampton	01604 821666

Up front

Thanks to everyone that came and had a chat at the NEC. It was fantastic to see so many new and familiar faces during the run of the show. Many reminiscences reflected one of the many incidents from a RAID this season.

There were several people who attended all four national events in the UK, and many more that attended four+ events throughout Europe this year. What makes these people keep coming back? Why do they do so many events each year? Why not come and find out for yourself?



RAIDS are one of the highlights in the motorcycling calendar. The numbers on each event continue to grow and it is wise to get your bookings in early. Be warned, once you have sampled a RAID it

is likely that you will start to plan your holidays around these weekends - they can be addictive.

Simon Carter
UK Co-ordinator, Riders Association of Triumph.

Bonneville winner

Eight year old Emilie drew the winning numbers for our massive 'Win a Bonneville' prize draw during the Nimes Pack's Corsica Run in November.

The lucky winner was Gilbert Halliday of Cordova, Texas, USA. Look out for details of the 2002 members' draw in the Spring edition of Torque - next time it really could be you!

Renew On-Line!

It is now possible to renew your membership on-line at <http://www.triumph-motorcycles.ltd.uk/rat.html>. Follow the link to Application Form, and there you will be able to securely transmit Visa and MasterCard numbers. The site uses the internationally accepted secure software called SSL, to encrypt card payments.

Continental highlights

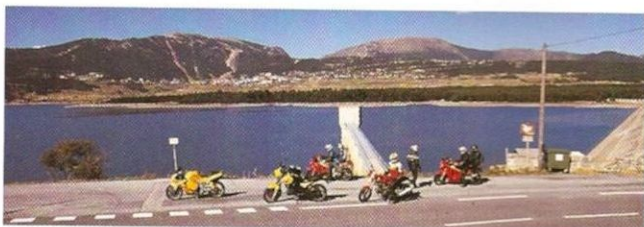
Some of the most beautiful places in Europe have welcomed RAT members during the second part of the season.

From the palace of Monaco to the Swiss Alps; from the Pyrenees to the Black Forest, members from all over the continent have come together to enjoy some spectacular riding experiences.

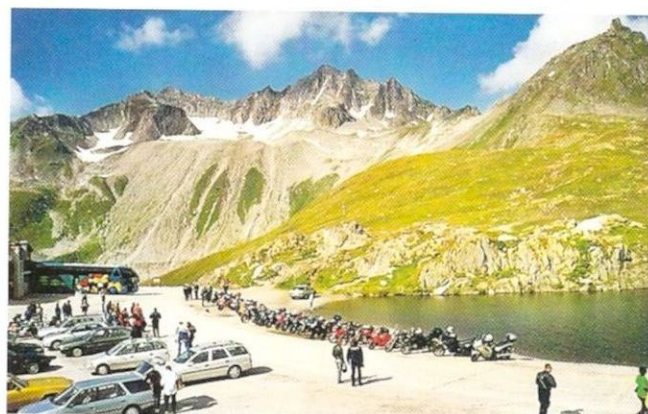


The palace of Monaco formed a prestigious backdrop to the Monte Carlo Raid in October.

Next year's calendar is already packed with similar events and with an increasing number of UK members taking part, why not start making your own plans now?



The Pyrenees Raid mixed great riding with some unrivalled scenery.



A breathtaking place to take a rest during the Swiss Alps Raid.



Germany's Black Forest was ideal for a relaxed weekend in superb surroundings.

Highland Invaders

Raid regular Ian Hawkins was so determined not to miss any of the fun on our Highland Raid in September that he pushed his bike, complete with flat rear tyre, the last two miles into Aviemore!

He made it in time to join 43 other members for a terrific weekend's riding on an unbelievable route prepared by local RAT member Angus Duff.



Sunday Morning and raring to go.

world famous loch back to Aviemore. The mileage for the full run weighed in at 290 miles, somewhat higher than many UK RAT events, but everyone who completed all or part of the run will certainly remember their day in the Highlands.

Saturday evening and a traditional highland banquet were sampled, with music being provided by a live band until late. Roy Skiggs scooped the star prize of a Triumph watch for only being 38 miles out, with his guess of 7500 for the average mileage of all the bikes that took part on the run on Saturday.

Sunday, and whilst many started the long trek home, the remainder made their way over to the impressive Commando Memorial at Spleen Bridge, before setting off in smaller groups on their way home. It's a long way to the Highlands (unless you live there!) but you will not begrudge a single minute of your journey, and you will be looking to return. Make sure you get your booking in early for the 2002 Highland event.

Lands End Raid

Dear All

The weather was Bonnie in the country of myths and Legends. Saturday and we had a real Adventurer exploring the narrow lanes of the county. Anyone prepared to go into the sea deserved a Trophy, and Portreath beach where we stopped for a coffee rivalled Daytona for its quality. Several Tigers were spotted on the moors, which nearly resulted in Thunderbirds international rescue being called. The 170 mile route on Saturday was very similar in places to the TT, and the Sprint to RAT member John Bell's pub for lunch happened in Speedy Triple time.

From the 55 riders who finished off the season in style at Lands End.

Coming up . . .

With the 2001 season only just finished, we can already release details of the UK RAT Raid programme for 2002, plus some details of planned European events. A full calendar will appear in the Spring edition of Torque, out in March, and details will be published on the RAT website at www.triumph.co.uk as soon as they are available.

Riders on all Raids must be RAT members (there is no membership requirement for pillion passengers). To enter a UK raid, just send a cheque for the relevant amount, made payable to 'RAT' to RAT, PO Box 83, Hinckley, Leics, LE10 3ZP. If you only want to join in on the rides there is no charge, just be at the start point at the relevant time.

For overseas raids, follow the relevant entry instructions for each event.

Dragon Raid 2002

April 26 - 28

So good we are going back again! The UK 2002 RAT Raids calendar will kick off in style during the weekend of 26 - 28 April 2002. We have again reserved the Metropole Hotel in Llandrindod Wells for the weekend. Last year over 100 members enjoyed a memorable Dragon Raid. This year we want the event to be bigger and better!

The weekend will start off with a welcoming buffet selection on Friday night, with a choice of routes of varying distance then providing Saturday's riding action. For the committed tourers, a 250+ mile journey awaits, while there is also the option of a shorter route.

Saturday evening will consist of the Raid Party with great food, prize draws and the welcome return of Speed Triple pilot, Mick Power's band "Watch This Space". Sunday will see us take a shorter route towards the border.

Tickets for the weekend cost £30 per person, which includes the evening meals, entertainment, prize draws, road books and special limited edition Dragon Raid sticker plate 2002!

Rides start from the Metropole at 09.45 am on Saturday and 10.15am on Sunday.

We have negotiated a special rate of £35 per person per night including breakfast with The Metropole. To reserve your room, call The Metropole on 01597 823700 quoting Triumph. There is a £10 single supplement per night.



The Metropole Hotel

Borders Raid

May 24-26

We return to the Scottish Borders region in May. This time our base will be at West Auckland in historic County Durham. We will stay at 12th century Manor House Hotel and explore the best roads of this stunning region.

Tickets for the weekend cost £30 per person, which includes evening meals, prize draws, and road books.

Rides start from the Manor House at 10.00 am on both days.

We have negotiated a special rate of £35 per person per night including breakfast with The Manor House Hotel. To reserve your room, call The Manor House on 01388 834834 quoting Triumph when you book, stating whether you require a single, double, or if you are happy to share, a twin room. Please note there is a £10 single supplement per night.

Highlands Raid

30 August - 1 September

We will be staying at the magnificent Loch Rannoch Hotel, for the third national event of the year. Set in 250 acres of its own parkland, this splendid 19th century hunting lodge sits on the bank of the Loch. Recently refurbished, the hotel will be a superb base for what guarantees to be a memorable weekend in the Highlands.

Ideally situated in the Highlands, surrounded by some of the best roads in the UK, we will launch the weekend with our traditional Friday Night buffet. Saturday will see us ride the sort of roads that are missed by the majority and enjoyed by the few, with an optional visit to a whisky distillery during the day (tasting advised for later in the evening!). Saturday night will combine the usual mix of good food, conversation, prizes and a spot of partying. Sunday's route will head south providing a suitable start for those returning South for home.

Don't miss this one! Early booking is strongly advised. Tickets for the weekend cost £35 per head, which includes evening meals, prize draws and road books.



Glorious Scotland

Rides start from the hotel at 10am each morning.

We have negotiated a special rate of £45 per person per night, including full breakfast at the Loch Rannoch hotel. Please note there is a £20 single supplement per night. Contact them directly on 01882 632201 and quote "Triumph" to benefit from the highly reduced rate we have negotiated.

If you prefer to source alternative accommodation the Pitlochry tourist board can be contacted on 01796 472215 or via email on pitlochrytic@ptb.ossian.net

Devon Raid

October 11 - 13

The Best Western three-star Tiverton Hotel will be our venue for the final RAID of 2002. The hotel is superbly located on the outskirts of the city, five minutes from junction 27 of the M5.

Friday night will see us enjoy a buffet meal in our own private function room. Saturday, and we will be off out into Devon to explore the tremendous roads and enjoy the fantastic Devon Scenery, stopping for a traditional cream tea at some point during the day. Saturday night we will enjoy a banquet and party the last national event of the year away in style.



Devon Scenery

Tickets for the weekend cost £30 per head, which includes evening meals, entertainment, prize draws and road books. Rides leave the Tiverton Hotel at 10am both days.

We have negotiated a special rate of £35 per person per night including breakfast at the Best Western. To reserve your room, call the hotel direct on 01884 256120 quoting Triumph. Please note there is a £10 single supplement per night.

Track Training

Dates T.B.A.

After the huge response to the Forza Italy track article in issue 21, we are delighted to announce we will be running track based events in 2002. Linking with Circuit Based Training at Donington Park, the format will be very different from a traditional track day.

There will be an instructor to every six riders, and the down time between track sessions will be used in the classroom, the paddock, and on some dates, on the Melbourne Loop. Shaun Hayes, Managing Director of Circuit Based



Knee down on the Melbourne Loop.

Training, welcomes the link up. "Track days can be dangerous and intimidating. Following our successful formula, riders will benefit from quality instruction, and learn how to enjoy riding on the track in a safe controlled manner."

Dates and prices will be available as soon as they are confirmed. RAT members will enjoy a discount off the normal price. Keep visiting www.triumph-motorcycles.ltd.uk/rat.html for the latest information.

European Raids 2002

Catalunya Raid, Spain - March 22-24

The perfect way to kick off next season: a springtime visit to spectacular Catalonia in north-east Spain. The local Barcelona pack have organised a fantastic two-day package including breathtaking national parks and mountains and the traditional messy spring onion 'calçotada' lunch.

The event organised with this pack last year was rated by some as the ride of the season, so book early to ensure a place.

Our stay will be the Hotel Costabella in Girona, about 100kms north of Barcelona and 60kms south of the French border. With comfortable 3 star rooms including air-condition, a sauna, outdoor pool it's a excellent basis for exploring the area. This price is stunning as well. Based on a double room it's only 110 Euros including b&b for two nights, the dinner and party on Saturday evening.

Contact Ruediger Buck, +33 16 46 23 832, mobile +49 160 883 67 20, ruediger.buck@triumph.co.uk. To book send a cheque payable to RAT to RAT, 19 Boulevard Georges Bidault, Croissy-Beaubourg, 77437 Marne-La-Vallee, France.

Estimado miembro del RAT

Nos complace anunciaros la próxima convocatoria del RAT en España que transcurrirá por tierras de Cataluña durante el fin de semana del 22 al 24 marzo del 2002.

Conviviremos durante dos días con muchos entusiastas y propietarios de Triumph venidos de varias zonas de Europa, y conoceremos nuevas rutas por espectaculares paisajes que hemos preparado para el fin de semana, incluyendo una cena y una fiesta especial el sábado, así como de degustar algunos platos más populares de la zona como la "calçotada" durante la jornada del domingo.

Hemos elegido como base el hotel Costabella en Girona, y por sólo 110 EUR (18.300pts) podrás disfrutar de 2 noches alojamiento y desayuno además de la cena y fiesta el sábado. Como las plazas son limitadas, os

recomendamos reservéis vuestra plaza tan pronto como os sea posible al Telf. INFOTRIUMPH 93 457 6994 ó triumph@quality-bike.com, o se puede pagar directamente enviando un talón a favor de RAT a 19 Boulevard Georges Bidault, Croissy-Beaubourg, 77437, Marne-La-Vallee, Francia.

Os esperamos a todos allí.
Un saludo,

Marc Larrotcha,
Quality Bike (Barcelona)



Montserrat Abbey is one of the destinations on the Catalunya Raid

Rügen Raid, Germany - April 12-14

Based on the biggest German island in the Baltic Sea. Our hotel will be the comfortable bike hotel "Zur Kastanie" in Bergen in the middle of Rügen. The tours will take us across the island with beaches, chalk rocks, small ferries and the famous tree avenues. If there are enough participants we can offer a sailing trip of about four hours on Sunday as well.

The price based on double room use will be 60 Euros incl. B&B for the two nights, a roadbook and a prize draw.

Contact Ruediger Buck, +33 16 46 23 832, mobile +49 160 883 67 20, ruediger.buck@triumph.co.uk. To book send a cheque payable to RAT to RAT, 19 Boulevard Georges Bidault, Croissy-Beaubourg, 77437 Marne-La-Vallee, France.

Camargue Raid, France - April 13-15

The atmospheric Camargue region of southern France is the venue for this event. Starting in Nimes, the programme includes rides on Saturday and Sunday, hotel with dinner and music on Saturday evening and an amazing climax with a paella lunch at the most famous French fighting bull farm.

Entries at 100 Euros per person, to Herve Descamps, Pailhes, 30170 Monoblet, France (+33 (0)466 854 296, fax +33 (0)466 854 057, herve.hdp@wanadoo.fr).



Corsica Raid, April 28 - May 5

A week-long event in beautiful Mediterranean island of Corsica. The package includes ferry crossings from Marseille and accommodation in Corsica as well as an incredible mixture of rides, boat trips, activities and dinners.



A unique event guaranteed to be a very special holiday.

The cost is 500 Euros per person (350 Euros not including the ferry crossing).

To reserve a place send a deposit for 350 Euros per

person to Herve Descamps, Pailhes, 30170 Monoblet, France (+33 (0)466 854 296, fax +33 (0)466 854 057, herve.hdp@wanadoo.fr).

Vienna Raid, Austria - May 3-5

The "Waldviertel" about 120 kms west of Vienna is the location for this event. The Hotel zur Linde in the little village of Nöching, only 5kms from the Donau river will be our destination. With a mix of sightseeing spots and excellent rides this is going to be the brilliant weekend.

The weekend will cost 70 Euros incl. 2 days half-board, roadbooks and price draw in a double room.

Contact Ruediger Buck, +33 16 46 23 832, mobile +49 160 883 67 20,



ruediger.buck@triumph.co.uk. To book send a cheque payable to RAT to RAT, 19 Boulevard Georges Bidault, Croissy-Beaubourg, 77437 Marne-La-Vallee, France.

Bavaria Raid, Germany - May 17-20

After this year's snowy easter weekend we swapped the event date to Pentecost weekend. The tried and tested hospitality of the Brauerei Gasthof Eck in Böbrach about 50 kms east of Regensburg is again our basis for this three-day long weekend.

Brilliant roads, excellent local food and beer (the gasthof has its own brewery) and the landscape of the Bavarian forest near the Czech border are the mix for an enjoyable weekend.. The price is 90 Euros for the package containing two nights half-board accommodation, roadbooks and the RAT-Price draw in a double room.

Contact Ruediger Buck, +33 16 46 23 832, mobile +49 160 883 67 20, ruediger.buck@triumph.co.uk. To book send a cheque payable to RAT to RAT, 19 Boulevard Georges Bidault, Croissy-Beaubourg, 77437 Marne-La-Vallee, France.

Flanders Raid, Belgium - June 7-9

Don't miss this! Members who attended last year's event at the unique Motorcycle Loft Hotel have been chasing details of the 2002 Raid ever since,



The Smokin' Chillums in action.

The motorcycles-only Loft Hotel is in Groenendijk, near Ostend, and with its indoor bike parking, superb food and late, late bar it is an unrivalled spot for a party. We have again booked the whole hotel for the whole weekend, and expect another full house, so it will be strictly first come, first served.

The Friday starts with a tasty buffet, followed by a ride through the lanes of western Belgium on the Saturday. This event is all about fun however

and Saturday night is sure to be the highlight of the weekend. Last year's star act 'The Smokin' Chillums' have been rebooked by demand. These guys were even able to get the usually reserved British and German contingent dancing on the tables last time, so expect fireworks and a late finish again (some members saw Sunday morning before Saturday night had finished last year).

Sunday's programme will naturally be relaxed, with a short ride and late lunch before we break for home.

The price will be 100 Euros in a 2-4 bed room and 90 Euros in the dormitory incl. dinner Friday and Saturday, Saturday night party, prize draw and roadbooks. If bedroom accommodation is full you will be offered an alternative dormitory bed, but numbers are strictly limited to the hotel's capacity.

Contact Ruediger Buck, +33 16 46 23 832, mobile +49 160 883 67 20, ruediger.buck@triumph.co.uk. To book send a cheque payable to RAT to RAT, 19 Boulevard Georges Bidault, Croissy-Beaubourg, 77437 Marne-La-Vallee, France.

Around the packs

Canterbury - Robinsons

The club recently changed their meeting spot for their monthly gathering. The Four Horseshoes pub in Graveney welcomes the group on the second Tuesday of each month. Tony is arranging an exciting calendar of events for next year, including a weeks tour to Germany, with a highlight being a trip to tackle the infamous Nurburgring.

Contact Mike Robinson on 01227 766267; Tony Watkins on 01227 760648 or visit the club web site on www.robinson-srats.co.uk for all the latest news.

Cheltenham

Another new RAT branch, headed by Raid regulars Pete Harris and Steve Prior. Both Steve and Peter have attended a large number of National and European events, and can be relied upon to repeat this successful formula on a local basis. This was evident in their first event in September, a professional, well-attended and highly enjoyable outing.



Even the dogs enjoyed the first event!

Upcoming events for December:

20 Dec: Christmas Rat Night: Come and find out what the plans are for 2002 and enjoy a mince pie! 6 - 8pm at the show-room. Prize draw for RAT members!

Email Steve on Stephenprior@aol.com or Pete on p-mharris@freeuk.com for details of 2002 events.

Chippenham - Taylor Racing

Taylor Racing finished their first year as a RAT pack with six bikes attending the Black Forest Weekend during October. Pack leader Pete Clarke enjoyed the weekend even more by riding off with the star prize of a watch! The pack had six well attended regional runs, and look forward to repeating their camping weekend again in 2002 - this time without the threat of being rained out of the camp site! Early dates for 2002 include:

24 March 2002: The Wye Valley Run, meeting at The Mallard in Lyneham at 10:00

21 April 2002. The Somerset Run; meeting at the Mallard in Lyneham at 10:00.

Contact Pack Leaders Pete or Steve on 01249 657575.



Taylor's Out and About.

Croydon - Carl Rosner

Eight bikes made it through torrential rain to the Isle of Wight in August. They were welcomed off the ferry by four local RAT members, who responded to the need of a broken ST gear linkage (small accident on the ferry deck!) by manufacturing and fitting a new one within 45 minutes of the group's arrival. They then led a leisurely tour of the island, culminating in a late lunch in Shanklin. The hospitality of Ben, Barb, Neil and Dean was hugely appreciated on this day, and we look forward to repaying their kindness on the mainland during 2002.

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.



Isle of Wight

Derby - PowerSports

Newly launched in October, this fledgling pack enjoyed a high turn out on its inaugural event, The Derbyshire Dash.

Sales Manager Ian Jennings led the ride on the branch's new Bonneville America demonstrator, which managed to turn several heads during the day. Ian is keen to move the pack forward and is planning an exciting diary for next year. Contact Ian on 01332 206092 for early details, or if you wish to help him establish this new Pack.



PowerSports riders raring to go.

Hinckley - Windy Corner

Respected motorcycle journalist and Torque contributor Jim Reynolds entertained a group of 39 members at the October Windy Corner pack meeting. Jim talked for several hours about his passion for classic motorcycles and provided many fascinating stories from his long career.

Windy Corner meets on the first Wednesday of each month at



Jim and Roger. early details of 2002 events.

MIRA social club, on the A5 near Nuneaton

Contact Roger Winterburn at Windy Corner on 01455 842922 or e-mail:

roger@windycorner.co.uk, for

Leeds - Eddy's Motorcycles

There is one final event this year for Eddy's. Get out on your bike on Boxing day, and meet up with other RATS at the

traditional Mallory Park Christmas Pudding Races.

26 Dec 2001. Mallory Park Christmas Pudding Races. Contact Danny Mountain. 01302 700818.

10 Mar 2002: Wolds Centennial Run. Contact Danny Mountain. 01302 700818

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

Lincoln - Webbs

The group hold their meetings on the third of every month, regardless of the day.

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

Thirteen bikes made it to the Black Forest on the annual trip this year. Bill Saker commented, "The weather was so appalling that I put my rainsuit on in the UK when we left, and had it surgically removed when we got back 10 days later!" Upcoming events:

19 Jan 02: Bowling Night at Bexley Heath

17 Mar 02: Pioneer Run. Leave Oakdene Cafe at 10am ending up at Brighton to see the bikes arrive and enjoy fish and chips on the beach.

31 Mar 02: Box Hill and Bognor Regis. Leave Oakdene at 10am and go to Box Hill to look at the bikes, then onto Bognor Regis for a fish and chip meal.

1 June 02 - 4 June 02: Motorcycle Loft Hotel in Belgium.

29 June 02 - 30 June 02: Battlefields of the Somme trip.

28 July 02 - 11 Aug 02: Black Forest Trip

Visit www.triumph-motorcycles.ltd.uk/rat.html for the latest news or contact Bill at Boyer Racing on 0208 854 8133. Pack Co-ordinator Colin Pavitt can be contacted on 07971 590393.

Northampton - TW Motorcycles

Thirteen members took part in observed rides, courtesy of TW Motorcycles and Northamptonshire Police. PC Tony Hunt and Sergeant Finnigan, accompanied by two PC's and their Inspector came along to offer tuition on the day. Special mention for the day most go to Ian Kelly or TW, who got up early on a Sunday to open the shop!



Police Bike Kraft

Taunton - Taylors Motorcycles

Pack Co-ordinator Robin Salmons has worked hard this year to improve the profile of this pack. The pack has continued to expand, with increasing attendance at their monthly

meetings. Sales Manager Simon stunned the regulars by turning up on the showroom's Bonneville America at their September meeting. The monthly meetings are held on the 3rd Thursday of the month at the Bathpool inn, Bridgewater Road, Taunton. Rest or ride... you decide!

15 Feb: Eat, Drink and be Merry. Bathpool Inn bring the other 'alf, you know we can't be civilised but just this once we'll try

24 March: Pre Easter egg and spoon Race. There's a catch it's on Chesil beach.

Breakfast at Willow brook café 10:00 am Leaving 11:00 am

7 April: Rats.Rats.Rats. Taylors on Chip Lane for Somerset's 100-Year Celebrations of Triumph. Finishing with a fish supper on the coast. Proceedings start at 11:00 am

Contact Simon on 01823 282321 or Robin on rgsalmons@hotmail.com for the latest updates.

Telford - Wylie and Holland

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.



Lost and clueless in Wales in September.

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

Tring - On Yer Triumph

There might just be time to squeeze in one last Christmas run with the On Yer Triumph pack.

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

The Wimborne pack continues to grow in size, stature and scale of their events. This group uses the "lay off" system on its rides - perfect for novices and old campaigners alike. This system does take the onus off map reading - a welcome break for many of us! Thirteen bikes returned from France in early October on the annual 'Dordogne Run'.

This pack continues to meet on the last Wednesday of the month at The Elm Tree pub in Hightown, Ringwood

18 Dec - New Year: Christmas Lunch in Gibraltar. Escape



from yet another traditional Christmas. Contact John in Sales on 01202 824531 for further information. Pack leader, Nigel Baker can be contacted on 01258 830091. Contact him for information about their plans for 2002.

Please confirm details with the organisers before travelling.

Around the World

Brazil

Sao Paulo

Around 40 riders from all parts of Brazil rode to Pouso Alto in the Minas Gerais mountains for the pack's annual run in September.

The base was the Serra Verde 'farm hotel' which provided 'southern style' hospitality in the Brazilian way. Swimming pools, sauna and tennis as well as home grown vegetables, chickens and pork, not to mention fantastic mountain roads, made for a great event.



Such was the success that the pack are now planning monthly meetings next season with dinner rides alternating with weekends away. There will be a special prize for anyone attending all 12 events!

January 25-27: RAT Run to Brotas, SP. Nature and water sports!

February 23: Dinner Ride to Dalmo's Restaurant, Guarujá, SP. Summertime, coast road, great food!

March 15-17: RAT Run to Florianópolis, SC. One of the most beautiful cities in Brazil. Big fat shrimps wait for us!



April 13: Dinner Ride to Alemão's 'German' Restaurant, Itu, SP, where everything is so big!

May 30-June 2: RAT Run to Sao Francisco Xavier, SP.



Mantiqueira Mountains, cosy inns and great shiitake mushrooms.

June 28-30: RAT Run to Tiradentes, MG. The Minas Gerais mountains. colonial southern style.

July 20: Dinner Ride to Boituva, SP. THE place in

Brazil for skydiving. After lunch?

August 30-Sept 1: RAT Run to Conservatória, RJ. The mountains of Rio.

September 21: Dinner Ride to Universal's Restaurant, Monte Alegre do Sul, SP.

October 18-20: VI Annual RAT Run to Ilha Bela, SP. The island's name says it all!

November 2: Moto GP, Rio de Janeiro. we'll be there!

December: Christmas Ride.

2003: Greece !!!!

Belgium

BMC - Ertvelde

About 15 Triumphs, including a couple who came up from Paris for the ride, hit the road towards the flatlands of Flanders on the last Sunday of August.

With a scorching sun and high temperatures, even the usually cooling sea breezes weren't around to help. Christian led the ride and took us via quiet country roads to the Motorcycle Loft Hotel - location of the first Flanders Raid - for a lunch. In the afternoon Christian led us to a typical motorcycle bar with a bike fixed to the wall. With a farewell drink we finished this tour of about 150 kms discovering Flanders land and promised Daniel from BMC to be back for the start of the 2002 season.

Contact Daniel de Rycke +32 (0)93 446444 or Marc Maes marc.mieke@belgacom.net

Denmark

Lystrup - Vagn Jensen Motorcykler

A weekend spiced with culture and typical southern Danish landscape were the backdrop for the Lystrup pack's August run to the picturesque area of Jutland in southern Denmark.

Visiting Tønder's annual folk music festival and staying overnight in the old town of Ribe, the event was voted a success by all members taking part. Even cloudy and rain on Sunday



Next stop Mandø - and then England...

couldn't spoil the weekend and everyone is already looking forward for the next season to get on the road again.

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

Finland

Helsinki

The Helsinki Pack got a new pack leader in Summer. Petri Gullsten is now heading up RAT activities in Helsinki. During the winter time, until the end of March 2002 the pack will meet on every first Tuesday (except New Year, when the meeting is postponed to the January 8). The meeting point is Shell Etelä-Haaga Vidhintie 21, near the roundabout, at 7.00 pm. Contact Petri Gullsten at +35(0)8407365534 petri@gullsten.com.



In front of the summer meeting point at Kahvila Roosa.

Norway

Oslo - The Viking RATs

RATs are now also getting together in Norway and planning the first events for 2002. Two weekend tours will form the core of the season. The Viking Tour and the Fjord and Mountain Tour will give members from Norway and elsewhere an ideal opportunity to discover this beautiful country on the back of a Triumph.

The pack also plans to visit some events in Europe, so contact with Bjørn-Arild Woll if you are interested in joining in.

Contact: Bjørn-Arild Woll, +47(0)4023 1980, goddess@aktivum.com

Coming up in 2002:

May 9-12 Viking Tour

August 23-25 Fjord and Mountain Tour

New Zealand

Auckland, Wellington and Christchurch

As Torque goes to press the New Zealanders are in the middle of their season, with the New Plymouth Raid and

Christmas Party over the weekend of December 1-2.

Action continues throughout the coming months, with monthly rides at all three active packs culminating in the Nelson Raid in February 2002 (not 2001 as we mistakenly printed last time!). Also in the programme is a Raid to Omapere in November 2002.

Contacts are - Auckland, Raewynne Gardiner (09 276 6453, rawynne@northacc.co.nz), Christchurch, Jason Todd (03 3544 390 or 021 259 3613), Wellington, Steve Colebrooke (04 904 5085, spcole@paradise.net.nz).

Spain

Barcelona - Quality Bike

More than 25 RATs from the Catalunyan capital joined a RAT Run on October 7 to the twisty roads and breathtaking views in the mountains just north of Barcelona.

Marc Larotcha from local dealer Quality Bike had arranged a fantastic tour ending with a late breakfast in a typical Catalunyan restaurant in the mountains.



The team of Marc and local based Englishman Simon Brampton are now completing planning for the Catalunya RAT Raid in March. Don't miss it!

Contact Marc Larotcha, +34 934 576 994, triumph@quality.bike.com

Coming up:

March 22-24

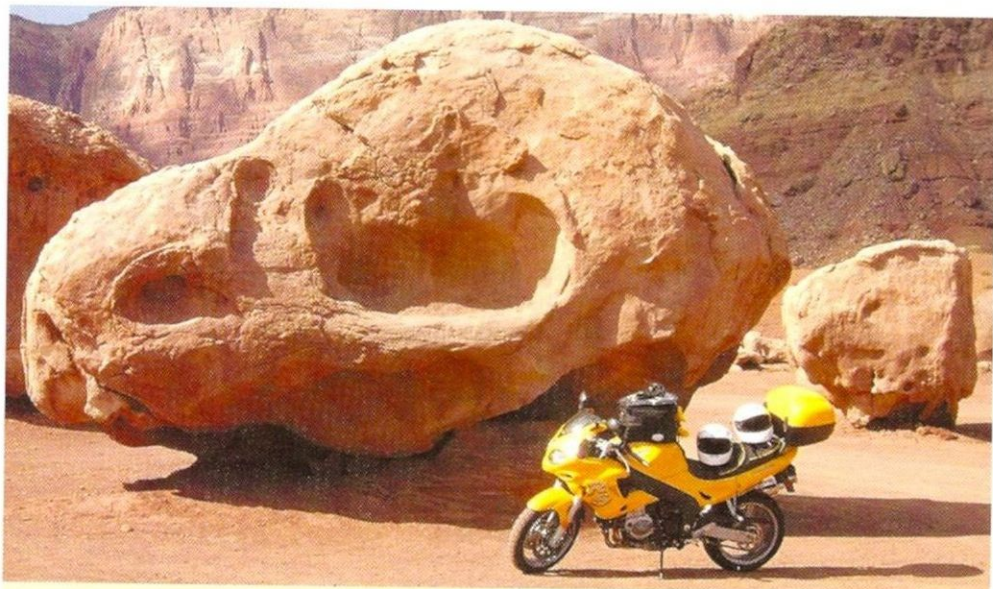
RAT Raid Catalunya



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 events or activities in their area.

Letters

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

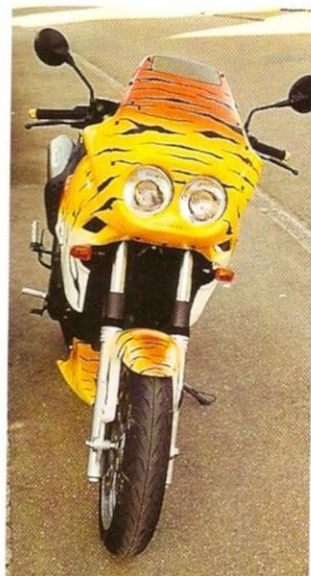


▲ **Canyon run**

My wife and I have just completed a 1600 mile ride covering the Grand Canyon and Zion national parks and I wanted to share the photographs with other members. They were taken on the ride from the South Rim to the North Rim of Grand Canyon where huge rocks stand by the roadside.

Giri Gagadharan, Brea, California, USA.

Huge stones litter the landscape around the Grand Canyon.



Keep an eye on this Tiger.

▲ **Wild Tiger**

Here is a photo of my 'Supermoto' style 1996 Tiger. I call it 'Tigerfell' (Tiger Fur). It certainly turns heads!

Walter Peterhaus, Hori, Switzerland.

▼ **Time warp**

One evening I just had to ride. I rode the Sprint for many miles. As the sun started to fall I found myself at Beacon Hill in Leicestershire. Alone in the car park stood this old Triumph.

Climbing the hill I found the owner watching the sunset. We talked and discovered so much in common between us.

Looking at the two bikes in the picture I wonder that if I will be blessed to be riding the Sprint in 20 years time, what will be alongside it then? Will it be my turn to be a vintage rider?

Gary Harrison, Leicester, England.



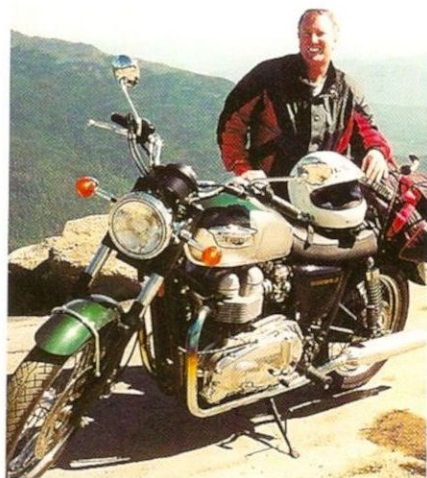
When Francis Paul started to modify his Adventurer, he didn't know when to stop!

▲ **Hybrid Triumph**

My Triumph is a mix of a 1996 Adventurer and a 1997 Daytona! I started with the Adventurer and first modified the front and rear with parts from the Daytona - the wheels, mirrors, indicators and handlebars, plus a screen, just to show at exhibitions. Then I decided to look at the engine and installed three K&N air filters.

The rear swinging arm was the most complex part as it entailed modifying the whole of one side of the bike, decentralising the wheel and lowering the suspension.

Francis Paul, Montreal, Canada.



Lorne McCallan and Bonnie on top of Mount Washington.

▲ **Hitting the heights**

A beautiful ride from Brampton, Ontario, through north Vermont and on to the highest point in New Hampshire, Mount Washington at 6288 feet. The Bonneville ran like a charm and to date has 11,000 kms on her.

Lorne McCallan, Brampton, Ontario, Canada.



Years apart in age, but united in spirit.

Deals on Wheels

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 Benvençudo. 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.

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

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

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 .



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 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.

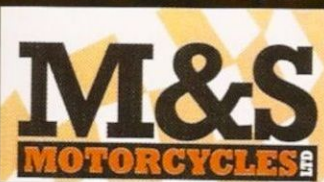
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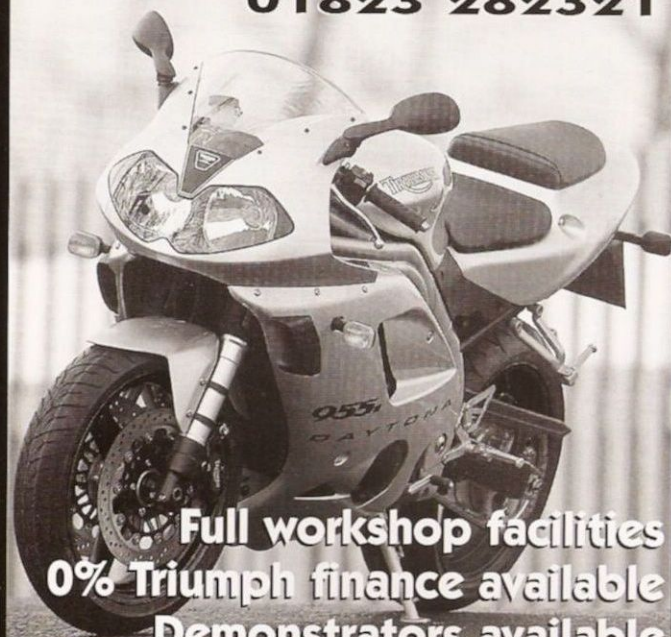
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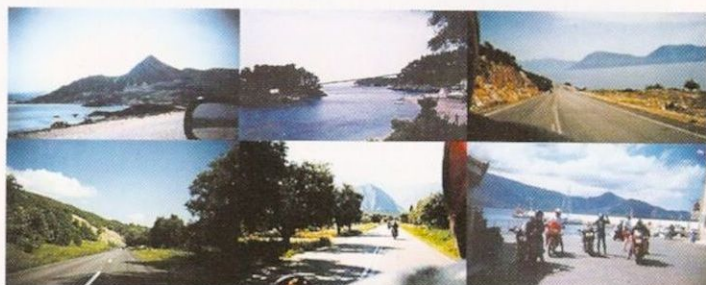
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