

THE MAGAZINE OF THE RIDERS ASSOCIATION OF TRIUMPH

TORQUE



No 16

Summer 2000

UK/International edition

New season's *Colours*

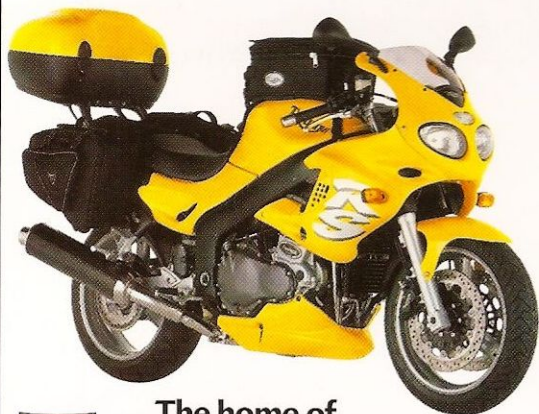


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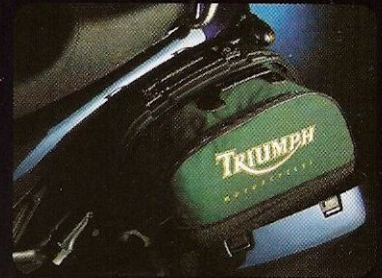
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Up front

We're here to help

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



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I HOPE you're having as good a riding year as I am! Some of the great events we previewed in the Spring edition of Torque have already taken place and I have had some superb rides.

Memories of a long, slippery, exhilarating blast up the twisty N106 in the French Cevennes mountains with a party of British members will stay with me for a long time, as will a fun chase down the Val Joly towards the Belgian border hot on the heels of Lille-based Triumph dealer Jean-Remy Chaval.

But whatever the early season has brought you, I can guarantee that we have even more fun in store for the rest of the season.

If you're in Europe, how about experiencing the historic Nordschliefe circuit at Germany's Nurburgring, cruising through the Austrian Alps or trying your hand at the former home of the Dutch Formula One Grand Prix at Zandvoort?

UK members have a particularly packed programme with a choice of one-day Regional Runs just about every Sunday and our great two-day Members Weekends visiting a different region each month.

Or if you're based Stateside, our New England Bed and Breakfast Ride, a weekend on the slopes of atmospheric Mount St Helens in Washington State and our participation in the BBC Rally at Eagle River, Wisconsin, form just a part of our ever-expanding programme.

Wherever you live and whatever you ride, we're working hard to bring you the best motorcycling experiences of your life. As you'll see from this edition of Torque the schedule is already very busy and we're adding more events and more local activities to the list all the time.

Check out the RAT web pages (use the passwords TORQUE and RAT89151) to check out the latest details.

If you'd like to see more things happening in your own local area and don't mind rolling up your sleeves to help make it happen, contact either me or your national manager (listed opposite and on the website) and we'll do our best to make it happen.

Anyway, that's enough from me, let's fuel up and get riding. That's what it's all about, after all. Enjoy yourself!

Neil Webster
International Manager, RAT



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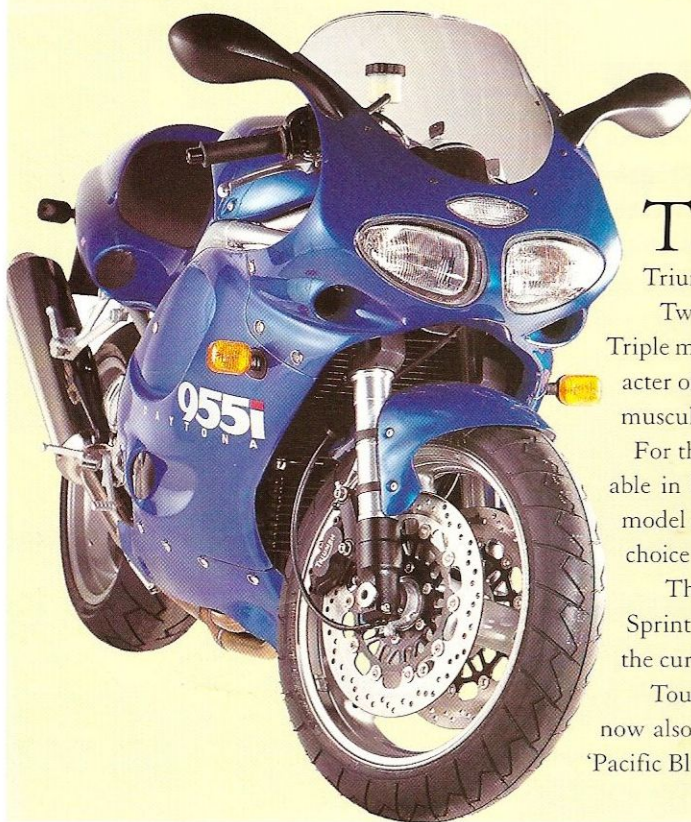
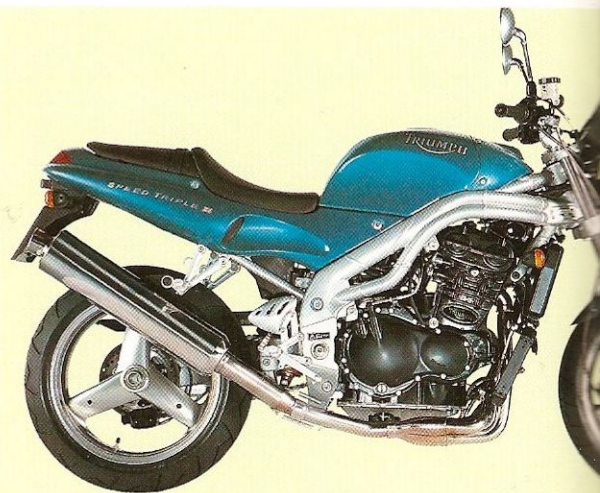
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New season's

TRIUMPH are releasing a range of new colour options for their existing machines, some of which are already available through Triumph dealers.

Two vivid brand new colours make their appearance on the Speed Triple model. 'Neon Blue' and 'Nuclear Red' both reflect the radical character of this no-nonsense naked sports bike and will feature alongside the muscular 'Jet Black' option.

For the first time in its four year history, the Daytona 955i will be available in blue, with the rich 'Caspian Blue' shade last used on the Tiger model returning to the range on the sports machine alongside the current choice of 'Aluminium Silver' and 'Lightning Yellow'.

The popular 'British Racing Green' colour will be available on the Sprint ST, while its stablemate Sprint RS will come in Black, as well as the current 'Racing Yellow' and 'Lucifer Orange' options.

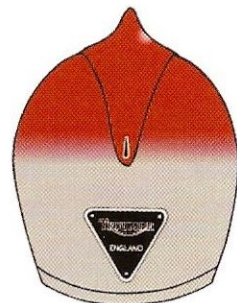
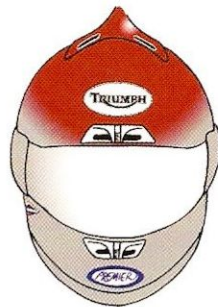
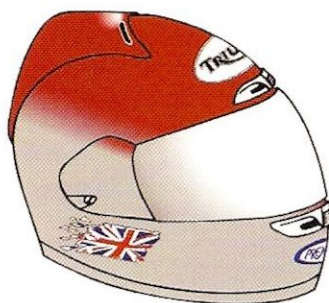
Touring riders haven't been ignored however, with the Trophy model now also available in a new 'Sunset Red' colour alongside 'Platinum' and 'Pacific Blue'.

Triumph helmets with style

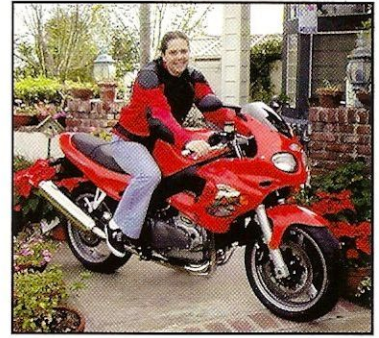
ITALIAN helmet manufacturers Premier have signed an exclusive licensing deal to produce an all-new range of Triumph-branded crash helmets.

Colour-matched to complement Triumph's most popular colour options

and with special paint schemes to match the TT600 model, the quality helmets will be available through authorised Triumph dealers from later in the Summer.



They will carry homologation for the UK (BSI), Europe (ECE) and USA (Snell) and will be available in Sport Full Face, Full Face and Touring Open Face versions.



Tami tames an RS at just 15

IS 15 year-old Tami Good the youngest legal Sprint RS rider in the world?

At the age of just 15 years and six months she obtained her California Motorcycle Permit which allowed her to ride any motorcycle in daylight hours, and started riding a 500cc bike to school.

"When my own Triumph RS was ready for collection in January, Tami and I rode up on my '95 Sprint to collect it," said her father, Don.

"Since my old Sprint was a little too big for her, I let her ride the RS home and also to school for the next week or two to build up the running-in miles.

"She loves it and now wants one of her own for her High School Graduation present two years from now. I'll probably give her this one and buy a new one for myself because she loves the Lucifer Orange," said Don.

Don tells us that Tami was given a little PW50 as a child and has been riding bikes ever since.

Ride hard with the Iron Butts

EVERY two years an enthusiastic group of hard-core long distance riders attack continental USA on the infamous 'Iron Butt Rally' which entails riding for a minimum of a 1000 miles a day for 11 days.

Canadian Triumph fan John Ferber has already entered next year's event in a bid to capture his third consecutive Iron Butt award. A farmer from New Dundee, Ontario, John completed the 1997 and 1999 events

aboard Trophy models and will this time use a Sprint ST.

With bonus point rewards available for detours of deceptive distance and time, the Rally is not just a test of endurance but of judgement and navigation. Imagine trying to guess if a detour is within your capabilities when you're on the eighth day of the ride with 3000 miles left to go! It takes some serious commitment to make that extra effort.

Riders receive points for completing each of the four legs of the event, plus bonus points for the detour routes. In 1997 John rode his 1996 Triumph Trophy to a top 20 finish and received a Gold medal, and in 1999 he took a Silver medal on his 1998 Trophy 1200.

If you think you have the stamina to have a go yourself, check out the web site of Mr Iron Butt (Mike Kneebone) on www.ironbutt.com for more information.

Rally challenge

AN estimated 2000 riders will take part in this year's UK National Rally, which takes place on July 1-2.

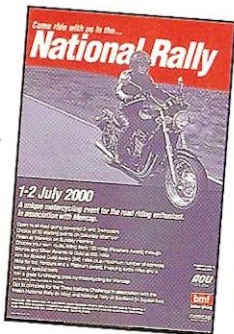
The Rally, which is organised jointly by the ACU and the BMF, is a 20-hour road ride which offers competitors a choice of 50 start points all over the UK. Riders have to cover distances ranging from 100 to more than 500 miles, checking in at various points on the route, before meeting for a mass finish in Gaydon, Warwickshire.

You can choose your own objective ranging from the Finishers Award for 100 miles, up to the Platinum Award for over 550 miles, a maximum number of checkpoint marks and a series of special tests. Bronze, Silver, Gold and Special Gold awards await riders who choose to aim somewhere in between.

Mental health charity Mencap are backing the event with a range of prizes including cross-channel ferry tickets, track day vouchers and race meeting tickets and are inviting competitors to use the event to raise funds for them through sponsorship.

Entry forms and Mencap fund-raising packs are available from National Rally 2000, ACU House, Wood Street, Rugby, Warwickshire, CV21 2YX, England (email: admin@acu.org.uk)

Please note that this event is not a RAT or Triumph organised event and all road going powered two and three wheel machines are eligible to enter.



Adding extra horsepower

SOUTH African member Hans-Peter Willi thought we might be interested to see this combination of horsepower!

The Thundersbird Sport and Daytona belong to Hans-Peter and his friend Helmut, the horse - Royal Spring - is being ridden by 18 year-old Claire.

"Despite the unfamiliar 'fence' and idling engines she cleared it effortlessly and without hesitation," said Hans-Peter. "We made sure there was no risk to the horse, the rider, or the bikes! Royal Spring is simply a horse with a big heart and she now insists on having this picture pinned to the stable wall!"

South Africa offers 340 sunny days a year and is ideal touring country reports Hans-Peter, who invites any members planning to make a visit to call him on +27 11 464 2277.



WIN A WATERPROOF

WIN a terrific Triumph waterproof suit in this edition's members' competition. Simply answer the three questions below and send your entry to RAT at PO Box 83, Hinckley, Leicestershire, LE10 3ZP, England. Two runners-up will each receive a RAT polo shirt. Closing date is August 1st.

QUESTIONS

- ▼ Which classic German race circuit will be the base for a RAT event this Summer?
- ▼ How many models were in the Triumph range on May 1, 2000?
- ▼ What is the dry weight of the Triumph TT600?

Triumph clothing competition

Answers:

1.
2.
3.

Name:

Address:

.....

.....

Membership number:

Suit size:

Prize guys

CONGRATULATIONS to Roland Webert who won a Triumph watch in our Spring competition.

Roland correctly identified that Triumph had recently made their 100,000th machine, that the Sierra Norte is Spain and that the Elfstedentocht event was held in Holland.

Runners-up were August Sugar from Ohio, USA, and Johannes Henze from Dortmund, Germany.





And the award goes to...

TOP UK Triumph dealers and salesmen were rewarded for their outstanding achievements during 1999 in an awards ceremony at the National Motorcycle Museum in March.

With prizes available for customer service satisfaction as well as sales successes, the awards recognised the dealers' importance in Triumph's continuous development.

In top spot for customer service satisfaction, taken from responses to the customer survey mailed to all new Triumph purchasers, was Melton Mowbray dealer Len Manchester.

Taking top honours for the second year running for Service Dealer of the Year was Carl Rosner of Croydon and Top Sales dealer of the year went to Jack Lilley of Shepperton.

The runner-up sales dealer prize was awarded to Hughenden M40 of Oxfordshire and South East London dealer Boyer Racing was recognised as the Most Improved Dealer of the year.

The top UK Triumph salesmen were all presented with awards for their outstanding individual success within their region. Scooping first place in the south west was Paul Witherford from Bridge in Exeter, who is also the dealer's RAT pack leader.

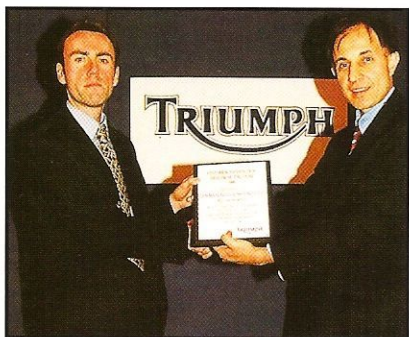
Taking top honours in the south east for the third successive year was Darren Holman of Hughenden M40 and the prize for the Midlands went to Kerry Field of Ideal Garage in Birmingham.

For the north of the country Mike Williamson, from Eddy's of Leeds, proved unbeatable, taking top spot. Like

Paul of Bridge, Mike actively supports RAT action in Leeds.

The final awards of the day recognised the promotion of Triumph clothing and accessories and the TriumphCare insurance scheme. Metropolis Motorcycles of London took the former with Fowlers of Swindon repeating their success of 1998 with the Fernet insurance administered TriumphCare programme.

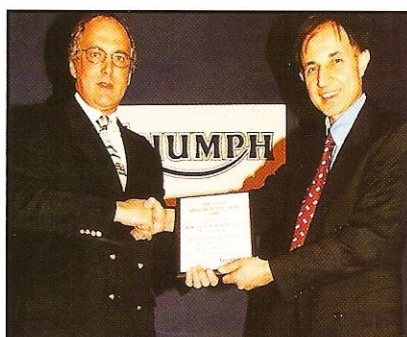
Triumph's UK Sales and Marketing Manager Bruno Tagliaferri, who presented the awards, said, "Our dealers have had a very successful year so to win an award is a remarkable achievement. The biggest winners, though, are Triumph customers who can purchase our motorcycles from an extremely professional dealer network."



Rob Watcham (left) of Len Manchester MCs receives his award from Bruno Tagliaferri.



Service Dealer of the Year Carl Rosner receives his award.



Steve Lilley (left) collects his Sales Dealer of the Year award from Bruno Tagliaferri

Dealer update



Pack leader Nick Cowdry (right) of M&P with pack co-ordinator Arthur Jeffery.

Jeffery as pack co-ordinator. Their contact number remains 01656 657887.

▼ Scotland has two new outlets that

▼ BRIDGEND dealer **M&P** have moved. They can now be found in Tremains Road, Bridgend where Nick Cowdry remains as pack leader and Arthur

have joined the UK dealer network. In Perth, **Motorcycle King** can be found at 7 Whitefriars Street where Jimmy King can be contacted on 01738 633003. **David Petrie Motorcycles** are flying the Triumph flag in Ayr and can be found at 14 Green Street Lane, Ayr and contacted on 01292 284228.

▼ For North London, **Bikerama** have opened a new site in Tottenham at 658-660 High Road. The new site will largely concentrate on Triumph where Liam Read can be contacted on 0208 885 2000.

▼ Tring dealership **Market Motorcycles** has now changed hands, taking on a new name, too. Going by the name of **On Yer Triumph**, their contact details remain unchanged. Joining the Hertfordshire outlet is south east Salesman of the Year, Darren Holman who will work alongside RAT pack leader Nigel Lee.



Pack leader Nigel Lee of On Yer Triumph pictured with Kriss Akabusi.



THE attentive audience is attending the RAT Technical Seminar organised by Dutch importers Greenib at Triumph dealers BMC at Ertvelde, Belgium.

Sun and secluded roads

AROUND 60 French and British members met up to take part in the French Spring Break weekend in the Pas-de-Calais in May.

The region's lush wooded valleys and little explored

country roads provided a wonderful location for the event, with the final count reaching over 40 Triumphs by Sunday afternoon.

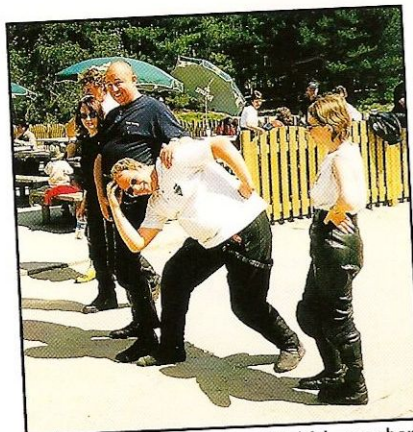
A party of 21 British members travelled to France on Friday evening and immediately started to make the most of the lovely weather, heading out for their first ride of the weekend within minutes of checking into the event's HQ at the Chateau des Tourelles hotel at Le West near Boulogne.

They were joined on Saturday by a number of French members from as far afield as Paris, Bourges and Amiens who met up both at the start and at the day's lunch stop at the seaside Marquenterre country park in the bay of the Somme.

Group dinners at event HQ on Friday and Saturday evenings added to



The Parc Ornithologique de Marquenterre in the bay of the Somme was the lunch stop for Saturday's ride.



A lively mix of French and British members helped make the French Spring Break a enjoyable weekend.

The Avenir Moto pack from Lille joined the main group on Sunday morning.

the enjoyment of the rides, while Sunday put the seal on Franco-British relations when a party of 16 bikes from the Avenir Moto pack in Lille met the main group at the morning coffee stop and joined the ride for the rest of the day.

A superb weekend, with great riding made even better by a thriving social scene. Thanks to Bertrand Goyez and Pierre-Philippe Clabaux for planning the routes and leading the rides.

Boyer back in town

CLUB members from England and Germany came together in Belgium recently when London dealer Boyer Racing's RAT Pack visited the Motorcycle Loft Hotel. The international group enjoyed rides through Belgium, Holland and France during the weekend.

Said Boyer Racing's Bill Saker, "After the hospitality shown to us during our visit to the Black Forest last year, I felt inviting our German friends for a weekend we had organised was the least we could do. Everyone seems to have had a really good time."



English and German RAT Packers in Belgium.



Ready for the off. Club members about to begin the Pateley Bridge Run.

Taking advantage

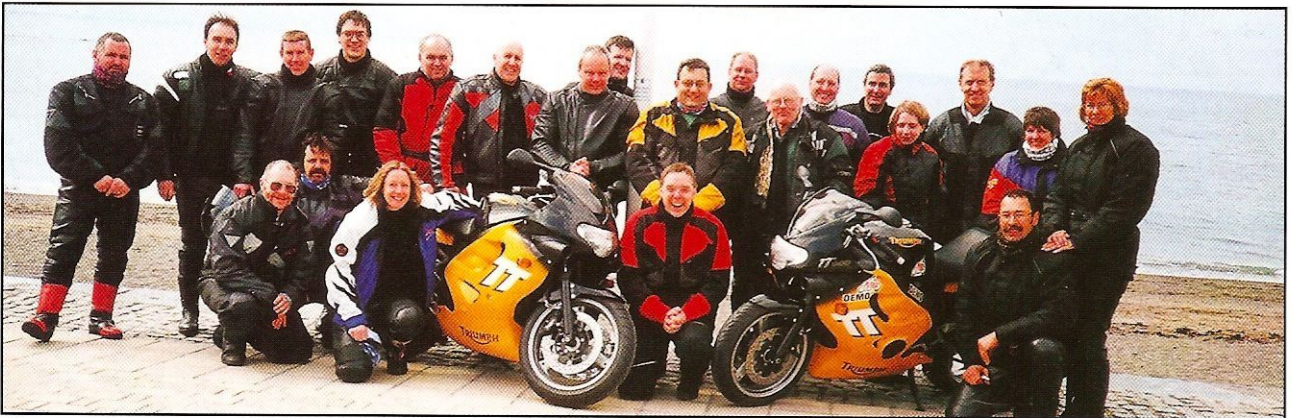
SCORES of RAT members have made the most of the packed club calendar the current season has on offer. With RAT Runs and weekend events happening on most Sundays between now and the end of October, there really is little

reason to miss out.

Take a look at the selection of pictures we have included from RAT activities already taken place this year and we're sure you'll agree their expressions speak for themselves.



Stopping for a breather en route to Cosford.



RAT members who made it to Aberystwyth.

By Tiger to Tairua in New Zealand

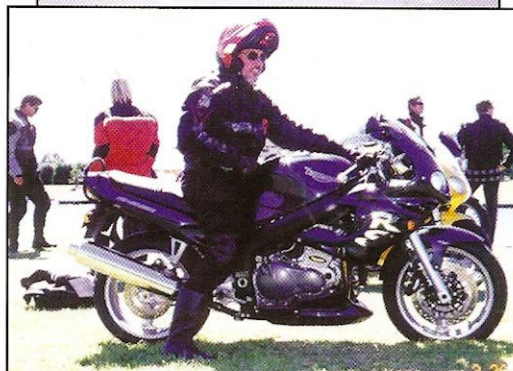
THE only excuse for not enjoying a ride on a Triumph on this bright and sunny day in February could have been crewing for Team New Zealand on the Americas Cup Yacht!

Eight am saw several RAT members enjoying breakfast at the Autobahn, followed by a steady flow of bikes thereafter. Really great to see so many Triumphs together and the interest that they attract.

Sight of the day? A pillion rider clad in a micro mini skirt complete with fishnet stockings and stiletto heels. Concensus had it that the stockings must have been made of Kevlar!

The ride through to the Paeroa race circuit was without incident, although the traffic was very heavy, making staying in a group difficult. We also managed to avoid any speeding tickets.

The racing was as usual excellent. Great to see Shaft Motorcycles turning out two immaculate bikes - the 955i and the Sprint.



A second pack ride took in some 250 kms incorporating lovely twisty roads and beautiful scenery, especially at Pauanui by the waterways, the home of the rich and famous!

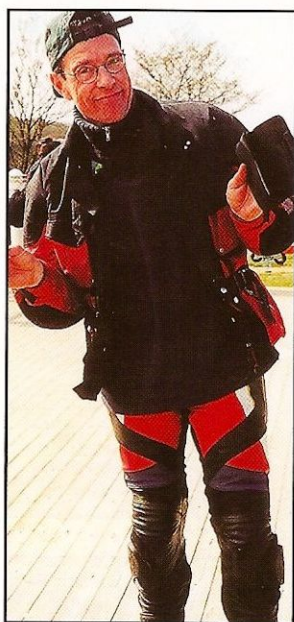
Around 14 members met at Papakura at around 9am, enjoyed a coffee and a chat then set off on a leisurely ride with a quick stop at Kopu then through to the local coffee house in Tairua.

The line up of pristine Triumphs attracted, as ever, great interest.

The return ride split into two groups, with one group selecting a slightly longer route home, others with the usual commitments taking the direct route.

All in all a very enjoyable day, good company, great bikes - many surprised at the capability of the Tiger mixing it with the more sporting models with ease!

In the forests of the Avesnois



Dutch visitor Hans not only enjoyed himself hugely on his new Sprint RS, but he also won the main prize of a Triumph watch in the lunchtime draw.

SUNNY Spring weather and a terrific turn-out of over 50 Triumphs helped make the Balade des Forêts d'Avesnois a superb season-opening event for the north of France in early April.

Hosted by the Avenir Moto pack from Lille, the run also attracted members from the UK and Holland and they were rewarded by an excellent day's riding.

After coffee and a photocall at Avenir Moto, the group made their way from the built-up suburbs of Lille into the wooded regions of the north west, led by ride organiser Bertrand Goyez and Avenir Moto's Jean-Remy Chaval.

An exhilarating dash down the Val Joly led to the lakeside lunch stop and the tombola prize draw before the party weaved its way back through the forests for a farewell drink back in Lille.



Jean-Remy Chaval of Avenir Moto (left) and ride organiser Bertrand Goyez (centre) presided over the prizegiving at the lunch break.



Over 50 bikes and 80 people took part in the Balades des Forêts Avesnois organised by the Avenir Moto pack in Lille.

British Bikes Plus Euro Stars

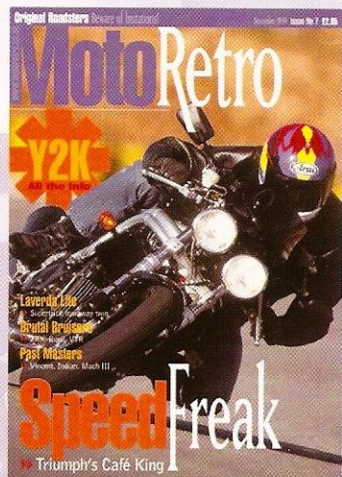
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MotoRetro

Goes Totally Triumph

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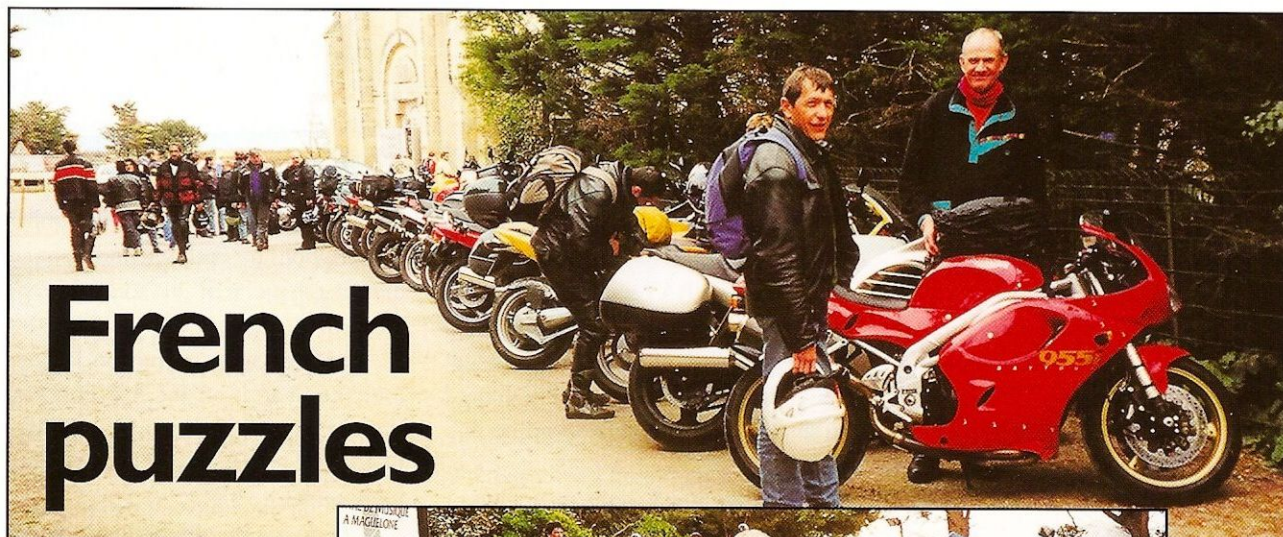
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UK Pack Directory

TOWN	DEALER	NAME	PHONE
Barwell	Windy Corner	Roger Winterburn	01455 842922
Bridgend	M&P	Nick Cowdry	01656 657887
Croydon	Carl Rosner	Carl Rosner	0181 657 0121
Edinburgh	Two Wheels	Neil Danskin	0131 667 7305
Exeter	Bridge	Paul Witherford	01392 260200
Fareham	Rafferty Newman	Chris Linney	01329 232424
Hull	Miles Kingsport	Dave Nicholls	01482 323529
Leeds	Eddy's	Mike Williamson	0113 232 6665
Lincoln	Webbs	Peter Littlewood	01522 528951
London	Bikerama	Liam Read	020 8885 2000
London	Boyer Racing	Bill Saker	0181 854 8133
Newcastle	M&S	Gary Butler	0191 232 7866
Nottingham	Pidcocks	Chris Pidcock	0115 969 2200
Oxford	Hughenden M40	Matt Cooke	01844 279701
Peterborough	Balderstons	Martin Rice	01733 312311
Preston	Bill Head	Paul Bowker	01772 252066
Shepperton	Jack Lilley	Robin Johnson	01932 224574
Swindon	Fowlers	Bev Taylor	01793 534985
Telford	Wylie and Holland	Sally Blackwell	01952 248868
Tring	On Yer Triumph	Nigel Lee	01442 822599
Watton/Ipswich /Lowestoft	Lings	Roger Steggalls	01953 881285
Wimborne	Three Cross	Lee Wadwell	01202 824531
Warley	Speedaway	Stuart Darling	0121 559 1270



French puzzles

THE dramatic scenery of Languedoc in south west France provided the location for two early season events organised by the Technic Moto Pack from Nimes.

Event organiser Herve Descamps produced two tricky treasure hunts to test the ingenuity of fellow members. The first followed the twists and turns of the Cevennes mountains, the second visited the wine country of the Corbieres and Minervoies regions.

The two day 'Sur les Routes des Corbieres' attracted members from the



As well as some great riding, the weekend provided plenty of opportunities to socialise.

UK for the weekend, quickly filling the number of places available. Details of Saturday's route were hidden in the clues to the treasure hunt, but most competitors managed to make it to the end without resorting to the instructions in their sealed emergency

envelope.

Their reward was a marathon prize-giving hosted by Herve before a dinner that went on well past midnight.

Luckily, Sunday's route was more leisurely with printed route instructions taking riders to the

Mediterranean coast and the medieval cathedral at Maguellone for farewell snacks and drinks.

Herve is already planning his next event. It should be worth the trip if you fancy sampling the delights of this superb region.

PACKchat

With the summer season ready to roll, here is your guide to local RAT action.

- ▼ WELSH dealers M&P meet at The Blue Anchor in Aberthaw on the third Monday of each month. Contact pack co-ordinator Arthur Jeffery on 01446 710196.
- ▼ THE Rafferty Newman pack meets on the first Wednesday of each month at a new venue - M. Kelley's restaurant on the A27 Fareham to Portsmouth Road. Call Chris Linney on 01329 232424 for action in Hampshire.
- ▼ JACK Lilley of Shepperton now meet at The Castle Grove, Guildford Road, Chobham, Surrey, on the first Wednesday of the month. King RAT Robin Johnson is the contact on 01932 224574.
- ▼ THREE Cross RATs have a packed calendar for this year. They meet on

the last Wednesday of the month at The Elm Tree in Ringwood. Nigel Baker is pack coordinator, working with Lee Wadwell at Three Cross. Give them a call 01202 824531.

- ▼ SHROPSHIRE RAT's should head for the 'The Gate' in Bratton, near Telford on the first Tuesday of each month, where the Wylie and Holland pack meet. Call pack co-ordinator Bryan Adams on 01630 653236 for further details.
- ▼ THE Haycutter pub is the assembly point for the Croydon area where Carl Rosner's pack can be found in Tanhouse Road, Oxted, on the third Wednesday of each month. Call Carl Rosner on 0181 657 0121.
- ▼ MILES Kingsport meet on the second Monday of the month at the

Molescroft pub, Malton Road, Beverley. Call Dave Nicholson on 01482 323529 for northern action.

- ▼ IN Leeds, Eddy's meet on the first Wednesday of the month at The Old Red Lion on the A64 York Road. Call Paul Armer on 0410 911016 for more details.
- ▼ FOWLER'S Swindon pack use the Woodshaw Inn, Wootton Bassett, for their get-togethers on the first Wednesday of the month at 7.30pm. Phone pack coordinator Pete Clarke on 01793 854365.
- ▼ EAST Anglia's RAT man is Roger Steggells of Lings on 01953 881285. He organises regular Friday evening runs for the three packs in his area.

Home Run

BE one of the first people to see inside the new Triumph factory by taking part in our 'Home Run' on Sunday July 16.

RAT members will have exclusive access to the site as the climax to the run which has start points at Triumph dealers all over the UK.

As well as the chance to look around and see for yourself the plans that Triumph has for the future, there will also be a free 'sausage sizzle' barbecue, a display by spectacular stunt rider Jason

Finn and the chance to try your hand at mini moto racing.

There's no entry fee and no need to reserve a place. This is a special event exclusively for RAT members however, so we will be checking membership cards at the gate. Don't forget yours! Pillion passengers will also need to show a full or associate membership card.

If you've just bought your bike or joined the club and haven't yet received your card, please bring along a copy of

your sales invoice or registration document or call us on +44 (0)1455 891515 for details of your membership number. Subscriptions for both full and associate memberships will be available on the day.

The site will be open from 12 noon until 4pm and is off the A47 Hinckley Perimeter Road, Dodwell's Bridge Industrial Estate, Hinckley, Leicestershire.

Check out the dealers listed below for the start time of their Home Run.

START POINTS

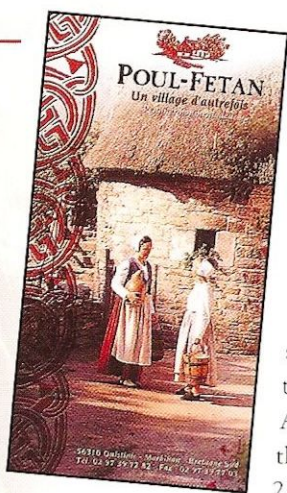
Webbs, Lincoln	10.30 @ dealership	Three Cross, Wimborne	8.00 @ dealership
Boyer Racing, London	9.00 @ dealership	Hughenden M40, Oxon	8.30 @ Englands Rose pub
On Yer Triumph, Tring	10.30 @ dealership	Ongar Mcycles, Gt Dunmow	9.00 @ dealership
Windy Corner, Barwell	10.30 @ dealership	Balderston's, Peterborough	10.30 @ dealership
Lings, East Anglia	phone 0870 2411361	Fowlers of Bristol, Swindon and Cheltenham	11.00 @ Little Chef, Stow on the Wold
Wylie & Holland, Telford	10.30 @ dealership	Carl Rosner, Croydon	9.00 @ dealership
Eddy's, Leeds	10.30 @ Old Red Lion	Woods of Abergele	10.30 @ dealership
Pidcocks, Nottingham	10.30 @ dealership	M&P, Bridgend	10.30 @ dealership

Around the World

France

Brittany Run, June 18: Explore the past and present of beautiful Brittany as we tour the picturesque country roads of the Morbihan. The day includes a lunch stop at the restored 19th century village of Poul-Fetan where we will sample a typical Breton meal.

Meet at the Self Casino in the ALMA commercial centre in Rennes between 9h and 9.45h for a start at 10h.



The ride is being hosted by Rennes Triumph dealers United Motors and is limited to 60 people. A fee of 150 Francs is payable to cover lunch at Poul-Fetan. Contact Francoise Pirot at United Motors (+33 2.99.41.95.60, email jpirot@compuserve.com) to reserve your place before June 10.

If you are coming from outside the region the nearest hotel to the start is the Novotel in the Avenue du Canada, Rennes, near the ALMA centre (tel +33 2.99.86.14.14, fax +33 2.99.86.14.15).

Normandy Run, July 2: Timbered Norman villages and the pretty port of Honfleur are highlights of our Normandy Run on July 2.

We will start from the market place at Beuvron-en-Auge (off the

RN175 between Caen and Rouen) at 10.00h, and follow a route visiting typical Norman villages such as Cambremer and Beaumont-en-Auge before stopping for lunch by the sea in Honfleur.

The afternoon's route includes Pont l'Eveque, Lisieux, Livarot and St Pierre-sur-Dives before we finish for a farewell drink in Rezidon.

Local member Serge Le Royer is organising the day, for more information, contact him on +33 2.31.90.27.18.

Club Manager Neil Webster will be leading a group to the start point from the Hotel du Chateau, Avenue du 6 juin, Caen (+33 2 31 86 15 37).

Route de Pays Cathare, October 22: Visit medieval walled cities and ride in the Pyrenees

in one great day by following the Route de Pays Cathars with us on October 22.

Starting from the Hotel de Ville in Narbonne at 10.00h, the route takes us to Minerve and on to the walled city of Carcassonne for lunch. We then head to the Cathar castle at Queribus in the Pyrenees before crossing the Corbieres on the way back to the finish at Narbonne and a farewell drink. It should be a great day.

Locally based British member Martin de Cayless is organising the ride and can also offer bed and breakfast accommodation for the Saturday night for anyone visiting the area for the ride. Contact him on +33 4.68.33.36.71.

(email: Ldocmoto@aol.com)

Sur la Route de Stevenson, September 30 - October 1:

Robert Louis Stevenson's account of his travels with a donkey in the hills of the Cevennes in south-west France is a travel classic. We will retrace his steps over this weekend in superb motorcycling country, so there's no need to bring a donkey! Information from Herve Descamps on +33 4 66.85.42.96 (email to: herve.hdp@wanadoo.fr)

Germany

Nurburgring Weekend, July 29-30:

Ride the fantastic Nordschleife circuit at the historic Nurburgring as part of this memorable members weekend in the Eiffel Mountains.

Based on the banks of the River Rhine at Remagen, the weekend

gets underway with a pig roast welcome party (free food for members) on Friday evening. A touring ride through the lovely Eiffel region on Saturday (meet at Remagen central station at 9am) is followed by your first chance to ride the Nordschleife when it opens to the public at a cost of 21DM per lap at 5pm.

We have then organised an evening river cruise down the Rhine to see a firework display while we eat, drink and relax, returning to Remagen for a final nightcap around midnight.

A farewell ride on Sunday morning will finish at the Nurburgring at lunchtime so you can choose either to take another turn on the Nordschleife, which is open from noon, watch the action from the sidelines or head for home.

Numbers on the boat trip are limited, so if you want to reserve a place, please send a cheque for £6 (or 18DM) to Martin Driehaus, Triumph Germany, Otto Hahn Strasse, Friedrichsdorf-Koepfepenn, Germany.

For more information call Martin on +49 6175 93360. UK Manager Lee Parslow will be leading a group to the event from the UK. If you want to go with him call 01455 891515 for details.

Please book any accommodation you require direct with the hotel or campsite, not with us.

▼ Hotel Pinger, Remagen: Tel +49 2642 900035, fax 900037.

▼ Hotel Anker, Remagen: Tel: +49 2642 23377.

▼ Hotel Fassbender, Remagen: Tel: +49 2642 23472.

▼ Camping Goldene Meile, Remagen: +49 2642 2 2222, fax 1555.

▼ Tourist information office: +49 2642 20187, fax 20127.

Holland

Zandvoort Track Day, July 17:

Your chance to ride on the famous

former Formula One Grand Prix circuit in an exclusive Triumph day. Zandvoort is near Den Haag on the North Sea coast. Advance booking is essential as numbers are limited and be warned that the circuit officials carry out strict noise tests and all machines must be road legal. Information and bookings from Rene van Tienhoven on +31 71 301 9292.

Italy

Tour of Corsica, September

29-October 2: Explore the island with fellow Triumph fans in this Italian-organised weekend event. Information from Alessandra Gasperini on +39 02 935 82000.

Luxembourg

Luxembourg Tour, August

26-28: Spend a weekend in the hills and forests in this small but beautiful country.

Information from Rene van Tienhoven on +31 71 301 9292.

Sweden

Oresund Bridge Run, July 1-2:

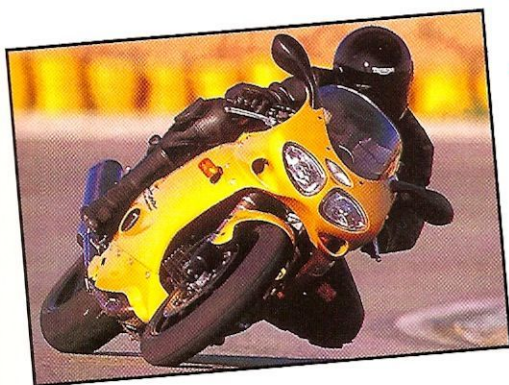
The Oresund Bridge linking southern Sweden and Denmark opens on July 1 and we will be there to be some of the first motorcyclists to ride across.

We then ride north through Denmark and take the ferry back to Sweden for an overnight stop before spending Sunday discovering the famous castles of the Skane region.

Borders Run, September 9-10:

Heading north from Goteborg the route takes us to the Norwegian border and back through the lakelands of western Sweden in a superb weekend tour.

Information from Krister Akerblom on +46 (0)8680 0725.



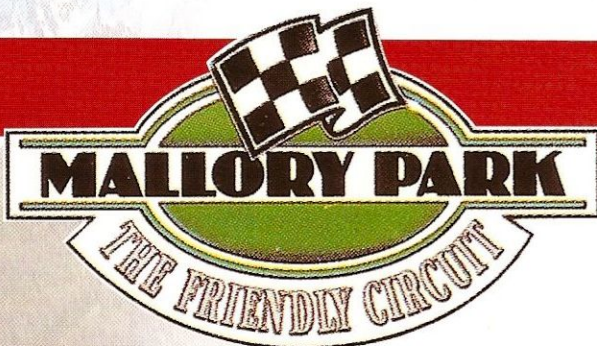
Get set for summer

With the season in full swing, RAT members in the UK have never been so busy! Our monthly Members Weekends have proved a great success so far this year and continue all the way up to October with some great locations offering a choice of experiences. Add our packed programme of regional runs and you can take part in a club event just about every

weekend to the end of the season.

If you live outside the UK but are planning to visit, why not make a date to join in one of these events? The Members Weekends are worth a trip in themselves and you will also be very welcome at any of the regional runs.

Call Lee Parslow on +44 (0)1455 891515 for information.



June

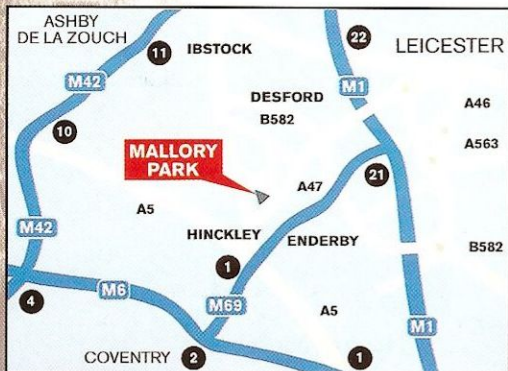
Regional Runs

Race treat

CAN'T get to the island this year? Worry not. If you're quick, there's still time to enjoy a day at Mallory Park on June 11 at their famous Post TT meeting.

We have arranged a discount entry fee (£12 instead of £15) for RAT members who take along the coupon printed at the bottom of the page.

The day includes both modern and classic racing as well as displays and parades for what promises to be an excellent day out. With Mallory Park situated right in the heart of England, it's no more than a few hours ride away, too! Go on, treat yourselves.



North:

Route 66 Run: June 11. Leaves Scotch Corner Hotel (jct. A1/A66) 10.30am. Hosted by M&S, Newcastle. Gary Butler, 0191 232 7866.

South East:

Essex Swing Run: June 18. Hosted by Ongar Motorcycles. Thurrock Services Car Park (M25), 10.30 am start. Finish with fish and chips in Southend. Ken Kirby, 01708 851812.

Scotland:

Inverary Run: June 25. Hosted by Two Wheels, Edinburgh. Meet at Two Wheels for a 10.30 am start. Neil Danskin, 0131 667 7305.

North/East/West:

Meriden Millennium Motorcycle Megaride: June 25. This event is being organised to support children's hospices across the UK. It's not organised by us, but there are three regional RAT Runs designed to link up with it.



M&P of Bridgend will host a run from the west, meeting at the Little Chef, Junction 33, M4 Cardiff West services for a 10.30am start. Windy Corner will host a run from the East Midlands. Meet at the Hinckley Knight on the A5 near Hinckley, just north of the M69 junction. Eddy's Motorcycles will host a run from the North, starting from the Old Red Lion, York Road, Leeds, at 10.30am.

There is a £5 entry fee for the event (payable in advance), which includes a metal commemorative badge.

For further information and entry forms, call Arthur Jeffery (M&P) on 01446 710196, Roger Winterburn (Windy Corner) on 01455 842922 or Paul Armer (Eddy's) on 0410 911016.

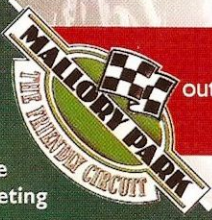
South West:

Bath Bash: June 4. Hosted by Three Cross Motorcycles. Leaving from Rownham services (westbound) on the M27 (just west of the M3 junction) at 10.30am. Finish with a ride on an open topped bus! Nigel Baker, 01258 830091.

For details on all these events and future RAT Runs, be sure not to miss the autumn edition of Torque, out on September 1. You can also check out the RAT website. Go to the Triumph site at www.triumph.co.uk and use the passwords TORQUE and RAT891515 to get into the RAT members' section.

Present this coupon at the gate to claim a reduced price entry of £12 at the Post TT meeting on June 11

PHOTOCOPIES NOT ACCEPTED



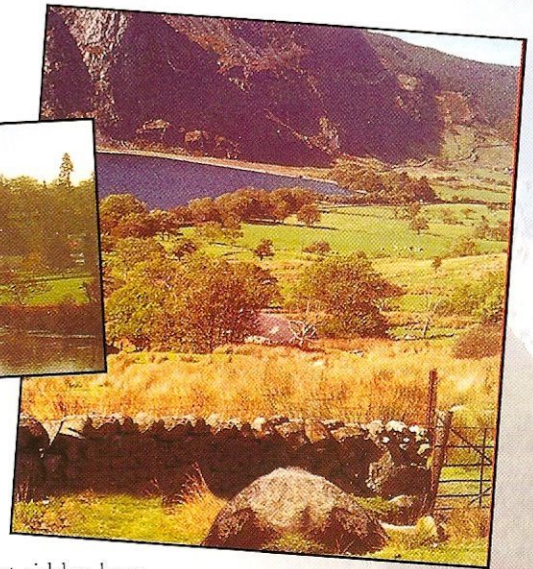
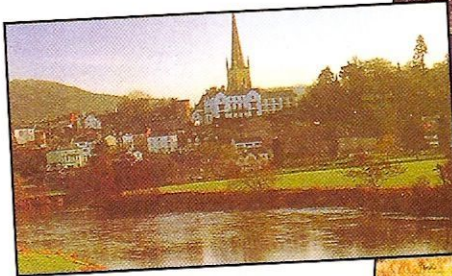
July

Marches Madness

NO, we haven't muddled our dates! Instead, be sure to join us as we explore the wonderful riding region of the English/Welsh border (the Welsh Marches) during the weekend of July 22 and 23.

Saturday morning sees us set off from the Travel Inn at Gloucester (Witcombe NOT Longford) at 10.30 am when we'll start an unforgettable ride through Gloucestershire, Herefordshire and into Wrexham where we'll spend Saturday evening.

Sunday starts at 10.30 am from Wrexham Travel Inn and will see us continue our ride through this pretty region of the British Isles. If you've not ridden here before, you can't afford to miss this. If you have, we're sure you'll want to come back for more. You will find Gloucester Travel Inn just off the A46 and Wrexham Travel Inn is situated on the B5445 near the village of Gresford. All Travel Inn accommodation can be booked on 0870 242 8000.

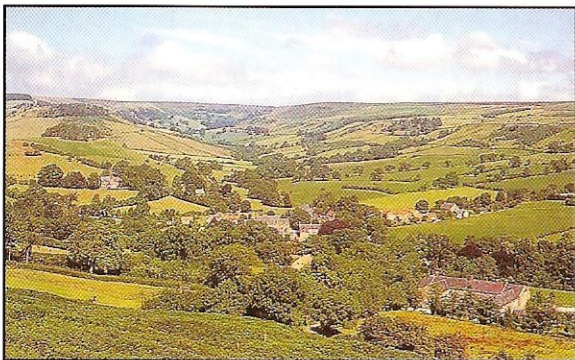


Regional Runs

East:

Home Run: July 16, start points for all members in the East Midlands: Balderston's, Peterborough at 10.30 am; Lings of East Anglia, phone 0870 241 1361 for local start points; Pidcocks, Nottingham at 10.30 am; Webbs of Lincoln at 10.30 am; Windy Corner, Barwell at 10.30 am.

North:



Yorkshire 'Heartbeat Country' Camping Weekend: July 8-9, Rosedale Abbey Campsite, Yorkshire. Hosted by Eddy's. RAT Runs on both days. Saturday: meet at The Old Red Lion, A64 York Road, Leeds at 11.30 am for rideout to campsite. Sunday: 'Heartbeat country' rideout with racing at Oliver's Mount, Scarborough for those who want to catch some track action. To book a pitch, phone Rosedale Abbey campsite on 01751 417272 and ask for John or Vanda. Prices per night are £4.00 for a one man tent and £7.50 for a two man tent. For further information, contact Danny Mountain on 01302 700818.

Home Run July 16, start point for Eddy's RAT Pack and all northern club members: The Old Red Lion, A64 York Road, Leeds at 10.30 am.

South East:

Home Run: July 16, start points for all members in the south east: Boyer Racing, London at 9.00 am; Carl Rosner, Croydon at 9.00 am; Hughenden M40, Oxford, from 8.30 am at England's Rose pub, A40 towards London, just past dealership. On Yer Triumph, Tring at 10.30 am. Ongar Motorcycles, Great Dunmow at 9.00 am.

South West:

Home Run: July 16, start points for all members in the south west: Fowlers Bristol and Swindon, 11.00 am at The Little Chef, Stow on the Wold; Three Cross, Wimborne at 8.00 am.

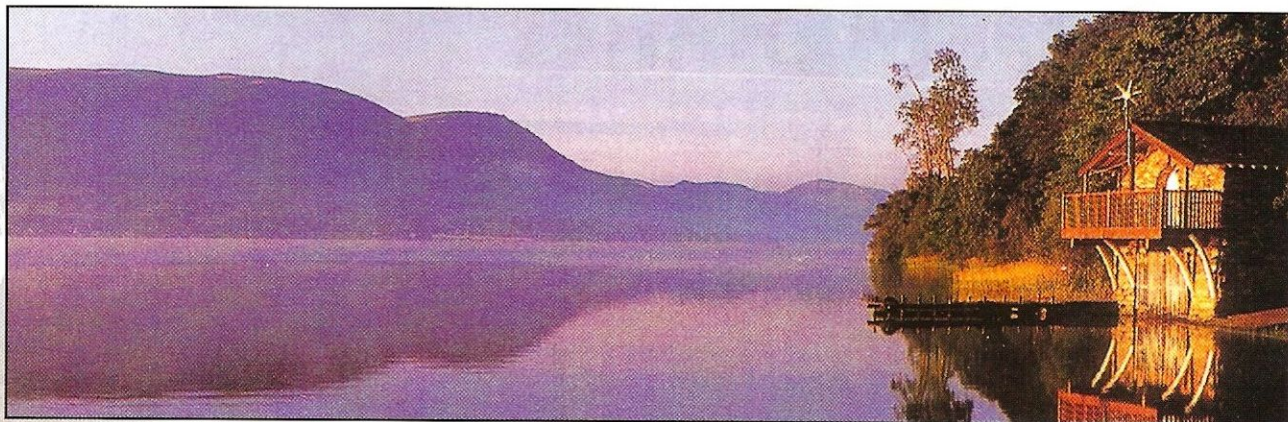
West:

Welsh Marches Weekend - see main story.

Home Run; July 16, start points for all members in Wales and the West of England: Fowlers Cheltenham 11.00 am at The Little Chef, Stow on the Wold; Wylie & Holland, Telford at 10.30

Scotland:

Dumfries and Galloway Run: July 30. Hosted by Two Wheels, Edinburgh. Meet at Two Wheels. 10.30 am start. Neil Danskin, 0131 667 7305.



Enjoy spectacular views when we visit the Lake District.

Lovely Lakes

AMAZING roads and scenery are what you can expect when you join the return trip to the Lake District over the weekend of August 12-13.

Starting at 10.30 am on Saturday from the Travelodge/Little Chef at Penrith, we'll snake our way through glorious countryside whilst absorbing the scenery that makes the Lake District famous the world over.

Sunday morning will begin at Whitehaven Travel Inn at 10.30 am when we'll continue to enjoy the riding and the views only on offer in this wonderful region.

The Penrith Travelodge can be found on the A66, just off junction 40 of the M6. Bookings can be made on 0800 850 950. Whitehaven Travel Inn is situated on the A595 in Howgate, Whitehaven. To book accommodation, phone 0870 242 8000.

Regional Runs

East:

Ace Cafe Run: August 13. Hosted by Lings. 'Jumbo's Cafe' (A14 Tothill services, Stowmarket, next to the petrol station) for a 10.30 am start. Roger Steggells 01953 881285.

North:

Lake District Weekend: August 12 & 13. See main story.

South East:

Essextravaganza: August 19 (Saturday). Hosted by Ongar Motorcycles. Thurrock Services car park (M25), 10.30 am start. See the hidden beauty of Essex before finishing in Clacton for Cockles! Ken Kirby, 01708 851812.

West:

Severn Up Run - to the Severn Valley: August 20. Hosted by Wylie and Holland. The Gate, Bratton, near Telford, 10.30 am. Bryan Adams 01630 653236.

South West:

Baywatch Run: August 20. Hosted by Three Cross. Leaving from Rownham services (westbound) on the M27 (just west of the M3 junction) at 10.30am. Join us as we wind our way along the Dorset coast line. Nigel Baker 01258 830091.

Scotland:

Kielder Run: August 28. Hosted by Two Wheels, Edinburgh. Meet at Two Wheels for a 10.30 am start. Neil Danskin, 0131 667 7305.

UK RAT Run dates:

June 4	Isle of Man TT Run	RAT HQ	July 16	RAT Home Run	RAT HQ
June 4	Bath Bash	Three Cross	July 22-23	Marches Madness	RAT HQ
June 11	Route 66 Run	M&S	July 27-Aug 14	Black Forest Run	Boyer Racing
June 18	Essex Swing	Ongar Motorcycles	July 30	Dumfries & Galloway Run	Two Wheels
June 25	Meriden Mega Ride	M&P/Windy Corner/Eddy's	Aug 12-13	Lakes Weekend	RAT HQ
June 25	Inverary Run	Two Wheels	Aug 13	Ace Cafe Run	Lings
July 8/9	'Heartbeat' camping	Eddy's	Aug 19	Essextravaganza	Ongar Motorcycles

September

Border Raid II

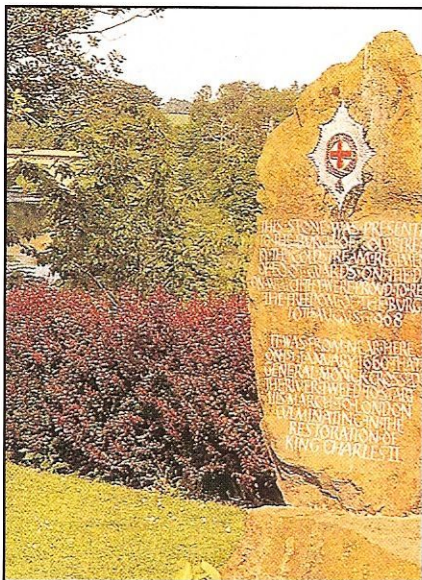
COME and see why last year's Border Raid was such a success when we make a return visit to Border country on September 16 and 17.

Last year more than 30 Triumphs and riders enjoyed a weekend that included a backdrop of brooding castles and historic battlegrounds and this year's visit should be even better.

Saturday will start at 10.30 am from Newcastle (Cramlington) Travel Inn and from there we'll head north towards the frontier. We'll finish in picturesque Melrose, at the George and Abbottsford Hotel, from where Sunday's ride will start at 10.30 am. The second day's ride will include the rollercoaster A68 and the spectacular Carter Bar frontier viewing point.

Newcastle (Cramlington) Travel Inn can be found on the roundabout junction of the A19/A189 to the south of Cramlington. Bookings can be made on 0870 242 8000. For

accommodation in The George and Abbottsford Hotel, call 01896 822308 quoting RAT. The special price per person is £36 for dinner, bed and breakfast. The hotel can be found in Melrose High Street.

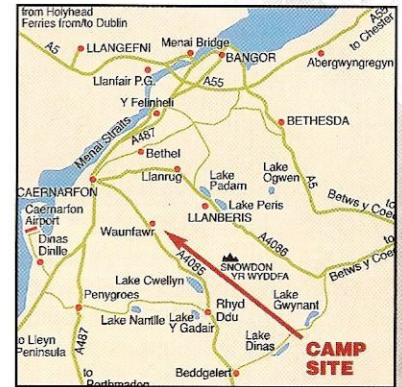


Pass historic landmarks when you ride through Border country.

Regional Runs

Midlands:

Snowdonia Camping Weekend: September 9-10. Ty'n yr Onnen Camping Park, Waunfawr, Caernarfon. RAT Runs both days, leaving the campsite at 10.30 am, around this beautiful area of Wales. For a two man tent, a pitch costs £5 per night. To book, phone Tom Griffith on 01286 650043.



For further details, phone 01455 891515.

North:

Border Raid - see main story.

South West:

Torque Talk Cafe Run: September 17. Hosted by Bridge Motorcycles. Meet at Kennford South Little Chef, A38, near Exeter for a 10.30 am start when we'll ride to Newton Abbot and the motorcyclist's Torque Talk Cafe. Paul Witherford 01392 260200.

Scotland:

Scottish Run: September 24. Two Wheels of Edinburgh will host this run through the fantastic Scottish countryside. Meet at Two Wheels for a 10.30 am start. Neil Danskin, 0131 667 7305.

Border Raid - see main story.

South East:

The South East Coastal Ride: September 24. Hosted by Boyer Racing. Meet at The Oakdene Cafe (Wrotham Hill, just off the M20/M26 junction) for a 10.30am start. Colin Pavitt 07971 590393.

Aug 20	Baywatch Run	Three Cross	Sept 24	South East Coastal Run	Boyer Racing
Aug 20	Severn Valley Run	Wylie and Holland	Sept 24	Scottish Run	Two Wheels
Aug 21-23	Royal Deeside Tour	Two Wheels	Oct 1	Run to Gt North Bike Show	Eddy's
Aug 28	Kielder Run	Two Wheels	Oct 7-8	RAT Rider training weekend	Shire Training Services
Sept 9-10	Snowdonia Camping w/end	RAT HQ	Oct 14-15	Cornish Coastal Caper	RAT HQ
Sept 16-17	Border Raid 2000	RAT HQ	Oct 15	Scottish Run	Two Wheels
Sept 17	Torque Talk Cafe Run	Bridge	Oct 22	Laycock Abbey Run	Speedaway

And there's more

What's to come



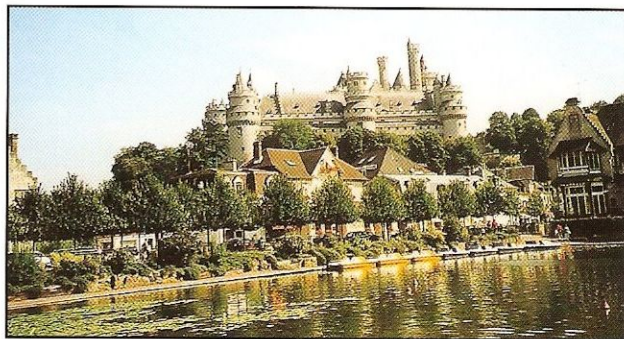
Ride the rugged Cornish coastline in October.

JUST because the clocks go back in October doesn't mean we stop riding. The autumn edition of Torque will feature our packed calendar for the last month of the RAT riding season, the main event being a coastal tour of Cornwall planned for the weekend of 14 and 15. With a full programme of RAT Runs too, you really should make the most of October.

For details on all future RAT Runs, be sure not to miss the autumn edition, out on September 1. You can also check out the RAT website. Go to the Triumph site at www.triumph.co.uk

and use the passwords TORQUE and RAT891515 to get into the RAT members' section. All RAT weekend events have a Triumph Table for those who stay over at the optional Saturday evening accommodation, where a group dinner is enjoyed.

Boyer in the Black Forest

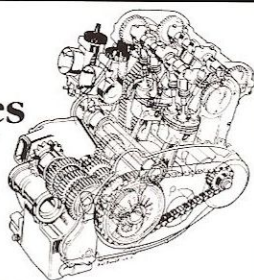


FOLLOWING a successful trip to Germany's Black Forest last year, London dealer Boyer Racing have decided to repeat the trip this summer.

Leaving Dover on either July 27 or 28 (there are two departure dates) you'll spend ten days touring this superb region of Europe, which will incorporate a four-day Alpine tour led by a Swiss guide and meeting up with a local German RAT pack.

The planned return date is August 6, leaving Calais for Dover. For details on availability and prices, call Bill Saker at Boyer Racing on 0181 854 8133.

John Wilcox Competition Engines



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Race winning engines for 20 years, our facilities and expertise are used by the Triumph factory to develop their engines

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See our updated web page for more Triumph Info...

Web: www.wilcoxengines.demon.co.uk
Email: mail@wilcoxengines.demon.co.uk

Two Wheeled adventure

EDINBURGH dealer Two Wheels have organised, in conjunction with Highland Rider Adventure Holidays, a three day tour of Royal Deeside and the Grampian Mountains.

The trip begins on Monday August 21 and finishes on Wednesday August 23 and costs £215 per person which includes full board accommodation for two nights and a trip to a distillery.

To book your place, call Neil Danskin at Two Wheels on 0131 667 7305.

Back to school

WE take our riding seriously and believe you never stop learning. Whether it's cornering techniques or defensive riding, there is always something you'll gain from professional training.

So, we have teamed up with Shire Training Services and arranged a dedicated RAT training weekend on 7 & 8 October. Places are extremely limited, so if you're interested, you are well advised to book early.

The cost is £300 per person, and this includes two full days rider training and three nights bed and breakfast and two evening meals.

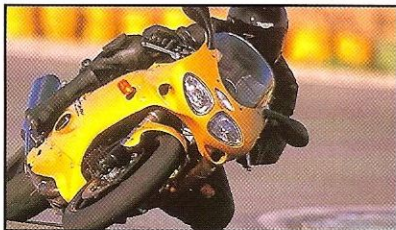
To book your place, call Colin Fenton at Shire Training Services on 01480 464689.

Track Action

IF you have a taste for some track action, we have arranged discounts for RAT members at a wide range of track days to give you a wide choice of dates and circuits.

Triumph dealers Fowlers Motorcycles have a season-long schedule to choose from. These events aren't exclusively Triumph, but they do offer cash savings for RAT members of up to 10 per cent.

For Mallory Park, call Fowlers on



+44 (0)117 977 0466, and for Castle Combe, phone the circuit direct on +44 (0)1249 782417. Don't forget to quote your RAT membership number.

Exeter dealers Bridge Motorcycles are holding a track day with a difference at Thruxton on June 27.

Limited to just 75 riders there will be expert tuition available from

ex-Grand Prix rider Steve Parrish.

The cost to RAT members is £80 (usual price £120) and includes refreshments and at least one hour of circuit time, split into twenty-minute sessions. There will also be dedicated Triumph groups.

If you're interested, phone Bridge on 01392 260200 for further details.

Track day schedule

June 21	Castle Combe, Fowlers £85 (normally £90)	Aug 8	Mallory Park, Fowlers £85 (normally £95)
June 27	Thruxton, Bridge £80 (normally £120)	Aug 9	Castle Combe, Fowlers £85 (normally £90)
June 29	Mallory Park, Fowlers £85 (normally £95)	Aug 23	Castle Combe, Fowlers £85 (normally £90)
July 5	Castle Combe, Fowlers £85 (normally £90)	Sept 6	Castle Combe, Fowlers £85 (normally £90)
July 11	Mallory Park, Fowlers £85 (normally £95)	Sept 19	Mallory Park, Fowlers £85 (normally £95)
July 19	Castle Combe, Fowlers £85 (normally £90)	Sept 27	Castle Combe, Fowlers £85 (normally £90)

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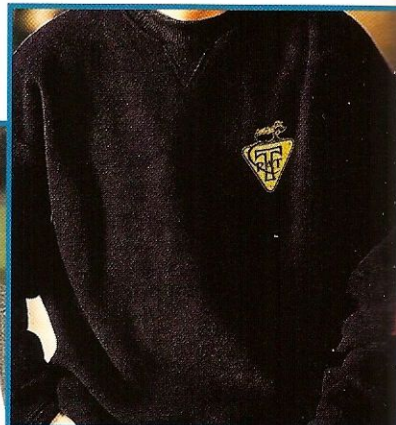
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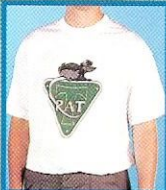


HEAVY DUTY LONG SLEEVE T-SHIRT
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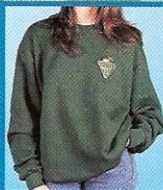


JACKET
embroidered logo on breast

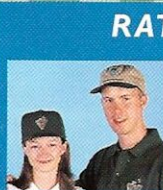
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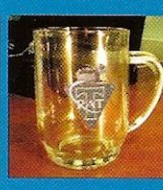
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LICENCE WALLET



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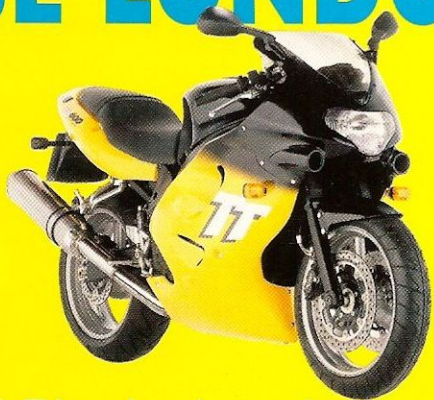


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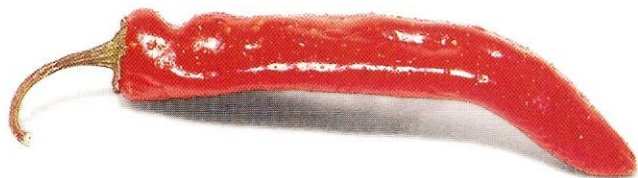
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Test of a thousand

Bruce Preston travels the world to lead groups of motorcyclists, usually American, on bike tours. Not too long ago his destination was the Alps aboard a Triumph Sprint.

Delightful Rothenburg

ONE of the oldest towns in Germany, a perfect jump-off point for the tour with a wonderful old hotel, the Romantik, and more than enough attractions to fill our two days there. Highlight was a concert by an Irish band that sung in a truly authentic Irish accent but who were, in fact, Germans who spoke no English! Naturally Guinness was also on sale.

Heading south from Rothenburg I have never seen so many motorcycles on the road. It was worrying that they were all going in the opposite direction to us! I counted over a thousand in one 50 mile stretch, every one of which gave me a wave. (It is an interesting wave they give in this part of the world, most of the riders pointing their thumb downwards, all is revealed later...)

On our left, just before Fussen, was Mad King Ludwig's castle, a fairy-tale edifice alongside the more mundane place next door where he really lived. He planned to live in the castle but died before it was complete.

I'd really fallen for the 900cc Triumph. The three-cylinder engine produced more than enough power but better still was the seat.

Even after an initial 350-mile ride

from Ostend I never gave it a thought. Because I was riding alone there was ample luggage space and I opted to use my pannier inner-bags so I didn't need to take the panniers off the bike. This worked well but the inner bags might have taken up too much space if I'd had someone with me.

Fifteen frontiers were crossed during the three weeks I was away and only upon arriving in Ostend was a passport asked for. Even British customs didn't ask to see it. Times have changed.

Towards the Alps

FROM Fussen, our night stop, the foothills of the Alps could be seen in the distance; even at this range they were beautiful but there did seem to be rather a lot of snow on the peaks.

A 'short-cut' across the top corner of Italy (perfectly timed for a lunch stop) took us into Switzerland and offered a closer look at the mountains. We arrived at Kublis for the night to be told that just a week ago the village had been covered in snow. Many of the Swiss mountain passes were still closed, including the Susten, Grimsel and St Bernardino. This isn't supposed to happen in June!

Now I knew why all those bikes had been heading away from the Alps. And

that strange 'thumbs down' wave had been a warning about the weather!

Brake and you might miss Liechtenstein

IT is less than 100 miles from Kublis to Andermatt, our next destination, but we added a few extra by detouring into Liechtenstein. Brake a bit late and you might miss it.

Later, passing through Chur, we got mixed up with the organisation for the Tour of Switzerland bicycle race. All the eating places were closed whilst the staff went out to watch and the only ones open were being used as feeding stations for the riders.

Across the well-named Oberalp Pass into Andermatt and the road now offered the exhilarating riding that we had come here for. The promised snow hadn't arrived but there was plenty piled beside the road to remind us what we were in for.

All the way from Chur we had been following the line of the famous Alpine Railway with the train performing incredible feats around hairpin bends. It is a cog railway with centre mounted sprocket assisting the train to climb and descend mountains.

Now I re-discovered how thrilling

hairpins

The Boss Cow had the biggest bell... what a racket.



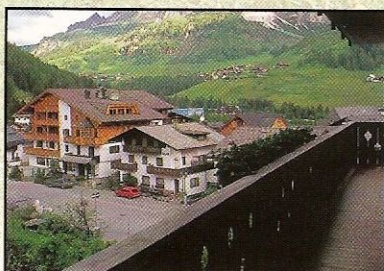
Bruce Preston on the Triumph Sprint.



Looking down from Corvera.



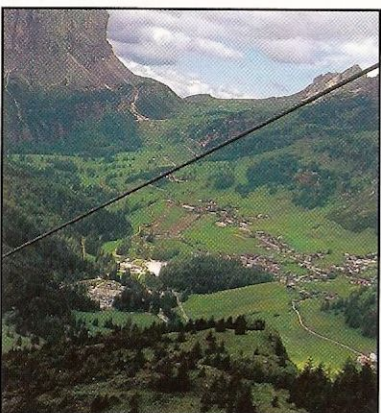
Early morning entertainment in the Corvera town square.



A great view from my hotel window in Corvera.



The Triumph meets up with the Italian side of my family!



High above Corvera a ski lift gives a view of valleys that would, in winter, be snow covered.

the Alps are. We were sometimes at nine or ten thousand feet and looking at villages thousands of feet below. Quite, quite stunning.

From Andermatt the plan was a short loop taking in the Susten, Grimsell and Furka passes, a plan aborted when both the Grimsel and Susten passes were listed as closed. The snow had caught up with us. I settled for the old St. Gottard Pass by the cobble road, clear of snow but with plenty of the white stuff piled high alongside.

I had it all to myself and the Triumph loved it. After the St. Gottard I continued west over the Nufenenpass and then swung north to rejoin our planned route over the Furkapass, a route that gave me the best of the weather. Not at all a bad day.

Andermatt must rate amongst the champions when it comes to cow bells. All conversation stopped when a herd of cows passed through the town, the boss cow apparently having the biggest bell. What a cacophony.

Another route revision was called for the next day as the St. Bernardino was closed and this was on the planned route to St. Moritz. So we went back across the Oberalp to Chur.

I'd been counting the hairpins early on but lost count around 500 with many more to come. So forgive the headline, I might have been fifty hairpins short or a thousand more.

A few hours later we were struck by

a blizzard as we crested the peak and my riding suit was covered with a couple of inches of snow. The map said we were at 2044 metres (6700 feet). Isn't this fun?

Should we risk the Stelvio?

OUR ordeal didn't last long. The roads were wet but pretty snow free and as the Triumph negotiated the hairpins down again we went from snow to rain to sunshine in no time at all.

Things had improved a little the next morning. Well, it wasn't actually snowing but the thermometer was only just above zero and, once again, I was delighted that I'd worn my all-weather suit rather than leathers.

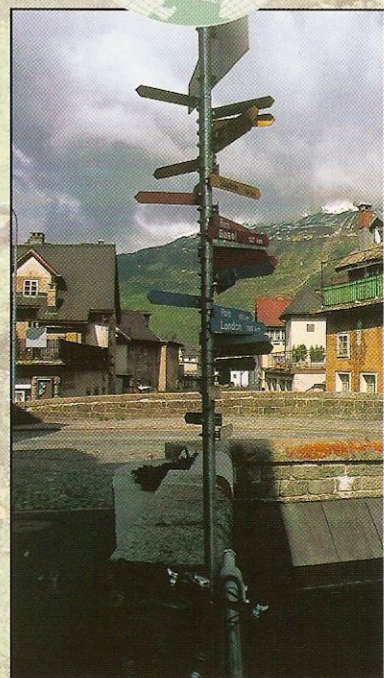
More re-routing was called for. The Bernina pass was even more blocked so we retraced our steps to Zernaz, concluding that we looked like having to give the daddy of them all, the Stelvio, a miss.

As we passed through Sta. Maria a group of German riders came down from the Umbrail Pass, which connects to the Stelvio, and stopped in front of us. I enquired whether the Stelvio was clear. "Ja," came the reply. "Aber kalt."

We decided to give it a run with the Umbrail offering a bonus in that it was (understandably) all but deserted with most of it being unmade. I didn't mind, that meant more grip on unmade tracks



Is there anywhere more beautiful than the Swiss Alps?



Just 789 kilometres (500 miles in old money) from London. An easy day's ride if they hadn't put mountains in the way.

in icy conditions. A delightful ride with only cows for company. The bells, the bells. At times it was hard to hear the engine.

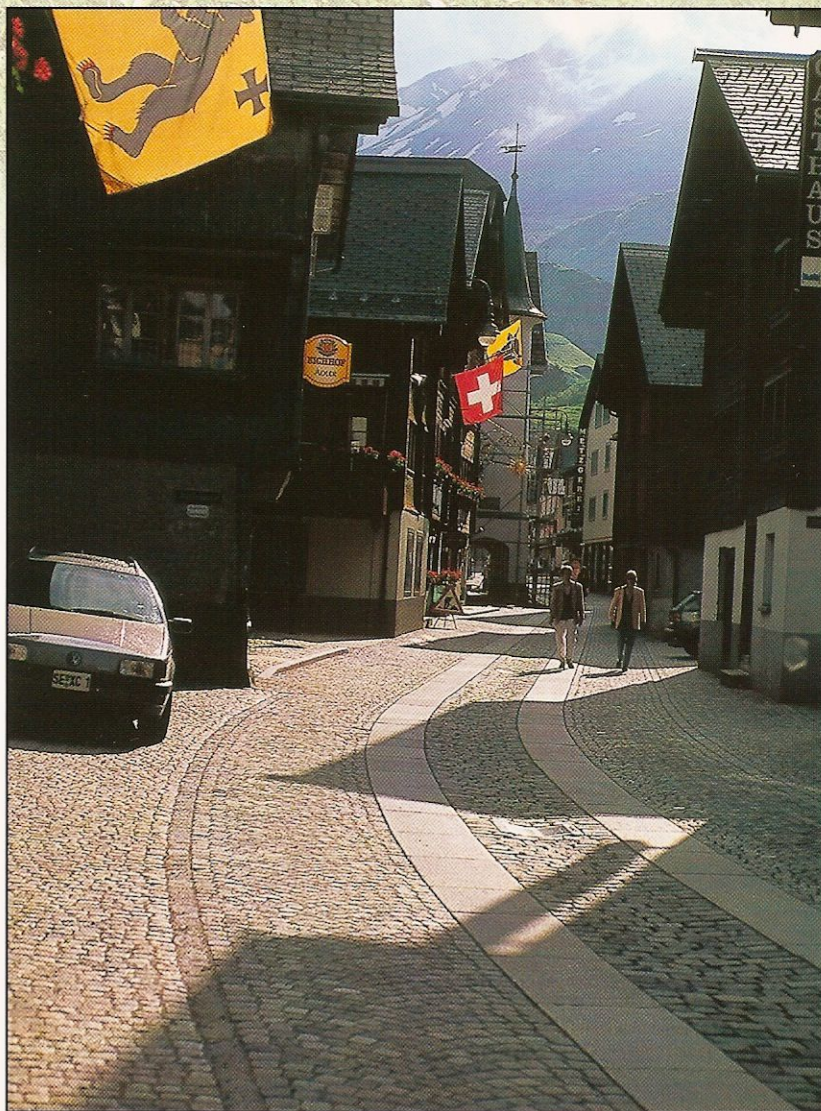
Turning left onto the Stelvio proper explained why the tourist board had been doubtful whether it would be open. The higher we climbed the thicker the snow and it was coming down in snowballs.

Such was my confidence in the Triumph that I was still thoroughly enjoying the challenge of sweeping around one hairpin after another. Just before reaching the top the Swiss/Italian border was crossed but neither side showed any inclination brave the blizzard to ensure that we weren't illegal immigrants. I couldn't blame them!

On a good day the view from the top of the 2,757 metre (9,000 feet) Stelvio can be quite breathtaking. This was not a good day and visibility was about ten yards. Despite this there were dozens of motorcyclists at the top. Few were inclined to hang around, just a quick look at the souvenir shops and it was a careful descent towards Merano.

At that stage I doubt I was alone in wondering what on earth I was doing there. Although the roads were clear of snow, they were very wet and visibility was almost nil.

As we descended the cloud was left behind and, as though someone had pulled the curtains, the valley unfolded



Delightful cobbled streets of Rothenburg.



Just fifty metres below lay the next terrace on the long descent from the Stelvio.



Fifteen border crossings and only once was a passport demanded.

below. Magic, even without the sunshine it was a showstopper. Someone said that the descent had 147 hairpins. They could be right for at one stage the road was just a series of terraces with my companions perhaps fifty yards away but three or four hairpins below.

Now that the threat of ice on the roads had eased it was even more fun. Originally I had planned to remove the panniers for the days out riding but so comfortable did the bike feel with them in position that it hardly seemed worth the bother.

Heading towards the Brenner pass, we turned east in the direction of Cortina and our hotel at Covara, a ski resort offering reasonable priced facilities for the summer visitor.

Travelling along the Val Gardena yet another pass greeted us. Not, by the standards of the day, all that dramatic but at the end of a long day in the rain...

This was as far as we went and, making our way back towards Frankfurt, we rode over the Grossglockner on our way to Zell-am-See. Not a bad pass but certainly expensive at about £11 per bike. Riding north from Zell was not without it's attractions with the Cerlos pass and the majestic Krimmel waterfall providing the icing on the cake.

Time to go home

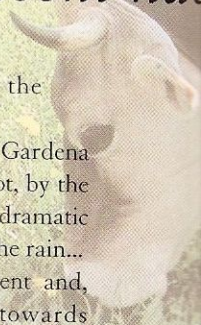
OUR last day's ride from Igls was a long one, about 350 miles and the weather was, by now, scorching. Why couldn't it have been like this on top of the Stelvio? One last pass, the Fern near Garmisch to remind us what we were leaving behind and then it was autobahn all the way back to Frankfurt.

Total mileage of the tour was about 3,500 and although we could have wished for better weather, it was a memorable ride.

What of the Triumph?

FAULTLESS. The Sprint averaged 50 mpg, which, with a 25 litre (5.5 gallon) fuel tank, gave me a range of over 250

*Someone
descent had*



miles. Very acceptable. Riding alone in Germany the fuel consumption did drop to 45 mpg but this was with the Triumph cruising at a comfortable, relaxing and legal 100 mph.

A sports fairing served well, keeping the rider more protected than one would expect and providing a secure mounting for the excellent mirrors, vibration free and not obscured by the arms.

My longest day on the Triumph was 500 miles and even then it was not too shattering. This was on the way to

*said that the
147 hairpins*

Dunkerque to catch the return ferry. I usually like to use Route 258 past the Nurburgring but discovered that there was a big car race that day so opted for plan B, forgetting that this passed Spa Francorchamps and there was a bike race there.

Only once did I find the need to use reserve and that was out of curiosity. For the record it started to splutter at 223 miles. A warning light came on at about 200 miles, which generally nagged me into stopping pretty soon after.

Maintenance was minimal. The oil was checked now and again and just once a little was added. A regular squirt of chain lube was applied and, once, a small chain adjustment. The book says it is OK to have 40 mm free play so it wasn't really necessary but at least it provided the opportunity to discover how simple the task is. The spindle is released by easing the two Allen bolts and then another Allen key is used to adjust the chain by way of a cam.

The Triumph was treated to a jet-wash in Zell. Not a trace of oil soiled the gun metal grey crankcase and cleaning the bike was easy.

Quite a ride and a delight to renew my love affair with the Alps. They are still as beautiful as anything in the world, rugged, often frightening, always thrilling and, so, so rewarding.

I'll never tire of visiting countries on the other side of the world but I hope I never forget just what attractions lie little more than a day's ride away from England. ■



Road works in Switzerland can often mean a delay of half an hour or more. The record was from eleven in the morning until six at night!



Triumph by the roadside.

Entente *Cordiale*

Boxer 999 Gladiateur road test with Alan Cathcart.

THIERRY Henriette's Boxer Bikes company in Toulouse is on the edge of the Pyrenees - a year round motorcycle mecca.

His Boxer 999 Gladiateur has some impressive styling credentials and an equally admirable technical heritage. This is no dayglo Dream Bike, long on glitz and short on function, but a go-getting good-looker.

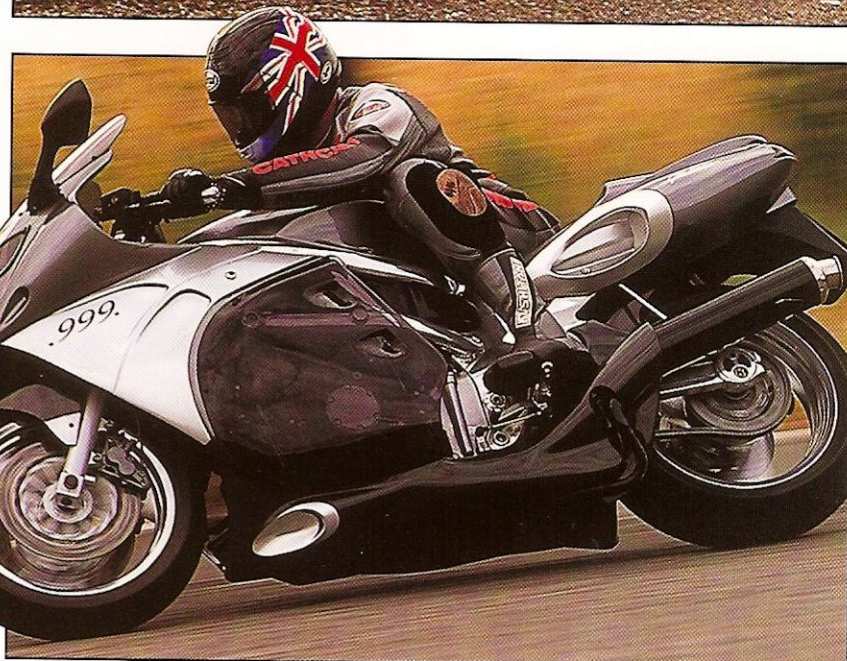
In addition to being a successful businessman, Thierry Henriette is also a bike junkie whose decade of Boxer Bikes specials and small-volume production models have displayed a flair and originality that have rightly brought him worldwide recognition.

The Triumph-engined Gladiateur was the first of his machines to use one of the British made motors - his first Euro-Boxer. Thierry called on the services of his close friend Claude Fior to design and build the chassis to house a 1000cc four cylinder Daytona engine.

Fior is a visionary chassis designer whose own four-cylinder 500 (with his trademark wishbone front suspension) raced successfully for two seasons in 1989/90 and scored points in the hands of the late Marco Gentile.

To clothe the finished product Henriette worked again with Sacha Lakic, who designed the ZXR750-based Spartacas show bike for him which stopped the Paris Show back in 1991.

"I wanted to base the Gladiateur on the 900 Trident," admits Henriette, "but Triumph needed all the engines they could build for their own purposes so we ended up sourcing a four cylinder 1000cc Daytona engine from a crashed bike."



The Boxer 999 is a GT sports bike with a pretty face, designed to offer a British-engined performance package for the street, dressed in French haute couture.

To create the Boxer Gladiateur, Claude Fior had to overcome the presence of the tall Triumph engine to evolve a chassis design with much sharper steering geometry and sporting handling.

He retained the stock Kayaba front and rear suspension used on the 1000 Daytona, as well as the extruded aluminium swingarm, the Nissin brake package, the instruments and wiring loom. Then he designed and fabricated his own aluminium chassis with a massive but stylish swingarm pivot milled from solid alloy. The engine is suspended from a tubular aluminium space frame acting as a fully stressed member.

Sacha Lakic's radical bodywork incorporates a see-through panel to expose the engine and frame.

Even with fibreglass bodywork (carbon fibre is used for the mudguards, instrument panel and belly pan) and no real attempt to reduce weight, the prototype Gladiateur tips the scales at 205 kg. dry - 30 kilos lighter than the stock Daytona 1000.

Brembo wheels complete the jigsaw with a rear light sourced from a French-built MBK scooter.

Initial riding impressions weren't



'British-engined performance in French haute couture'.

too favourable. Compared to a stock Triumph, the Boxer 999 still feels quite big and rather long (the 1480mm wheelbase is only ten mm shorter than the Daytona's) and though the 760mm seat height is 20mm lower it didn't feel as small as I'd expected.

The riding position is quite stretched out and the bike feels rather big and cumbersome at low speeds, added to which the short-stroke Daytona engine (now discontinued by Triumph) needs to be revved quite hard. But out of the city streets and into the hills it all starts to fall into place. The Fior chassis offers taut and

responsive handling with infinitely sharp steering.

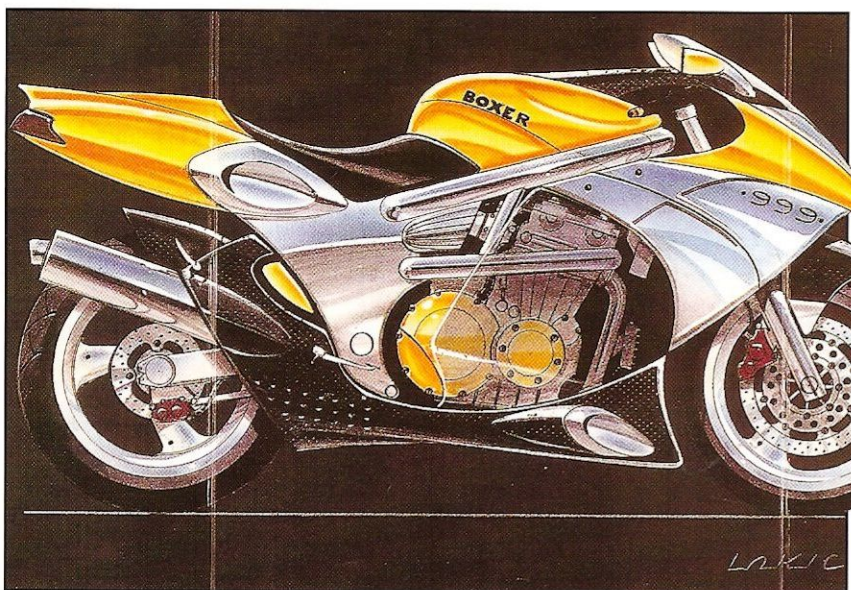
The 23-degree head angle and reduced trail used must be mainly responsible for this, making the Boxer easy to flick from side to side through fast, sweeping turns.

I began to rue the fact that the Daytona engine is a French 100bhp restricted version compared to the 121 bhp on tap from the standard one. This chassis package is crying out for the tuned 115bhp Super III triple engine.

The centre stand grounds all too easily on the right and the riding position needs to be improved, perhaps by raising the footrests a little and milling the bars back a touch. While the front fork settings are fine, the rear suspension needs a good sort-out. The bike hops and chatters over bumps and seems to be oversprung and under-damped.

Despite the more radical steering geometry, the Boxer is extremely stable around fast sweeping turns, so the sharper steering hasn't been obtained at the expense of high-speed handling.

Claude Fior has created a spacious, comfortable mile-eater with refined handling (once the rear suspension is sorted) that also looks dynamic. ■



Sacha Lakic's original styling drawing for the Gladiateur.

Pictures by
Kyoichi Nakamura

Letters

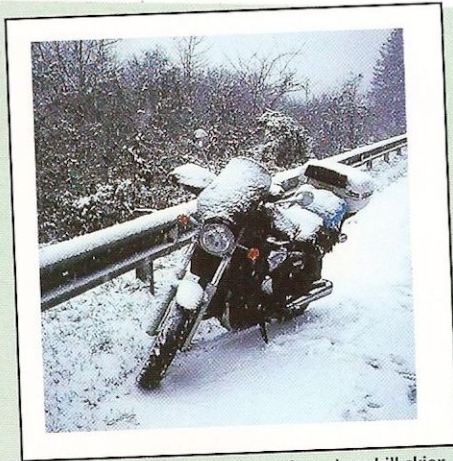
SNOW RACER

NOT only in Great Britain is the weather bad.

This picture was taken on November 21st in Valsugana, Italy, near the thermal baths of Levico (Trento) on my return from the '4th Harley Days International Biker Show', Sud Tirol (Bolzano).

My Legend TT900 was more like a downhill racer rather than a long-distance skier! There was much sliding but no damage.

Dennis Verardo, Italy



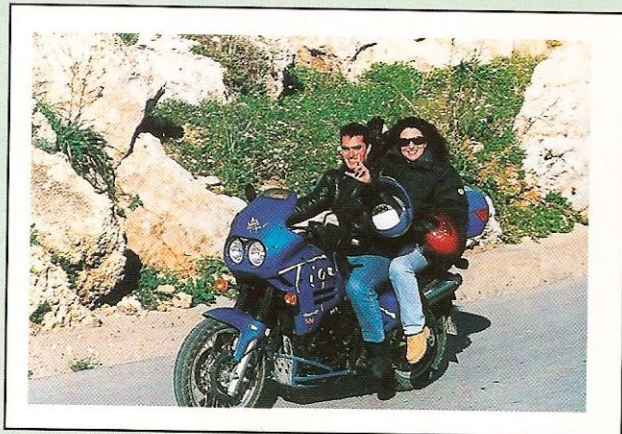
Storming through - like a downhill skier.

T'BIRD TALES WANTED

I'M interested in putting together a feature for Torque magazine. Triumph Thunderbirds - who rides them? Where do they live? What are these people like, personally and in lifestyle?

Thunderbird riders, if you are interested in taking part send a few lines on you and your Thunderbird, together with a photograph that portrays you and your machine, to the address below.

Robin Salmons 125 Redlake Drive, Taunton, Somerset, England TA1 2RU.



Are we envious? Just a bit.

COME TO RHODES!

MYSELF and Rena have owned our Triumph Tiger since November 1994. How much we enjoy it can be seen from the expression on our faces.

We send our regards to all the members of RAT and wish more of you could visit our beautiful Greek island of Rhodes and share together with us the sea and sun.

George Stefanidis, Rhodes, Greece

'TRIUMPH MAN' HITS THE HIGHWAY

I WROTE to you in Summer 1998 and thought you might like an update on 'A Triumph Man Again'.

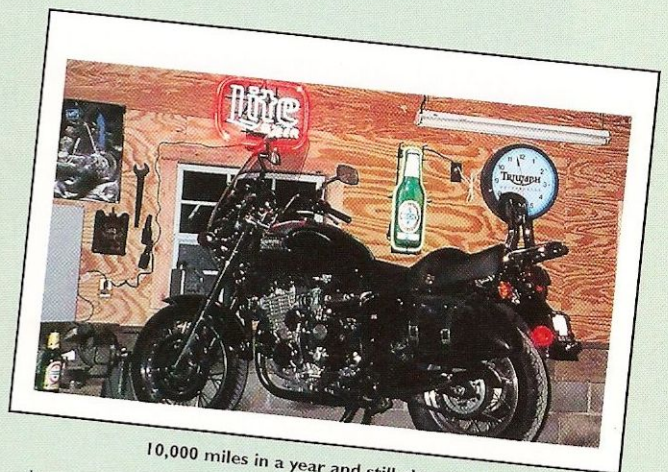
As of December '97, I have really enjoyed my Thunderbird. Logging over 10,000 miles in my first year back in the seat, I drove to and from work every day possible, going back and forth from Dickson to Nashville, approximately 100 miles per day.

That is not counting the non-direct trips home just to enjoy the great drive over our Natchez Trace Parkway, a scenic highway full of wildlife and great curves.

My most exciting time was when I hooked up with my brother Ed and went to Laconia, NH, for the oldest USA Motor Bike Races and Festival event. It was their 75th anniversary. There were approximately 250,000 people there over the week.

We left out of Hughesville, PA, and proceeded to Laconia through the States of Pennsylvania, New York, Connecticut, Massachusetts, New Hampshire, Vermont and back to Pennsylvania. The trip took about eight days and we covered 2500 miles. It was wonderful meeting so many motorbike people.

The Harley men, such as my brother, really gave the Thunderbird great reviews. Most of them had owned Triumphs in



10,000 miles in a year and still gleaming.

the '60s and '70s. Thank you Hinckley for a superior road bike!

I'm looking forward to another 10,000 plus miles this year. Also a big thanks to Collier Cycles of Nashville.

Cal Cutillo, Dickson, TN, USA

RAT Contacts



Barry and Karen brave the English chill.

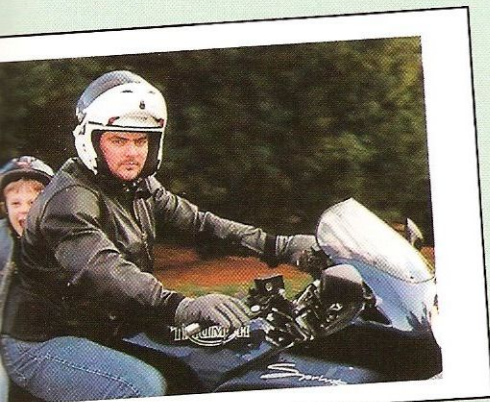
LEGEND A PERFECT FIT

MY 1998 Triumph Legend TT has a lot of Triumph accessories fitted including a sissy bar/carrier, competition silencers, roadster screen, chrome engine and radiator covers, tank knee pads, fender extender, engine protector bars... to name but a few.

Myself and my wife Karen are about to set off on a run into North Wales on a chilly November Sunday morning. I can't think of a bike I would trade my Legend in for.

I have owned countless motorcycles since passing my test over 20 years ago, mostly of Japanese origin. I have always been an admirer of the Triumph marque but until the Legend was produced I found it difficult to reach the floor on the other models.

Barry Lunt, Wirral, England



Joshua gives his Dad's Triumph the thumbs-up.

FAMILY ON WHEELS

SOON after my wife bought me the '98 Sprint Executive (yes, she really did!) I took my son for his first motorcycle ride. Since then Joshua has a new helmet and riding gear and will be my regular riding partner for the Summers to come. I am a very lucky man indeed. Now I just need to convince my wife to learn to ride so I can buy her one.

While the commute to work was the fiscal justification for the bike, this picture pretty well describes the real reason. Except for the seat and handlebar position I have no intention of changing the bike at all.

Christopher D. Eckert,
Connecticut, USA

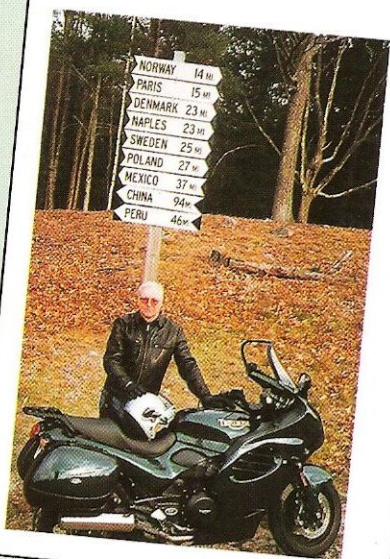
SO GOOD I BOUGHT IT!

HERE is a picture of my 1999 Triumph taken just outside of Oxford Hills, Maine, USA. The sign shows distances to towns in the surrounding area and I thought it lent an international flavour to a world class bike.

As a long time rider I was introduced to the new Triumph by Mike Ciebien at Rocky Mountain Motorcycle Tours in Whistler, British Columbia. Mike and his crew are truly great ambassadors for Triumph. Not only do you get a fantastic tour but they also encourage you to try different models along the way.

In my case, after six days and some 1200 miles I liked the Trophy so much I came home and bought one.

Terry Shugart, Marblehead, MA, USA



Terry and his Trophy ponder which way to head.

Want to make contact with other RAT members for social events, rides or holidays? Can you offer any special services or discounts? Let us know by fax +44 (0) 1536 507401, email: neil.webster@triumph.co.uk or post to Torque, The Old Bakery, 19 Market Hill, Rothwell, Northants NN14 6BW.

▼ LAWRENCE Ford is offering RAT members a discount at his bed and breakfast in Colwyn Bay, North Wales. "We offer off-street parking, laundry and drying facilities and don't charge extra for one person occupying a room," says Lawrence. Phone +44 (0) 1492 532993 or email: lawrence_ford@hotmail.com with your membership number.

▼ MARTIEN van Liempd of the Netherlands plans to visit the USA with wife next year and wants to take along his Triumph. He'd like to sail the bike over first and fly out to join it but has no shipping contacts. Can you help? His email address is: liempdm1@wishmail.net

▼ SOLICITORS Curtis and Parkinson of Nottingham offer free legal advice to RAT members in the UK. The special number to ring is 0115 956 3260.

▼ BASED in Germany's beautiful Black Forest, the Hotel PalmSpring in Bad Peterstal has a private garage and offer RAT members a 10% discount. Contact Mr and Mrs Edrich on +49 7806 301, fax +49 7806 1282.

▼ SPECIAL rates for RAT members are available at the Hotel Engel in Ulm/Lehr, Germany. Phone Mr Loop on +49 731 60884, fax +49 731 610395.

▼ SAVE 10% at the Winzerhotel 'Zum Saalbau', Morstadt, nr Worms, Germany. Contact Hans and Erika Kessel on +49 6247 377, fax +49 6247 1067.

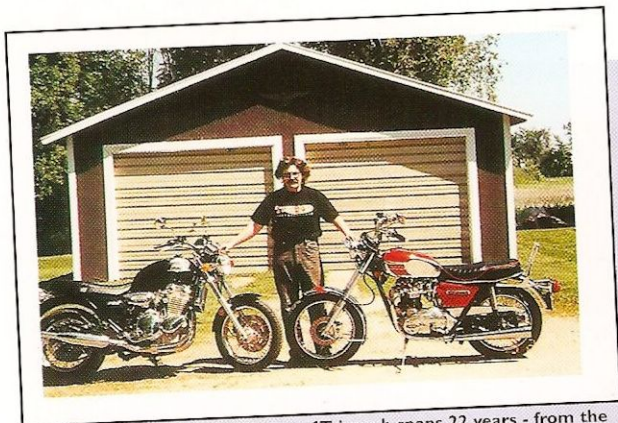
▼ SWIMMING and garaging is free at Austria's Hotel Regina in Serfaus and RAT members also receive a 10% discount. Phone +43 5476 6253, fax +43 5476 6739.

▼ FARMHOUSE accommodation at a 10% discount is offered by Philippe and Murielle Daux's 'Errotaldekoborda' in Pays Basque, France. Phone +33 5 59 54 29 77 or +33 6 11 50 03 63.

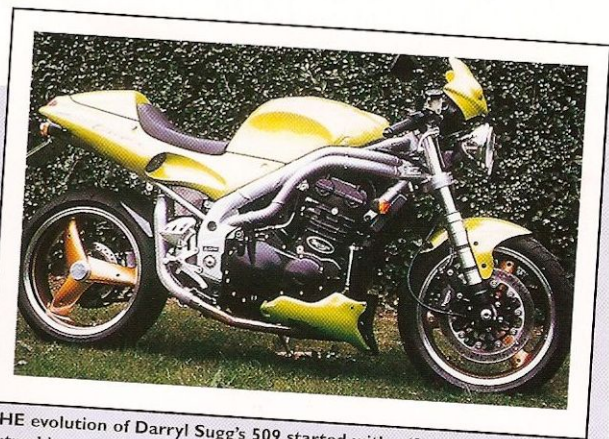
▼ IN Provence, France, Auberge de la Benvenuto offer a 10% discount depending on the season. Phone +33 4 90 54 32 54, fax +33 4 90 54 42 58.

▼ SECURE parking and a 15% discount is available from Maison St. George who have chambres d'hote and gites near Narbonne, France. English speaking Martin and Jo can be contacted on +33 468 33 36 71.

Show us yours



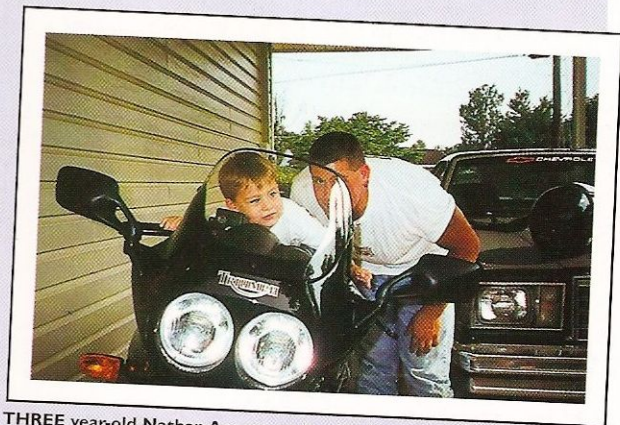
LEONARD Ardolf's love of Triumph spans 22 years - from the day he bought his 750cc Bonneville in 1976. The Bonneville now has 65,000 miles on the clock and Leonard likes it just as much as the day he bought it. Of the new breed of Triumphs it was the Thunderbird that caught his eye. "The more I looked at them the more I knew I had to have one," he says. "I think it has the coolest gas tank I have ever seen."



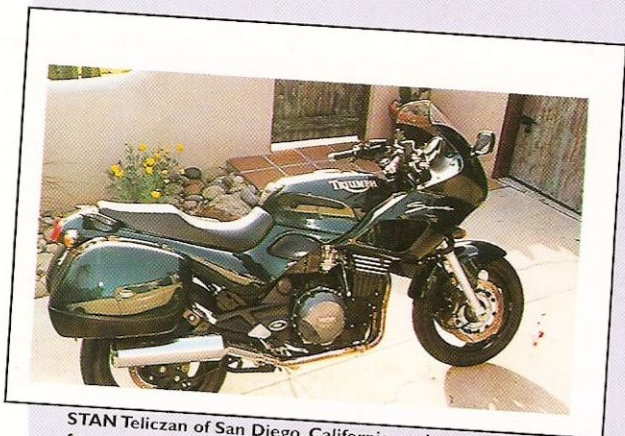
THE evolution of Darryl Sugg's 509 started with a 'few Triumph extras' he says. They were a set of low bars, fly screen, seat hump and race can. The wheels have been polished and painted. Darryl's not finished yet though. "I've a few other plans in the pipeline, money permitting," he says.



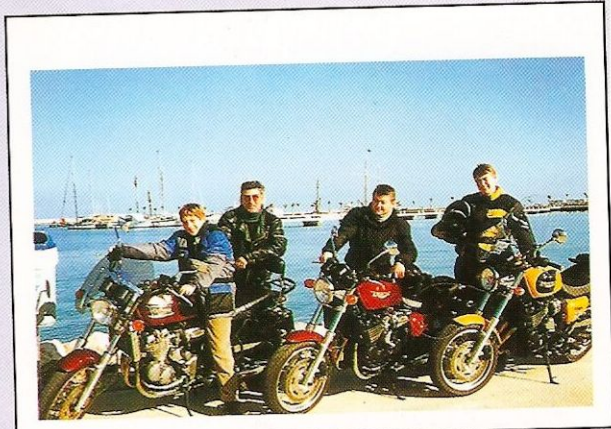
THE jolly crowd enjoying Ireland's finest product are RAT members on last season's RAT Irish Adventure led by Jef and Griselda.



THREE year-old Nathan Acampora is a third generation Triumph rider. His grandfather Joe snapped Nathan and his Dad checking out the black 1998 Sprint Sport he bought while stationed with the US air force. Long-time Triumph fan and owner Joe tells us his son first set his sights on a the Hinckley bikes when stationed in Germany. "It was love at first ride," he writes. Young Nathan has a few years to go before taking to the road but he seems to know where the opposition will be - in the rear view mirror!

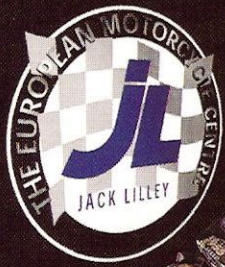


STAN Teliczan of San Diego, California, makes cruising the freeways easy with the cruise control modification he's made to the throttle of his Triumph Sprint. The bike also has uprated front springs, customised engine paintwork and a yellow headlamp for 'accident avoidance'.

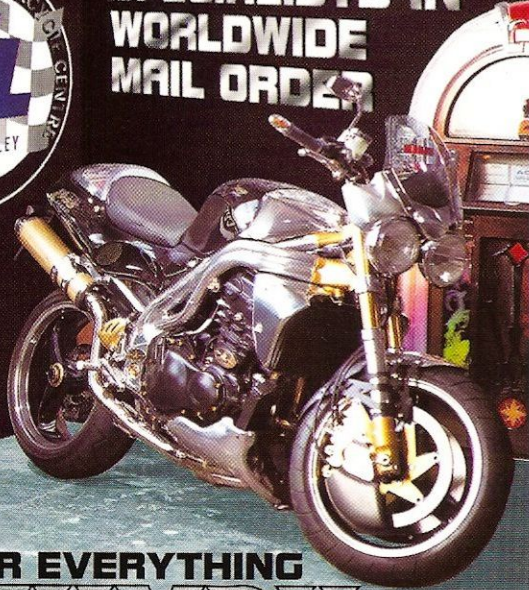


THIS trio of Triumphs belongs to 'Los Moscateleros' club members Paco, Grant and Miguel of Alicante in Spain. Hitching a pillion ride out to the marina in the village of Puerto de Denis in February was young Daniel (left). Writes Paco, "That day we went for a great ride in the mountains. We have a beautiful countryside with orange, vine, olive and almond groves. Now it is specially nice as the almond trees are in blossom."

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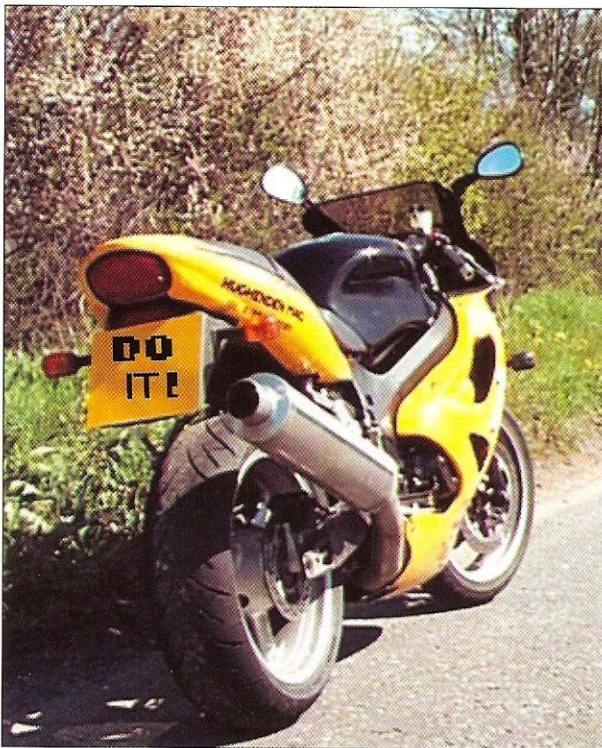
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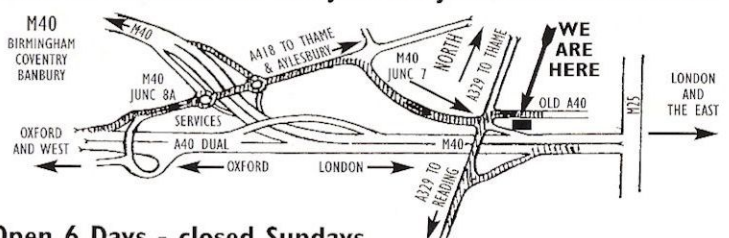
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Testing *Triumphs*

Performance is relative they say. Why can't we ever get enough then, wonders Frank Farrington?



Triumph 'toast rack' fitted to a Thunderbird tank. Good for strapping waders to but a bit dodgy in the event of a collision.

CONDITIONS are just right. Nil traffic, a slight tail breeze and someone else is paying for the petrol. It's November 1962 and I squirt the latest road test Bonneville, all of 46 bhp, up my favourite stretch of the old A59. Will it live up to its mile-eating reputation?

A quick glance behind - good, no boys in blue present - and I wind up the Bonnie's mighty pushrod motor to maximum revs. The gear pedal works the opposite way to most British bikes so it's easy to create instant mechanical mayhem. I shift quickly into top before my suede shoe-clad feet dither off the pegs due to bulb-blowing vibration.

We soon hit 90-per. It's now or never.

Screwing the Amal grip as far as it will go, I crouch down towards that famous tank-top luggage grid, dubbed the 'toast rack' for obvious reasons, and the magic ton shows up on the speedo.

Warned that 7500 rpm is out of bounds I try hard to stick to 6500/7000, difficult on a slight downhill stretch. Slowly but surely the speedo creeps up to 105, then 108... I

think I see 110 but my eyes are now watering behind the draughty old Mk8 goggles.

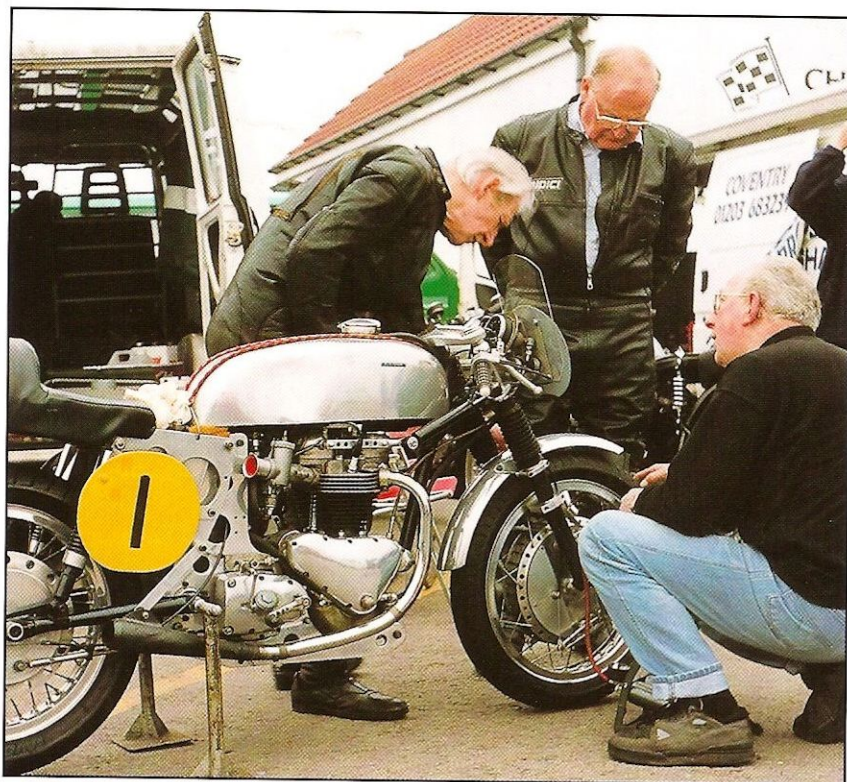
A Ribble bus looms up in the distance so I shut off, tuck my tie back in my sports jacket and adopt a more gentlemanly posture.

I'D just started a new job selling bikes, not ideal timing with the entire British Motorcycle Industry on the verge of collapse. My employers were Triumph, Velocette and Norton dealers so, for a glorious short period in my life, I had the pick of all the latest models. Call it irresponsible, but I cared not who footed the bill when a motor blew up.

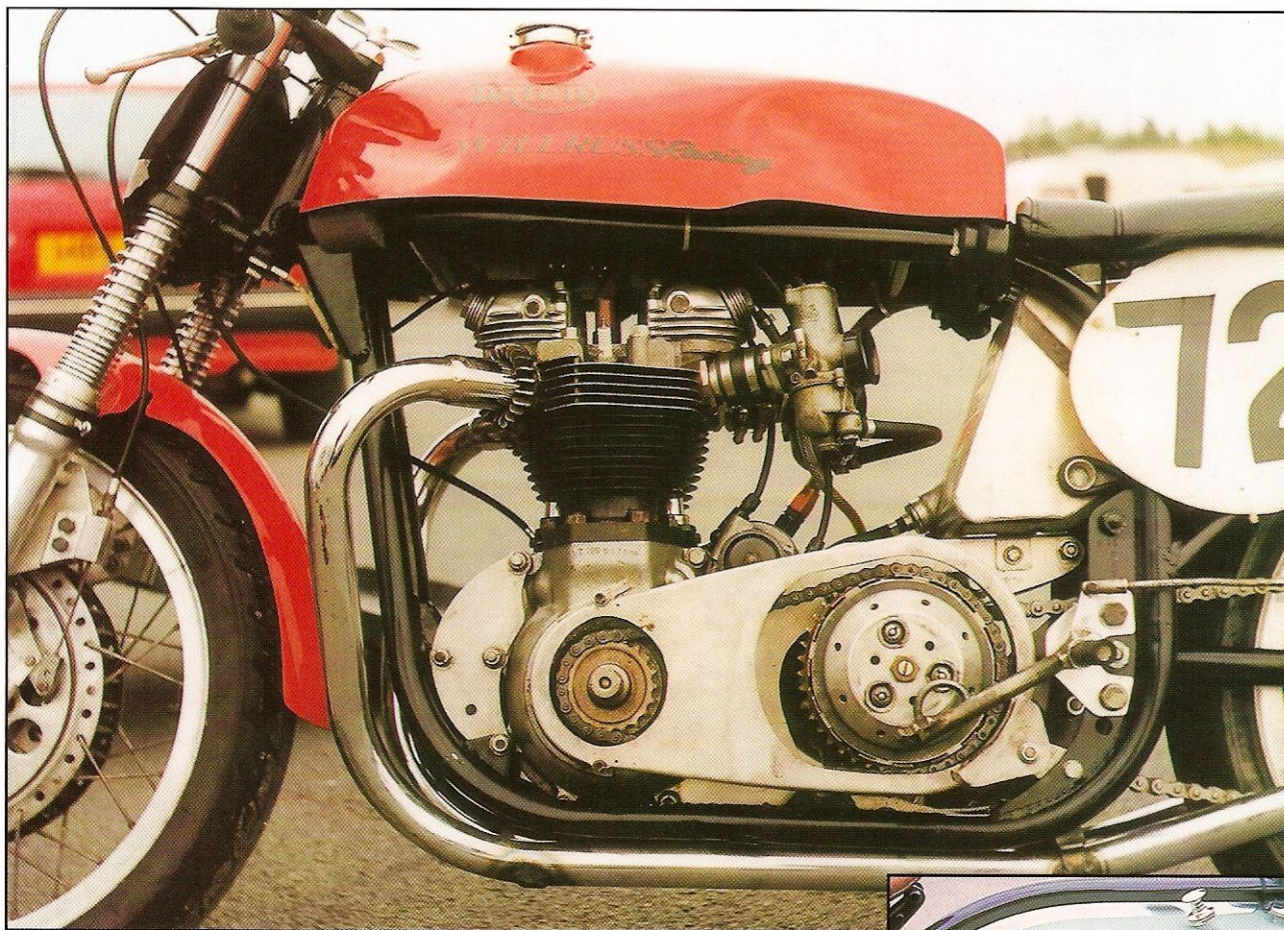
Turning back the clock even further, at the age of 16 I'd been offered a 1914 belt-drive Triumph for £5. I bought a Douglas twin for £2 instead and have regretted it ever since.

Later I had the opportunity to ride an ex-works 1914 TT Triumph around the Isle of Man TT course and loved it.

The stirrup front brake was just like



'On Any Sunday'... Typical race paddock scenario. This is one very quick twin - 130mph on a good day.



(Above) Go-faster Triton. Some say a revived Triton might be a good idea... (Right) A Triumph from a more leisurely age. The Model Q cost less than £50 in 1926, was well finished and would touch a heady 50mph.

the one on your kid's push bike. Its long stroke 500cc single motor gave out immense torque, firing at every proverbial lamp post on its fixed 3.5:1 belt drive. Ballacraine was taken with footrests scraping the ground. Even 76mph can seem hair-raising given the right circumstances.

Almost every Triumph model came my way in the ensuing years, even scooters and lightweights. Triumph's little upstart, the Cub, didn't appeal to me on account of its blat-blat exhaust note and a reputation for eating big ends.

The Tina was an utter disaster but bigger Triumph scooters went surprisingly well. I hated the new 'bathtub' rear enclosure on 350s and 500s and fell overboard for a circa-1956 old style Thunderbird we took in part-ex. Without doubt this was the best of the lot, though I never rode a Grand Prix model.

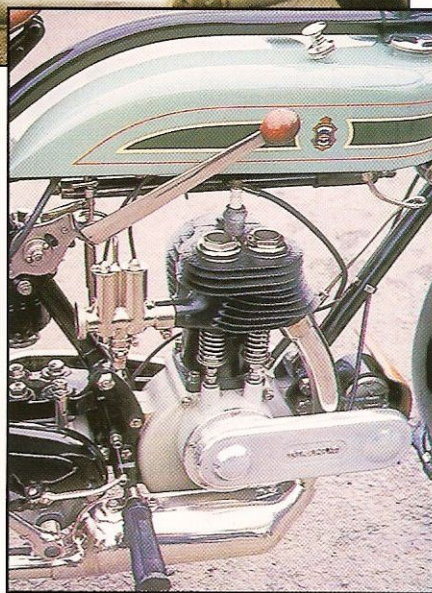
A Bonneville had averaged 111mph for hours on end at MIRA's test circuit two years previously, so in 1962 it was not unnatural to anticipate around

120mph maximum. In those days impressionable youths expected a bike to perform exactly as its makers implied. Thus a T110 had to be capable of 110; one mph less and we were disappointed. Things were a whole lot easier for bike manufacturers pre-1937, before speedos were made obligatory...

What we didn't reckon with were test riders achieving the unobtainable on closed circuits wearing leathers and adopting a racing crouch. When we learned the truth such ploys were considered on a par with cheating at cards.

Riding gear for Joe Public 40 years ago was a voluminous Stormguard coat, waders and Wellington boots, all of which reduced maximum speed by at least 10mph. A slight headwind meant another 5mph less. Add a windscreen and you had to start thinking about fitting a low gear ratio. Your Tiger 100 could easily end up a Tiger 85.

No such problem today. The new TT600 looks set to become a legend in its own time, the one we always wanted but



never got.

I'm still not too old to appreciate revs spinning towards the red line with an intoxicating scream as quoted in a recent hot-off-the-press MCN road test. A powerhouse with 108 bhp on tap should take care of any gradient and there's even an optional cast alloy luggage rack for dawdlers like me.

I note that the TT600's top speed of 160mph (some aircraft I've flown wouldn't keep up) is only claimed. Now, where have I heard that before? ■

NEW ARRIVALS

Retro Jacket Yellow



In addition to the original top selling Retro Leather Jacket, Triumph has released a new variation of this product. Featuring the striking chequered flag panel and full Triumph logo, this jacket includes yellow detail with gunmetal grey body and black shoulders.

The construction of this jacket also includes:

- 1.2mm cowhide
- Easily removable hard cup inserts – elbow & shoulder
- Double stitched impact seams
- Adjustable waistband
- Waist connection zipper supplied
- Sizes 38/48 – 52/62
- Colour Yellow/Gunmetal/Black
- Available from authorised Triumph dealers beginning May 2000

Part Numbers:

38/48	M9843899	46/56	M9844699
40/50	M9844099	48/58	M9844899
42/52	M9844299	50/60	M9845099
44/54	M9844499	52/62	M9845299

Race Jacket Silver



As an addition to Triumph's perforated leather range, the Race Jacket Silver offers something a little different. Made from 1.2mm cowhide this garment is a striking silver colour, with gunmetal chequered panels.

Features include:

- 1.2mm cowhide
- Fully perforated leather panels
- Solid leather arm panels
- Easily removable hard cup inserts – shoulder & elbow
- Rolled leather race collar
- Mesh lining
- Waist connection zipper supplied
- Sizes 38/48 – 52/62
- Colour Silver/Gunmetal/Black
- Now available from authorised Triumph dealers

Part Numbers:

38/48	M9853899	46/56	M9854699
40/50	M9854099	48/58	M9854899
42/52	M9854299	50/60	M9855099
44/54	M9854499	52/62	M9855299

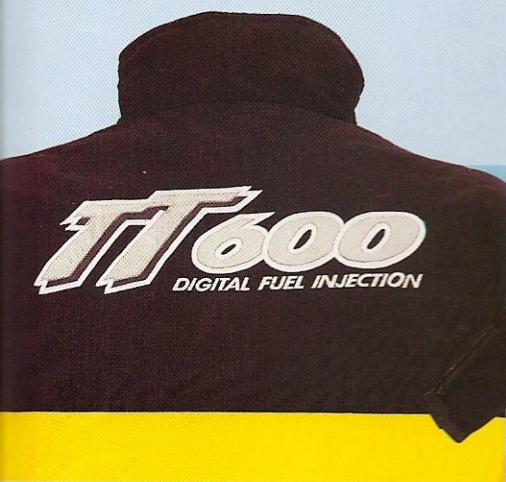
TT600 Paddock Jacket

New for Spring 2000 is the TT600 Paddock Jacket. Constructed from Cordura®, this jacket features the distinctive TT600 branding and colour split. If you are the proud owner of a TT600 motorcycle or a Triumph enthusiast, this is the product for you.

Red/Silver	
XS	M9860000
S	M9860100
M	M9860200
L	M9860300
XL	M9860400
XXL	M9860500

Features include:

- Cordura® water repellent outer fabric
- Full leather TT600 branding
- Hidden ventilation panels – arm & back
- CE95 approved inserts – shoulder & elbow
- Removable quilted liner
- Waist connection zipper
- Sizes XS-XXL
- Colours Yellow/Black or Red/Silver
- Available from authorised Triumph dealers early June 2000



Yellow/Black	
XS	M9861000
S	M9861100
M	M9861200
L	M9861300
XL	M9861400
XXL	M9861500

Lighters

Triumph has introduced a new range of lighters. There are eight styles in three sizes to choose from, all featuring the Triumph logo. Finished in chrome, with embossed logo, these lighters will make the perfect gift.

Now available from authorised Triumph dealers



Part Numbers

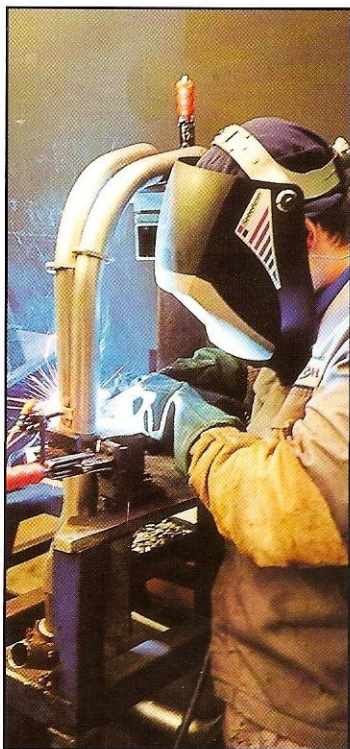
1	M9440000-N4	5	M9440000-M3
2	M9440000-N6	6	M9440000-M12
3	M9440000-N9	7	M9440000-S8
4	M9440000-M8	8	M9440000-S9



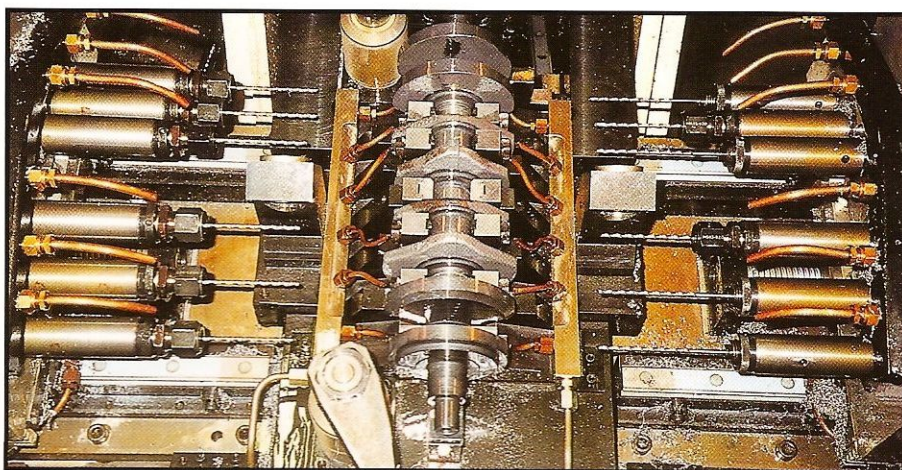
Up to 500 exhaust systems can be bent into shape each day to within one tenth of a millimetre.

Looking *to the future*

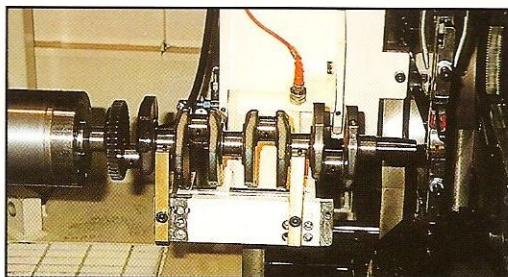
TRIUMPH'S massive investment in development of new models continues to gather momentum. New cylinder head and crankcase lines are currently being installed at the company's new Hinckley factory under the watchful eye of a team of dedicated engineers.



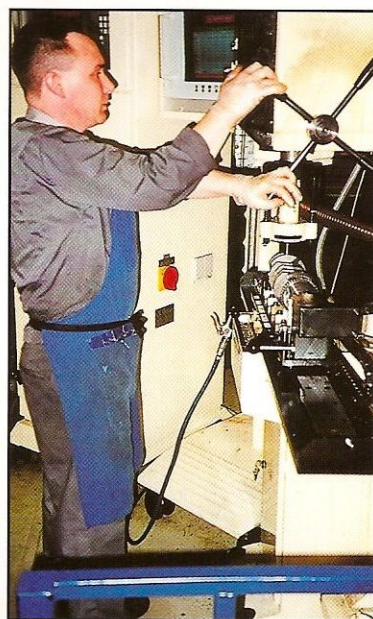
Nine welders construct the complete exhaust systems.



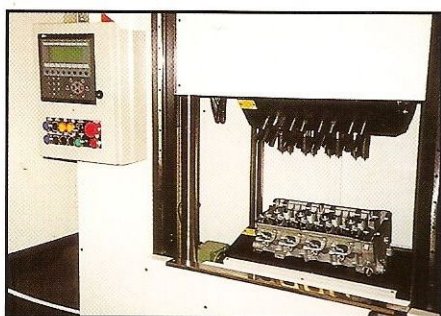
The crankshaft gun drill was designed by Triumph's own engineers.



Crankshaft polishing machine can be adapted to 3 and 4 cylinder cranks.



Balancing the crankshafts.



The valve collet fitting machine handles 120 cylinder heads each day.



The CCM reduces the time taken to fit shims to 12 minutes from 25 minutes.

TO assist in increasing production numbers and reducing research and development time, a Tube Laser Cutter has also been installed at the new plant. This can handle hundreds of operations daily and be programmed to complete five operations on a single piece of tubing - a task that would have previously involved five separate manual procedures.

It can handle both steel and aluminium and round and box section tubing and is precise to within 0.05mm.

Triumph has also invested in an 'Addison Databend', a British made system which is used for exhaust bending. Averaging between 400 and 500 downpipes per day it is capable of producing at least 100 complete TT600 header pipe systems daily and is accurate to within one tenth of one mm and one tenth of one degree.

All exhaust welding now takes place at the new Triumph factory where more than nine weld operators are responsible for turning individual downpipes from the Databend into complete exhaust systems constructed entirely from stainless steel.

An impressive piece of machinery, the crankshaft gun drills out oil paths for cooling purposes on the TT600 crankshaft. This particular machine was designed in-house and can handle up to 100 cranks per shift.

The crankshaft polishing machine has a four minute cycle and is adaptable to three and four cylinder machines. Balancing is carried out by a computer controlled machine which is used to drill out any superfluous weight. It takes seven minutes and the results are extremely accurate.

A modern variant of an existing

machine, the valve collet fitting machine can handle all current models yet is adaptable to enable continuous model development. 120 cylinder heads go through this process each day.

The valve shimming machine - known as a 'Co-ordinate Measuring Machine' or CMM - completes the job of accurately fitting a set of TT600 under-bucket shims in 12 minutes. The job would take 25 minutes if done by hand and would be considerably less accurate.

With an engine being built every three minutes and 58 seconds, at least two more CCMs will join the production process. ■

Don't miss your chance for an exclusive RAT members-only preview visit to the new Triumph factory by taking part in our 'Home Run' on July 16.

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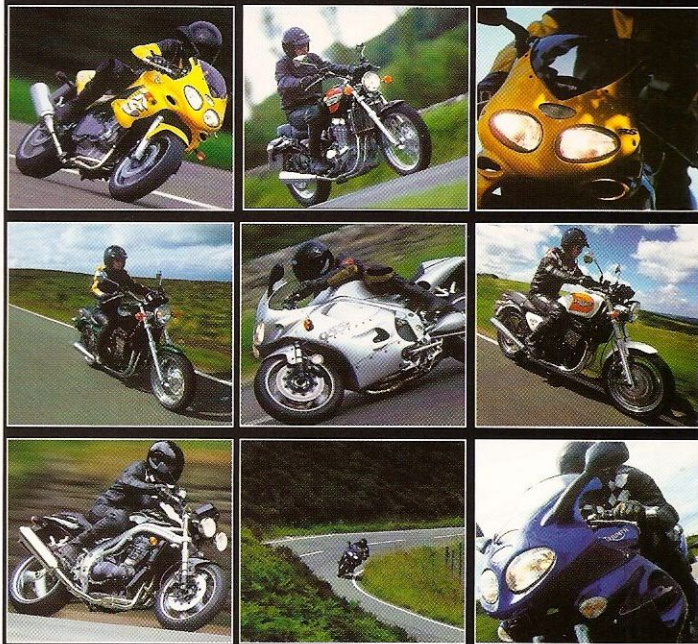
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Fully Loaded



SPRINT ST

Triumph offers a hard luggage system that combines an integrated fit and colour co-ordinated finish. The options of a one, two or three box system allow the rider to upgrade their motorcycle to their specific need. Each pannier gives 35 litres of capacity and with a 45 litre top box the Sprint ST is capable of 115 litres of carrying space.

If a more sporty style is required then the Sport Throwover panniers (including panel protectors) also fit the ST, along with the Tank Bag.



Part Numbers:

- | | |
|-----------|---|
| A9508012* | Two Box Pannier System
(Top Rack not included) |
| A9508015* | Three Box Pannier System
(Top Rack not included) |
| A9508014 | Top Rack |
| A9508004* | Top Box
(fits directly onto Top Rack A9508014) |
| A9518006 | Sports Throwover Panniers |
| A9518005 | Tank Bag |
| A9510000 | Pannier Inner Bags |

(* available in a choice of colours – see your dealer)

Triumph Motorcycles offer a large selection of accessory luggage options for the Sprint ST and Sprint RS. Whether you are planning your next touring holiday or you commute each day to work, the Sprint ST and Sprint RS accessory range includes luggage-carrying facilities for whatever purpose you require.

The options include both hard and soft luggage, which is available from your authorised Triumph dealer. All accessories are covered under the standard Triumph warranty, and are fully tested to Triumph's exacting standards.



SPRINT RS

In keeping with the sports style of the Sprint RS, Triumph has developed Sports Throwover panniers that combine style and function. Expandable from 24 to 48 litres each side, this product has attachable rain covers, 3M night reflective piping, and panel protectors. The easily removable panel protectors will prevent damage to the paintwork, and will end the need to cover your rear bodywork.

A matching Tank Bag is also available, along with a Top Rack and colour co-ordinated Top Box.



Part Numbers:

A9518006	Sports Throwover Panniers
A9518005	Tank Bag
A9758031	Top Rack
A9508004*	Top Box (fits directly onto Top Rack A9758031)

(* available in a choice of colours – see your dealer for details)

When you're riding hard...

DESIGN

A hydraulic braking system relies on the flow of fluid to transmit and magnify the force applied by the rider. By altering the specifications of each component within the Triumph system we can achieve the perfect balance. Stability is maintained by identifying the correct bore diameter and stroke length of the actuator, ensuring controlled expansion through the braided steel hoses until the force is finally applied through the brakes to the disc.

TESTING

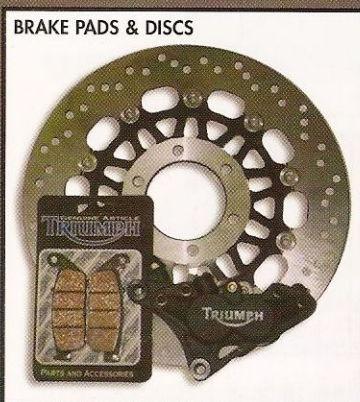
At Triumph, testing is compiled using both data logging and subjective techniques. Great emphasis is placed on ensuring that the feel of the lever is positive, accurate and sensitive, providing an effective ratio between brake lever movement and the deceleration achieved. The pad and disc materials are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



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Ride magazine - "The handling is deemed excellent and the brakes 'wonderful' by the vast majority of owners."

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

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

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Discount deals

Membership of RAT entitles you to a range of discount benefits with a number of partner companies. To take advantage of these offers please contact the partner direct, quoting the codes listed below. Remember - the more members using the listed services, the better deals we will be able to negotiate in future. Use them or lose them!

● 10% off RAC cover

RAT members qualify for a 10% saving when they renew their RAC breakdown cover. Call the RAC on 01454 209006 and quote reference MC0012.

Members already having RAC TriumphCare cover can save 50% when they take out full cover for a close family member. Call 0800 716976, reference MC0012. (UK only)



● Savings for Kiwi members

RAT Members in New Zealand can benefit from reduced rate insurance premiums and cut price hotel stays.

Protecta Insurance guarantee preferential rates for members who call them on 09 377 6872.

Best Western offer members a 10% saving on their published room rate on production of a valid RAT membership card. Call 09520 5418 for details.

● Cut price crossings

Reduced fare ferry crossings are available for RAT members on a range of sea crossings. Choose your route and operator and call the numbers listed, quoting the relevant references.

Save 30% with Hoverspeed

Hovercraft and SeaCat operators Hoverspeed offer 30% reductions on their Dover-Calais, Folkestone-Boulogne, Newhaven-Dieppe and Dover-Ostend routes. Members crossing by car save 15%.

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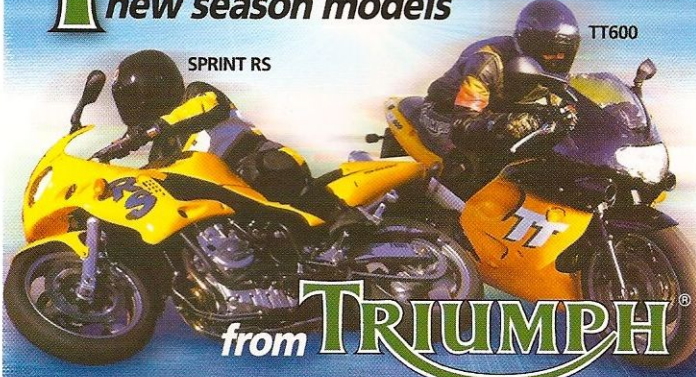
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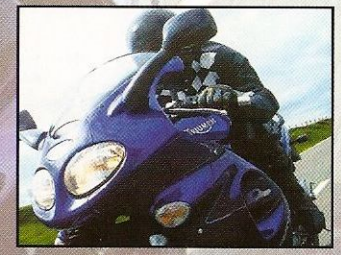
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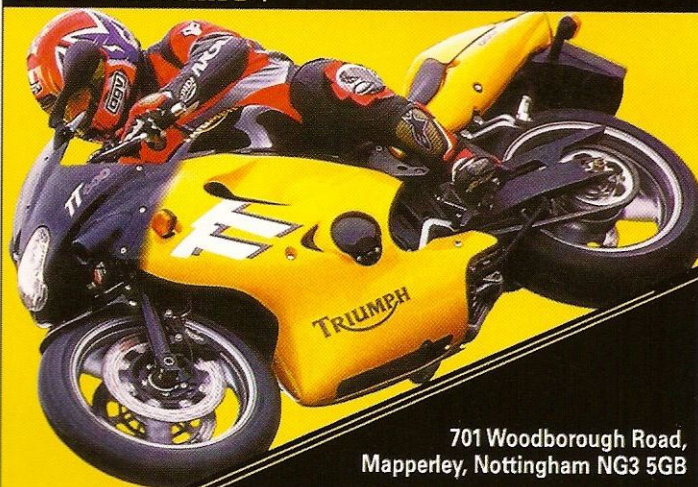
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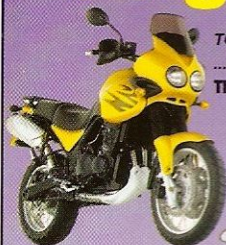
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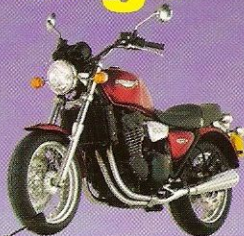
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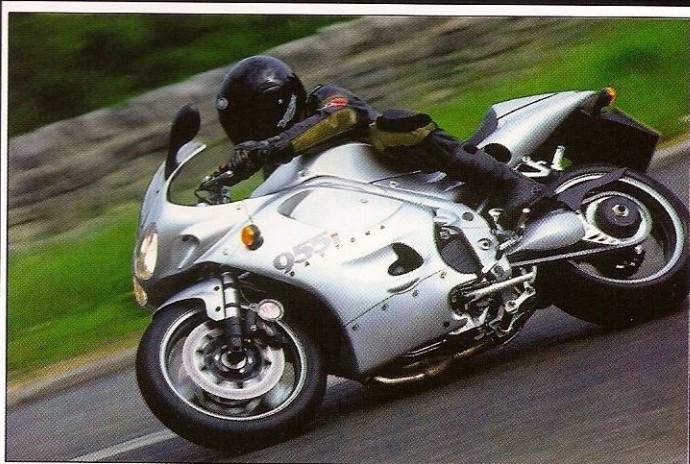
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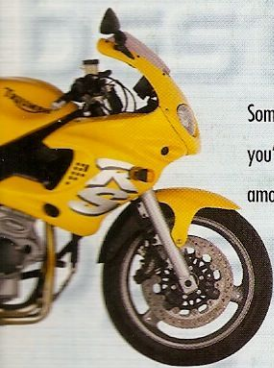
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