

THE MAGAZINE OF THE RIDERS ASSOCIATION OF TRIUMPH

TORQUE



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UK/International edition

*Bonneville
reborn*



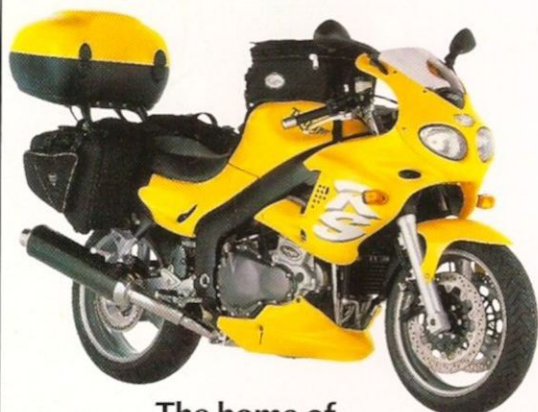
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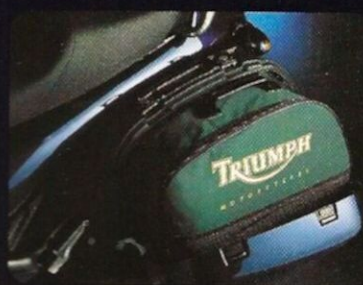
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C O N T E N T S

- 4 Triumph News**
What's new in the world of Triumph? The Bonneville, that's what!
- 8 RAT World**
RAT members have been on the road all Summer. Re-live your memories or see what you missed.
- 14 What's Happening?**
It's what RAT membership is all about. Get your maps and helmet out and plan your Autumn riding before Winter closes in again (unless you're down South of course in which case it's time to catch some sun. Confusing isn't it?)
- 19 Project Trumpets**
What will people think of next? Another Triumph goes under the knife for that 'personal touch'.
- 22 Bonneville reborn**
The behind-the-scenes story of the development of the new Triumph Bonneville.
- 28 The Bonneville legend**
The new Bonneville continues a story that stretches back almost half a century. We look at how the legend was born.
- 31 Letters**
Want to make contact? Got something to say? Here's your chance.
- 38 On Tour**
Adventure beckons as intrepid members head for distant parts and a special Triumph experience.
- 45 Deals on Wheels**
How can your membership save you money? Read on.

Up front

WHY should I be a RAT member? It's a question I'm often asked. The answer is right in front of you.

This issue of Torque contains not only the first official pictures of the much-awaited and often-rumoured new Triumph Bonneville, but our exclusive behind-the-scenes story of its development. And because RAT is the official factory club you know you are getting the true story, not just another collection of rumours and guesses.

RAT is your direct line to Triumph.

But it's more than that. You bought a Triumph because you love motorcycling and appreciate the special experience that riding a Triumph offers. RAT opens the way to making the most of that experience.

Already this year club events have introduced members all over the world to some brilliant roads, breathtaking sights and unforgettable moments. New friendships have been made and international contacts forged. Membership is your key the best riding experience of your life.

As a bonus, membership can also save you cash. Depending on where you live it can cut the cost of insurance, make sea crossings to foreign countries more affordable and even reduce the price of a bed for the night.

But the club is just getting into its stride. As I write, we are deep into planning for next season and I can assure you that what you have seen this year is just a taster for what is to come.

All will be revealed in future editions of Torque and on our website (www.triumph.co.uk). Click on the RAT button and use the passwords TORQUE and RAT891515. I can promise you some brilliant times ahead.

Why should you be a RAT member? Why would you want to miss out? See you out there.

Neil Webster
General Manager, RAT



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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THE REAL *thing*



THE waiting is over! Here are the first photographs of the all-new Triumph Bonneville which is being launched at the Intermot motorcycle show in Munich, Germany, in September.

The much-rumoured and much-anticipated addition to Triumph's range draws its inspiration direct from the original Bonneville model which became a legend during a production life that stretched for almost 30 years from its introduction in 1959 to the final machines produced under licence by Devon-based bike builder Les Harris in the mid 1980s.

The new Bonneville retains the vertical twin cylinder configuration of the original, with spoked wheels, twin shock rear suspension and slim lines continuing the uniquely individual style.

Even the engine casings reflect the classic inspiration at the heart of the model.

But under the skin, this is very much a modern motorcycle, incorporating all Triumph's modern manufacturing technology to produce a serious riding machine.

The 790cc engine is a sophisticated double overhead camshaft, eight valve unit that produces plenty of power, loads of useable low-down torque and reliability, fuel economy and performance levels that were only dreamt of when the original 'Bonnie' was the king of the roads.

The new Bonneville joins Triumph's Thunderbird, Legend and Adventurer models to offer enthusiasts a superb choice of

Miniature marvels

SCALE model company Maisto have released a new range of superbly detailed die cast miniatures featuring Triumph motorcycles.

Made under licence from Triumph, the models are in 1:8 scale and come mounted on an individual display stand.

Models available are the Daytona 955i in silver and yellow, Speed Triple in black and green, Tiger in blue and yellow, Sprint RS in yellow and orange and

Thunderbird in red and green. Classic fans can also buy a 1969 T120 Bonneville model. Further additions are already being planned.

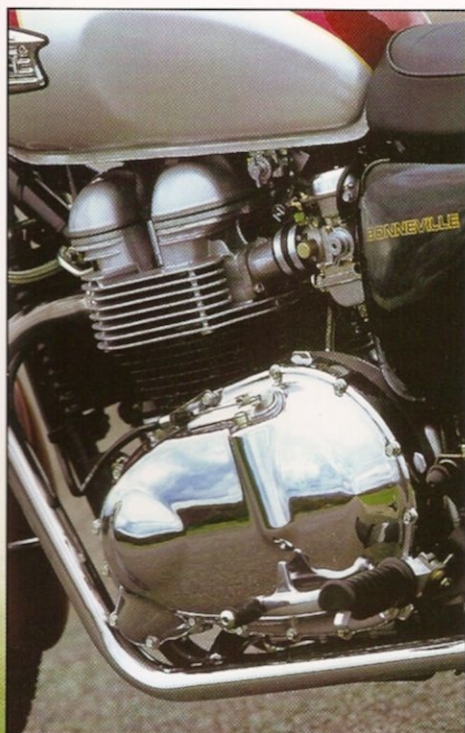
The models are available through Triumph dealers but we have a full set to give away to one lucky RAT member.

Simply send your name, address and membership number on a postcard or sealed envelope marked 'Model Draw' to RAT, PO Box 83, Hinckley, Leicestershire, LE10 3ZP, England. The winner will be announced in the

next edition of Torque.

Prestige model maker Franklin Mint have also recently unveiled a Triumph addition to their range. Their 1969 Triumph Bonneville 1:10 scale model is crafted from 116 separate components and is hand painted in the original factory Torch Red colour.

The model comes with a scale-sized replica helmet and replica original factory brochure. It is available direct from the Franklin Mint. Phone them in the USA on 1-610-459-7665.



Triumph take over in the Benelux

DISTRIBUTION of Triumph products in the Benelux has been taken over by the Triumph group of companies directly. The move came into effect at the beginning of August following talks between Triumph Motorcycles Ltd. and former Benelux distributor Greenib.

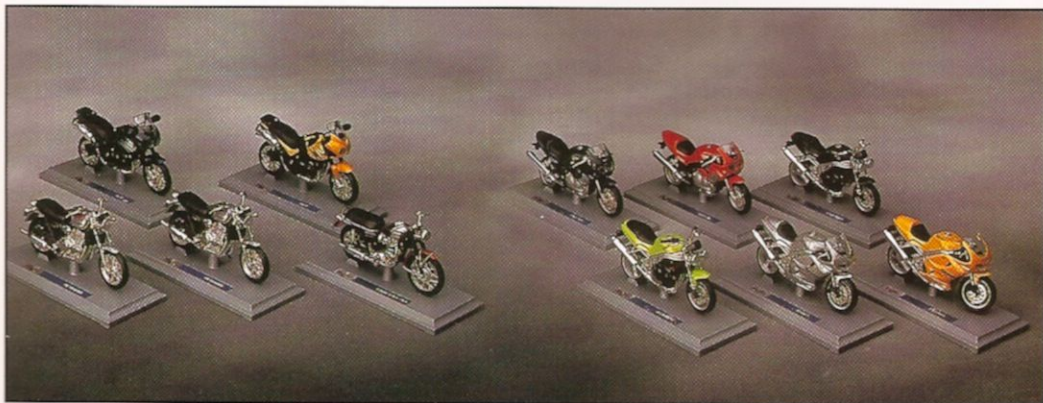
Triumph Motorcycles Ltd. will now supply the newly franchised Triumph dealer network in the Netherlands, Belgium and Luxembourg with spares, clothing and accessories direct from the factory. Arrangements for 2001 model year motorcycles were being finalised as Torque went to press.

The new set-up will give Triumph dealers a direct internet link with the factory and access to the factory's worldwide stock of spares, clothing and accessories with a 48 hour delivery service.

classically styled machines designed to perform in modern conditions.

The first Bonneville will appear in Triumph dealerships before Christmas, with a choice of Forest Green and Silver and Scarlet Red and Silver colour schemes. ■

Instant history. Classic style, modern engineering and unrivalled heritage combine to give the new Triumph Bonneville unique appeal.



A range of 1:8 scale Triumph models has been released under licence by Maisto.



History in pictures

IF your interest in Triumphs goes back to the marque's early days a hundred years ago, 'Triumph Motorcycles' by John Tipler (Sutton Publishing) should occupy a place on your bookshelf.

Drawing liberally from both factory sources and the private collection of journalist Mick Walker, the book provides a pictorial record of Triumph motorcycles from 1912 to the present day.

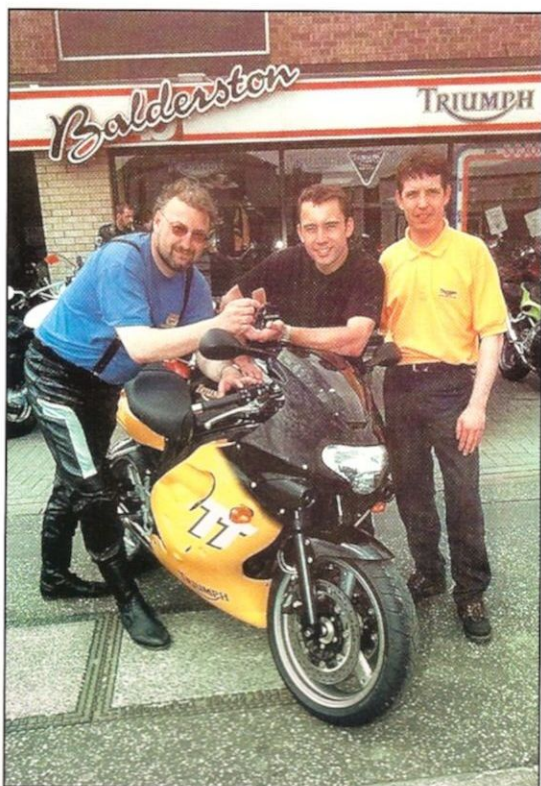
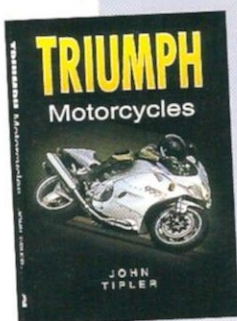
Text is restricted to short introductions to four periods identified by the author as the major different phases of the marque's history (Origins, the Edward Turner years, the Meriden Co-operative and the rebirth of the name under John Bloor), but each photograph carries an extensive caption giving some interesting insights into the Triumph world.

The photographs (even the modern ones which are drawn mainly from current Triumph brochures) are all in black and white, but that does not detract from what is a book that Triumph fans will enjoy dipping into over and over again. NW

WIN A COPY OF 'Triumph Motorcycles' by John Tipler

WE are giving away five copies of the book in an exclusive members' competition. Simply send the names of the person who established Triumph as a bicycle manufacturer in 1885 and the name of the person behind the current Triumph company, plus your name, address and RAT membership

number to: RAT, PO Box 83, Hinckley, Leicestershire, LE10 3ZP, England. The winner will be announced in the next edition of Torque.



Glyn Woolley (centre) picks up his TT600 from Peterborough dealer Balderston Triumph. He is pictured with sales manager Martin Rice (right) and BMF promotions chairman Terry Reynolds (left).

Prize guy

L UCKY Glyn Woolley came away from the UK's BMF show in May with more than he bargained for.

After entering the prize draw at the annual Peterborough event, Glyn's number came up as the winner out of thousands of other entries. His good fortune meant he rode away a brand new TT600, collected from Triumph dealer Balderston's.

Said Glyn: "I can hardly believe it, it's fantastic. The Triumph is a terrific bike. I'm very lucky."

Netting a bike on the web

SO, you're looking for a used Daytona? You could trawl round all the local dealers or even try the small ads in MCN, but that's a bit hit and miss. If only there was an easier way. Well there is. To quote MCN "It's lucky that you happen to be after a Triumph and not something else, because this is the one manufacturer which has decided to take its second-hand market – and dealers – more seriously."

They were talking about what everyone's talking about – Triumph Dealer website, complete with its used bike locator. Wayne Windybank thinks it's great, "We've only got onto the Internet recently and to try it out I visited the Triumph site. I've been wanting to change our bike for sometime, but didn't really expect to be able to find a



used one on Triumph's own site. In fact, I was able to do a search – I just keyed in my price range and the model I was interested in, a Daytona T595 – and found exactly what I

wanted at Three Cross. That was Friday evening. Next morning I went down to see it, had a test drive and that afternoon the deal was done. The bike's a superb piece of kit."

To quote MCN again, "What's important is that throughout the process you're following a Triumph-branded route, which adds enormous credibility – the ability to buy a second hand Triumph via the factory's own website."

Why not give it a spin on triumph-dealers.co.uk



Barry Sykes' unique Daytona sidecar outfit earned a lap of honour at Donington Park.

Barry's sidecar special



YORKSHIREMAN Barry Sykes has scooped a top honour with his Triumph Daytona 1200 sidecar outfit. The machine itself may not be unique - a number of sidecars have been linked to the powerful Daytona - it is Barry himself that makes the difference.

Barry is a paraplegic and has had the bike built so he can still enjoy his motorcycling, which includes touring in France and Spain as well as in the UK.

The Wasp sidecar that is attached to the Daytona was custom built by the company to

allow access for Barry's wheelchair. The brakes are all hand operated, with the front brake linked to the sidecar brake. The gearbox is electric and is controlled by a dual action push button system.

The creation was selected as one of the most unusual machines being driven by disabled people in the UK in a national competition organised by the charity Mobility Choice and earned Barry the right to take part in a Lap of Honour of the Donington Park grand prix circuit as part of the charity's 'Mobility Road Show' on June 24.

Dealer update

- ▼ **JOINING** the Triumph dealer network in Yorkshire is Doncaster based Team Roberts. They can be found at 30 Doncaster Road, Conisborough, where Phil Roberts can be telephoned on 01709 860001.
- ▼ **WALES** has a new outlet, based in Cardiff. Robert Bevan and Sons Ltd are in Hadfield Road, Cardiff or you can telephone Geoff Bevan on 0292 0227477.
- ▼ **FOR** Wiltshire, Taylor Racing have recently been appointed as an authorised Triumph dealer and Steve Taylor is the contact. They can be found at 23-25 Station

Road, Chippenham and telephoned on 01249 657575.

▼ **FLYING** the Triumph flag in Wigan is the Motorcycle Centre in Orrell and Steve Parrington is the contact there.

You can telephone him on 01942 218181 or pay him a visit at 5-7 Gathurst Road, Orrell, Wigan.

▼ **FOR** Triumph in Worcestershire, look up Steve Taylor of Action Motorcycles in Redditch. They can be found at New Meadow Road or telephoned on 01527 518833.

Last chance to hover

FAST ferry company Hoverspeed are ending their cross-channel Dover-Calais hovercraft service in October, so if you want to experience this unique mode of transport you'd better be quick!

The ageing hovercrafts are being replaced by larger, modern 'SeaCat' catamarans on the Dover-Calais route. Hoverspeed already operate SeaCats on their Folkestone-Boulogne, Dover-Ostend and Newhaven-Dieppe routes. A SeaCat Dover-Calais crossing will take 45 minutes.

RAT members can still access a 30% discount on published Hoverspeed fares. Call 08705 240241 (UK), 0820 00 3555 (France) or 059 559911 (Belgium), quoting reference ST/TRB for standard fares or EX/TRB for five-day return fares. You can also save 15% if you are crossing by car by using the suffix TRC.





RATs ride home

AROUND 1000 members visited the new Triumph factory as the climax to our first 'Home Run' event held in July.

Triumph dealers from all over the UK organised ride-ins to the factory while hundreds of members from Britain and overseas made their own way to Hinckley for this unique RAT members' event.

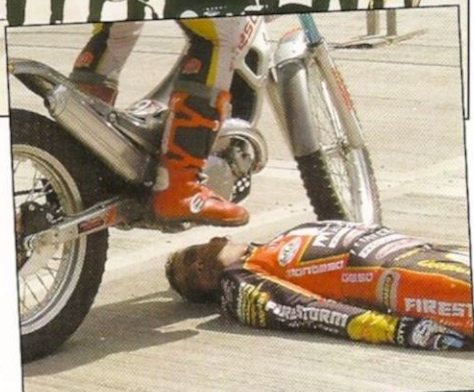
As well as the chance to be part of the first public viewing of the first phase of Triumph's new production site, members were able to enjoy a stunt show staged by trials ace Jason Finn and displays and hospitality areas hosted by Triumph and the RAC.

The more adventurous were able to try their hands at mini moto racing and a wacky mountain bike tandem device with two linked machines riding side by side. The only catch was that the steering only worked on one bike and the brakes on the other. And the guy doing the steering was blindfolded!

A very welcome ice cream van, plus Triumph and RAT merchandise sales marquees, helped complete the picture on an unexpectedly hot afternoon, the only main problem being queues for the free lunch caused mainly by a broken down power generator.

Plans are already being made for an even bigger and better Home Run for next Summer, when the new Triumph factory should be in its next phase of development. Food queues are one issue that have already been addressed!

We'll let you know the date and the programme as soon as they're fixed, so stay tuned to future editions of Torque.



Trials ace Jason Finn provided stunt action.



Make a date for 2001! Plans are already being made for an even bigger and better Home Run for next season.



Around 1000 members took the chance to see the new Triumph factory.



Skye's the limit

Tremendous scenery and brilliant roads welcomed RAT members when they took part in the Western Isles adventure in May.

Exploring the jewel-like Isle of Skye, we first traversed the magnificent Skye road bridge before circumnavigating the Isle.

The overnight stop in Portree, the capital of Skye, allowed club members to absorb the atmosphere of this unique town before we continued on Sunday morning to Inverness via pretty Fort Augustus.

The weekend finished on Sunday evening with a group banquet, where a variety of prizes were given out to three lucky winners.

"What a stunning weekend" said RAT Runner Colin Pavitt. "Plenty to see, excellent riding and new friends made. What could be better?" he continued.



(above) Room for one more? 40 Triumphs descend upon Skye.
(left) Scotland on a Triumph; superb roads and scenery.



RAT gallery



Some of the RAT members who made it to the New Forest in May.



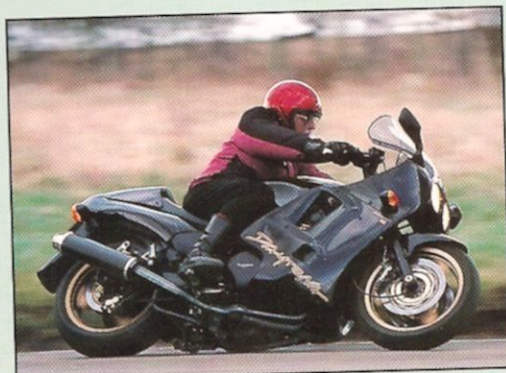
Fish and chips by the sea? Must be Southend and the finale of the Essex Swing.



RAT members who joined the Meriden Millennium Motorcycle Megaride in June.



Cheers! Robinson Rats from Canterbury lap up Belgian hospitality at the Motorcycle Loft Hotel.



RAT member and prize winner Dave Measures enjoying the Scottish roads.



FREE PRIZE

IN this edition's free prize draw you can win a Triumph Classic watch (our most popular competition prize yet). Simply fill in the form and return it to us at RAT, PO Box 83, Hinckley, Leics., LE10 3ZP, England.

Two runners-up will each receive RAT

Name:

Address:

Membership number:

▼ Bruno Grolier from Congenies, France, was the lucky winner of a Triumph waterproof suit in our Summer Torque competition. Victor Castellanos of Los Gatos, California, and Paul Korobejko of Kidderminster, England, took the runners-up prizes of a polo shirt each.

Marches in July

PRETTY Welsh Border towns and amazing roads were all on offer when RAT visited the Welsh Marches in July.

More than 25 Triumphs bobbed and weaved their way from Gloucester to Wrexham on Saturday, enjoying a sun drenched lunch stop at the unique Cookhouse en route.

Sunday dawned and everyone set off on an exhilarating chase southwards along the marvellous A483, finishing near Ross-on-Wye.



Summer as it should be: great weather, great bikes and great company.

Claim your free Triumph sticker sheet

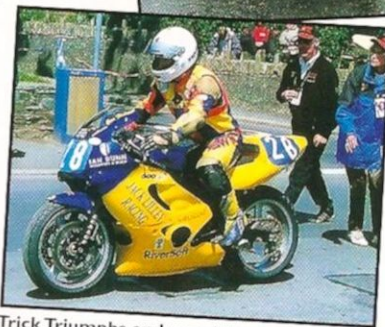
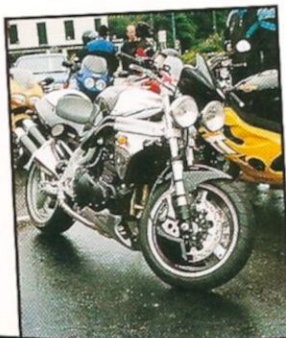
WE have a limited number of official Triumph sticker sheets to give away to RAT members. Simply send us a stamped, self-addressed envelope (minimum size 22 x 38 cm) in an envelope marked 'Stickers'. Don't forget to fix enough stamps to cover postage to your home from the UK.

We can't guarantee to supply stickers for your model, but let us know what you have and we'll do our best.

FanTastic!

CUSTOM Speed Triples, race prepared TT 600's and RAT members from across Europe. It could only be the TT.

Club members from far and wide joined our second Mad Sunday Run held this year on June 4. We started from Laxey, after a hearty breakfast at Browns Café before riding to Ramsey to take in the sprinting along the promenade. We then returned to Douglas for lunch at the excellent Liverpool Arms, where we were greeted by the Jack Lilley Racing Team. Not only had they brought along their racing TT600s they also introduced their two riders – Jim Hodson racing on the island and Andi Notman who is competing in the British Championship scene.



Trick Triumphs and race bikes – must be the TT. (Speed Triple picture courtesy of Equipe Ajax)

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
Great Dunmow	Ongar	Alan Gurdon	01371 875252
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	020 8854 8133
Newcastle			
Upon Tyne	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/Ipwich/			
Lowestoft	Lings	Roger Steggalls	01953 881285
Wimborne	Three Cross	Lee Wadwell	01202 824531
Warley	Speedaway	Stuart Darling	0121 559 1270

Normandy Run

CROSSING the spectacular Normandy Bridge and following a bicycle race through the streets of a village - to the clear amusement of waving spectators - were highlights of our Normandy Run in July.

Organised by local member Serge Le Royer, the ride covered the beautiful country lanes and pretty villages between Caen and Lisieux, including a lunch stop in the picturesque port of Honfleur.

Riders from as far afield as the UK and Switzerland took part in the run, which finished with farewell drinks of local cider in the village of Mezidon - but not before a final surreal twist.

When the party arrived in Mezidon they found the roads fenced off and lined with spectators for a local bicycle race. After a moment's confusion as the

peleton rode by, the marshals then opened the barrier and waved the massed ranks of Triumphs through.

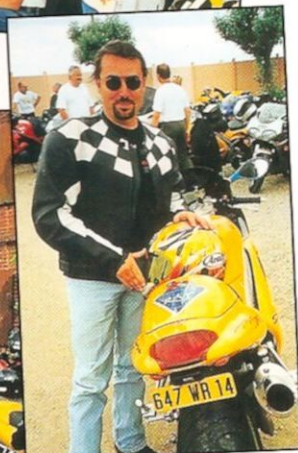
The sight of over 30 Triumphs following the racing cyclists through the streets of the small Norman village produced much waving and laughing from the spectators and Triumph riders alike. A truly amazing moment!



Riders from as far away as the UK and Switzerland joined local enthusiasts for the first Normandy Run.



A typical Norman scene for the start of the event.



The success of the event has already led local members to start planning future runs in the region.

Step back in time

A JOURNEY back in time awaited the participants in the Brittany Run hosted by Rennes Triumph dealers United Motors in June.

As well as a gentle ride through the sun

soaked Breton countryside, the 60 participants also enjoyed a visit to the recreated rural paradise of Poul-Fetan for the lunchtime halt.

The superb sunny weather ensured that members not only enjoyed an excellent country

lunch and a look around the picturesque village, but that many also took advantage of the shady orchard to snatch an afternoon sleep.

A relaxing day's riding was rounded off by farewell drinks

back at United Motors' shop and plans are already being laid for more RAT events in the region for next season.

Ride to Rotorua

KIWI RAT members have been in action again with a 30-bike ride to the lake front resort of Rotorua.

"What an impressive sight as we travelled along the motorway to Hamilton," reports Triumph New Zealand's Raewynne Gardiner. "We formed two groups for the final approach from Tirau to Rotorua where we congregated on the lake front before riding down to the various cafes and restaurants at the other end of the town."

Tirol tour

AUSTRIA'S magnificent Tirolean Alps played host to RAT members for a weekend in July. Rides through the spectacular mountain scenery and a members party on Saturday evening made it a weekend to remember.

Italian action

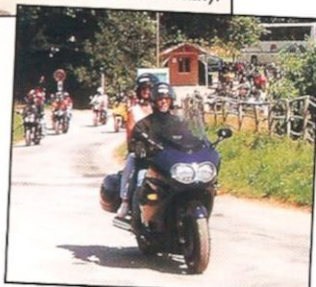
THERE'S been plenty of RAT action in Italy during the Summer, with 440 owners taking part in a 'Triumph Day' at the Varano dei Melegari circuit near Parma and 150 owners attending a 'Mission Impossible 2' dinner and preview show in Rome.



An enthusiastic turn-out for RAT's first event in Brittany.



A traditional Breton meal was waiting at the lunch stop.



Wonderful weather and superb Breton country lanes provided an excellent day's riding.

Eleven Cities tour



FRIESLAND'S historic 'Eleven Towns' were visited on the RAT 'Elfstedentocht' in May. Atmospheric Dutch scenery of canals, dykes and green fields were bathed in sun for the day as 58 participants covered the 220 kilometre route to qualify for their commemorative Elfstedentocht Cross.

Local Triumph dealer Motorado planned the route which included a lunch stop at a typical Dutch windmill.



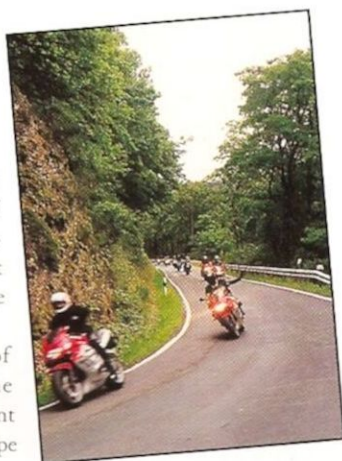
(above) The lunch stop at Vrouwenparochie with 51 Triumphs lined up at the mill. (left) The famous water gate of Sneek.

Nurburgring magic

THE mix of silly grins and wide eyes said it all... RAT members had just sampled the classic Nordschleife circuit at the Nurburgring. The resulting emotions varied from exhilaration at having ridden the daunting 20.8 kilometre circuit in the heart of Germany's Eiffel mountains, to amazement at the awesome challenge it had presented and sheer relief that the experience was over!

The chance to experience one of motorcycling's great challenges came during the club's 'RATs at the Ring' event in July when members from all over Europe joined up for a superb weekend's riding.

As well as the chance to ride on the circuit, the event included touring rides through the superb surrounding scenery on both Saturday and Sunday, plus a welcome pig roast party on the Friday night and a cruise down the River Rhine on Saturday evening to see a firework display staged by a local village.



A magical mix of brilliant roads, good company and an unforgettable riding experience. We're already planning next year's visit!

American adventures

MEMBERS in North America have had a packed Summer, with events including visits to the sleeping volcano of Mount St Helens in Washington State, the re-created pioneer village of Fredericksburg in Texas and the Mid-West resort of Eagle Cave, Wisconsin, on their agenda.

Events in New England and North and South California are lined up for the Autumn.



Make the link

THE opening of the first road bridge linking Sweden and Denmark was marked by a mass crossing by RAT members from the region in July.

The Oresund Bridge was opened by the Swedish royal family on July 1 and was the objective for the RAT 'Oresund Bridge Run' organised to coincide with the event over the weekend.

Members spent the first day exploring the castles and countryside of the Skane region of south-west Sweden before making the bridge crossing to Denmark and riding up the coast to take a conventional ferry for the return crossing.

The next Swedish event is the 'Border Run' between Gothenburg and the Norwegian border on September 9-10. Call Krister Akerblom on +46 (0)8680 0725 for more information.

Power release

Let it fly. Release the full power potential of your Triumph. All you need is a pack of Mobil 1 Racing 4T. Developed to withstand the extreme speeds of today's high-revving machines, it maximises power output from the moment you fire up your engine. Helping you take your Triumph to the limit.

For details of your nearest stockist, call 0800 040 111. www.mobil.co.uk/automotive

Mobil 1 Feel the difference





It's not over until it snows

DON'T put away your riding gear yet. There's still plenty of action lined-up for RAT members both in the UK and elsewhere before the cold weather

starts to interfere with our fun. You might need waterproofs now and again, but that shouldn't dampen our spirits too much!

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 Abbotsford 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 Abbotsford 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.



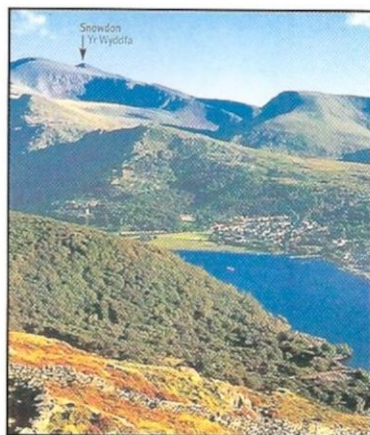
Join us for a taste of Scottish Border country.

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 Café 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 Café. Paul Witherford 01392 260200.

Scotland:

Perthshire 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.

See Border Raid details, too.

South East:

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

For details on all future RAT Runs, including some early 2001 season events, be sure not to miss the winter edition, out on December 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.

October

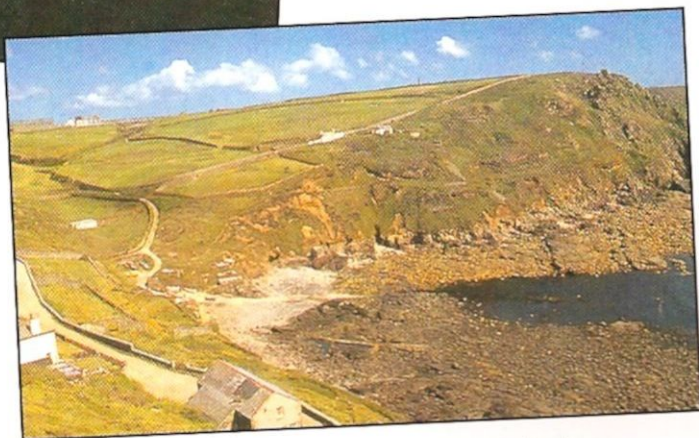
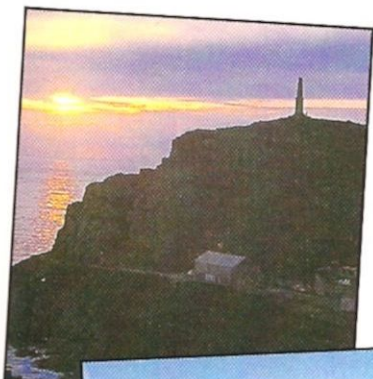
Cornish Coastal caper

EMOTIVE scenery, a sprinkling of traditional English history and riding to stir the soul are the main ingredients for our Cornish Coastal Caper taking place over the weekend of October 14 and 15.

Starting from Taunton Travel Inn at 10.30 am on Saturday, we'll trace the rugged Cornish Coastline all the way to Land's End, before finishing the day in Penzance at The Queens Hotel, where we'll stage a RAT members' 'banquet'.

Sunday will see us start at 10.30 am from The Queens Hotel when we'll continue our exploration of the dramatic coastline the extreme south west of England has to offer.

The Taunton Travel Inn can be found in Bridgwater Road, Taunton. From the M5 (J25) follow signs for Taunton (A358). Over the first roundabout and flow left at Creech Castle traffic lights. Travel Inn is 200 yards on the right. To book, telephone 0870 242 8000. The Queens Hotel is located on The Promenade in Penzance. To book, telephone 01736 362371 and quote 'RAT' for the special price of £35 per person for bed and breakfast.



Next stop New York...Ride to Lands End with us in October.

Regional Runs

North:

Great Northern Bike Show Run: October 1. Hosted by Eddy's of Leeds pack. Meet at the Old Red Lion, A64, York Road, Leeds for a 10.30 am start and a ride to Croft Circuit, where you will have the chance to ride the track (charge applies). Paul Armer 0410 911016.

South East:

Cinque Ports and Castles Run: October 1. Hosted by Robinson's Motorcycles pack, Canterbury. Starts 10.30am, Little Chef, A2 coastbound at Dunkirk, four miles west of Canterbury. Michael Robinson, 01227 766267.

South West:

Cornish Coastal Caper – see main story.

Scotland:

Borders Run: October 15. Hosted by Two Wheels, Edinburgh pack. Meet at Two Wheels for a 10.30 am start. Neil Danskin 0131 667 7305.

East:

Robin Hood Run: October 15. Hosted by Pidcock Motorcycles' pack. Meet at Pidcock's (Mapperley) for a 10.00 am start and a ride around Nottinghamshire. Chris Pidcock 0115 969 2200.

West:

Lacock Abbey Run: October 22. Hosted by Speedaway Motorcycles' pack. Meet at The Station Hotel, Dudley for a 10.30 am start and a ride to this historic place of interest. Malcolm Leddington 01902 665337.

Back to bike 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

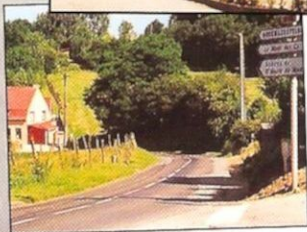
October. Places are extremely limited, so if you're interested, you are well advised to book early.

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.

Around the World

FRANCE

Balade des Monts de Flandres



THE 'Monts de Flandres' dominate the French-Belgian border

region and provide a surprising location for this one day RAT Run.

The Mont des Cats, Mont Noir, Rodeberg, Mont Kemmel and Mont Cassel have for centuries been key factors in the region's turbulent history. But today it is a peaceful landscape of steep wooded slopes, twisting country roads and panoramic views stretching as far as the Channel coast on a clear day.

The event takes place on September 24, starting at 10.30am from Avenir Moto in Lille, France. Lille is easily reached from the UK and northern Europe and it should be a ride well worth the effort of joining. More information from Neil Webster on +44 (0)7968 123540.



Sur la route de Stevenson

WE will retrace the steps of Robert Louis Stevenson's classic journey through the Cevennes hills of south west France on our 'Sur la Route de Stevenson' Run over the weekend of September 30 - October 1.

Starting from picturesque St Jean du Gard at 9.30am on the Saturday, there will be a choice of a 'treasure hunt' route or a tourist route with a guide and road book.

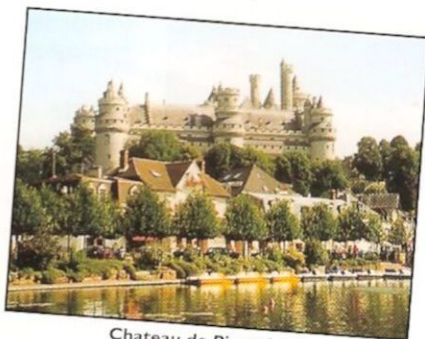


There will be a group dinner on Saturday evening and lunch after the finish on Sunday afternoon.

Numbers are limited and entry is restricted to RAT members. Some British members have already entered and club Manager Neil Webster will be taking part. Call him on +44 (0)7968 123540 (neil.webster@triumph.co.uk) for more information.

Contact Herve Descamps on +33 4.66.85.42.96 or +33 6.03.34.48.46 (or email herve.hdp@wanadoo.fr) to book your place.

Circuit de Picardie



Chateau de Pierrefonds

FORESTS and valleys and historic sites such as the hilltop cathedral at Laon and the magnificent chateau of Pierrefonds are on the schedule of the Circuit de Picardie Run in Northern France, on October 8.

Rendez-vous in the Place du Marche Couvert at Chauny, south-west of St Quentin, for a 10am start.

More information from Neil Webster

(who will be at the event) on +44 7968 123540 (neil.webster@triumph.co.uk) or local (French speaking) member Yves Gamba on +33 3 235 21 361 (yves-gamba@wanadoo.fr).

Route des Cathars

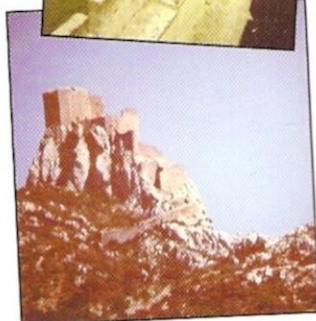
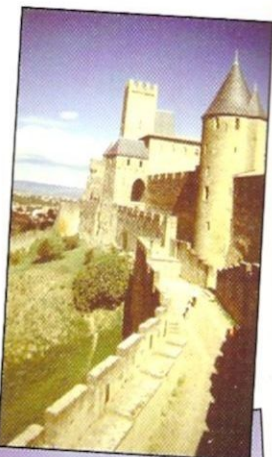
VISIT medieval walled cities and ride in the foothills of the Pyrenees in one great day by

joining us on the 'Route des Cathars' in south-west France on October 22.

Starting from the Hotel de Ville in Narbonne at 10am, 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 Narbonne and a farewell drink.

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. Contact him on +33 4 683 336 71 (email: Ldocmoto@aol.com)



Martin de Cayless, organiser of the 'Route des Cathars' Run.



USA

California cruisin'

THERE are two events scheduled in California for anyone making the trip to the West Coast in the Autumn.

The 'California RAT Riot' takes place on September 22-24.

Based in Santa Cruz, with rides, BBQ and members' banquet, it's the third running of this great event, hosted by Bill Plam of Triumph of Santa Cruz.

Check out his website for more details on <http://www.triumphsantacruz.com> or call Bill on 001 831-722-6262.

In October there will be a RAT Rally in conjunction with bike week at Del Mar in southern California. More information from Greg Casey on gcasey04@aol.com.

AUSTRALIA

Triumph 2000 Rally

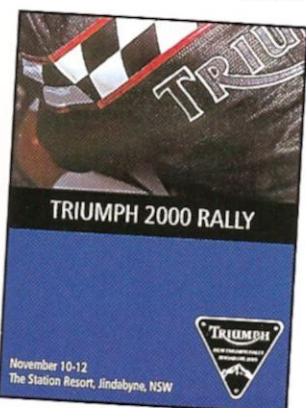
TRIUMPH Australia will host its sixth annual Triumph Rally in the Snowy Mountain resort of Jindabyne, New South Wales, on November 11 and 12.

As the club isn't yet active Down Under, this is not an official RAT event but it has established a great reputation and would be worth a visit for any Triumph fan in that part of the world.

The programme features a gymkhana, group ride, 'Postie Bike GP', concours, technical workshop and demonstrations, plus an official Rally Dinner on the

Saturday night with entertainment and dancing.

Entry costs \$65 for adults and \$25 and forms are available from Triumph dealers in Australia or direct from Triumph Australia on (03) 9381 9764.



COSTA RICA

Costa Rican Adventure

REGULAR French RAT event organiser Herve Descamps is planning a series of adventure motorcycle tours in the Central American state of Costa Rica.

The itinerary covers 11 days/nine nights and includes return flights from France, full board hotel accommodation, a French speaking mechanic/guide, bike hire (unfortunately not Triumph!) and fuel.

Spectacular volcanoes, lush rain forests and Pacific ocean beaches promise a unique riding experience.

The first tour will take place in November, with others to follow. The cost is \$2500 per person with a 15 per cent discount for RAT members.

Contact Herve Descamps on 00 33 466 854 296 or email: herve.hdp@wanadoo.fr (he speaks English).

ITALY

Corsica Rally

September 29-October 1: Two day road-book tour of the island with start points from Milan, Rome and Florence. Details from Alessandra Gasperini on 02 935 82000.

Diary dates

September 8-10	New England B&B Run	USA
September 9-10	Epidos Beach Run	Greece
September 9-10	Borders Run	Sweden
September 16-17	Border Raid 2000	England/Scotland
September 17	Constitution Day Run	Canada (BC)
September 22-24	California RAT Riot	USA
September 24	Balade des Monts de Flandres	France
Sept 29-Oct 1	Corsica Rally	Italy/Corsica
Sept 30-Oct 1	Sur la Route de Stevenson	France
October 7-8	SoCal Weekend, Del Mar	USA
October 8	Circuit de Picardie	France
October 14-15	Cornish Coastal Caper	England
October 15	Anacortes Run	Canada (BC)
October 22	Route des Cathars	France
November 12	Veterans Day Run	Canada (BC)

These are just some of the events in the club calendar. There are many more regional and local events being organised. Contact your national RAT manager or see our website at www.triumph.co.uk (passwords TORQUE and RAT891515) for more information.

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

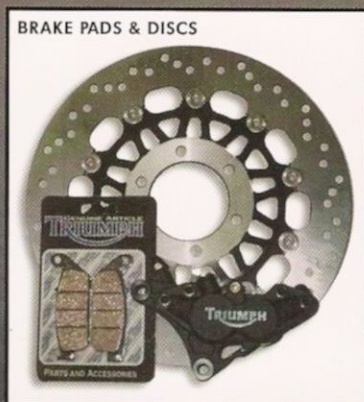
At Triumph, testing is compiled using both data logging and subjective techniques. Great emphasis is placed on ensuring that the feel of the lever is positive, accurate and sensitive, providing an effective ratio between brake lever movement and the deceleration achieved. The pad and disc materials are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



SERVICE

To maintain the durability and integrity of your braking system, you should always ensure the fitment of Triumph Genuine Parts. Our continuous efforts to monitor prices means you can always be assured of value for money from Genuine Triumph Parts.

BRAKE PADS & DISCS



What the press say.....

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 out of five! ***** for the braking system.

...you can trust **TRIUMPH**[®]

GENUINE PARTS

Ask for Triumph Genuine Parts at your Local Authorised Dealer

Fast Orange

Fast Orange? A British cleaning paste known by every mechanic. But take a look at the very special Sport-Connection-Triumph 'Projekt Zwo', which actually is fast and orange!



LAP after lap the smooth, high sound of the a hard-working three cylinder engine floats above the circuit. Bellowing echoes bounce back from the stands and pit walls, howling over the finishing straight. The sound is on the edge, but somehow musical.

"This is it, this is my bike!" Gerry Wagner, test driver of the German *MOTORRAD* magazine, cannot wait until coming to a stop before announcing his positive judgement on the bike, shouting against the deep growl of the idling engine.

It is test day on the Hockenheim race circuit. This is always a festival for all *MOTORRAD* employees, and today is a

special one. Because among others, this Triumph T509 Speed Triple is waiting for a run. Tuned by Michael Stocker, boss of the Sport-Connection Company in Furth (phone 062 53/8 64 89, <http://www.sport-connection.de>) his project, called 'Projekt Zwo', is a real eye-catcher attracting youngsters and oldies alike.

Actually, the Stocker Triumph looks more like a Daytona than a Speed Triple. By their nature, the two islanders with the lightweight aluminium perimeter beam frame are relatives, using the same chassis and engine basics. The 'Projekt Zwo' takes the best of both while offering the Daytona's sportier position.

The position of the MR handlebar grips is somewhat lower, the Lucas footrests are a little bit higher so that the riders legs, not helped by the slightly lower seat height, will be more angled.

The attractive colour scheme dominates the design: frame, swingarm and wheels, all in a durable laminated finish, glow in bright orange while a calm metallic blue on the bodywork provides a stylish contrast. When the eyes have adjusted to the flush of colours you can admire the winning outline of the self-designed and laminated bodywork with the Daytona headlamp.

The elegant seat cowl is highly individual too. But wait, where is the exhaust silencer? Ah, it has been replaced by a hand made piece, integrated and artfully blending into the modified seat cowl. Pure, clear styling and a melodious sound already described above.

This sound emerges from self-made combustion chambers. The original 885cc T509 engine is fitted with a big bore kit (the sleeves of the triple have been rebored from 76 to 81 mm) and the piston capacity is displaced to one litre by oscillating pistons.

Performance is further supplemented by modifying the inlet and outlet ports and home production of their own silencer. The success is underlined by the power curve.

There are also modified throttle valve housings which should help to activate a few extra horsepower.

In terms of power delivery the 'Projekt Zwo' inspires with the best of British manners; smooth and consistent throttle response, negligible vibrations - it is all fine English style.

The 'Zwo' really loves the winding roads, edging around the curves effortlessly and defying the treacherous bumpy roads. Quite understandably, the 'Zwo' weighs seven kilograms less than a Daytona and the longer Technoflex monoshock lifts the rear, therefore setting the front forks to a steeper angle.

As usual, this monoshock works excellently and in perfect harmony with the front forks, which have also been modified at Stocker. Altogether a lot of well-done



modifications making use of and improving the original talents of the parent models.

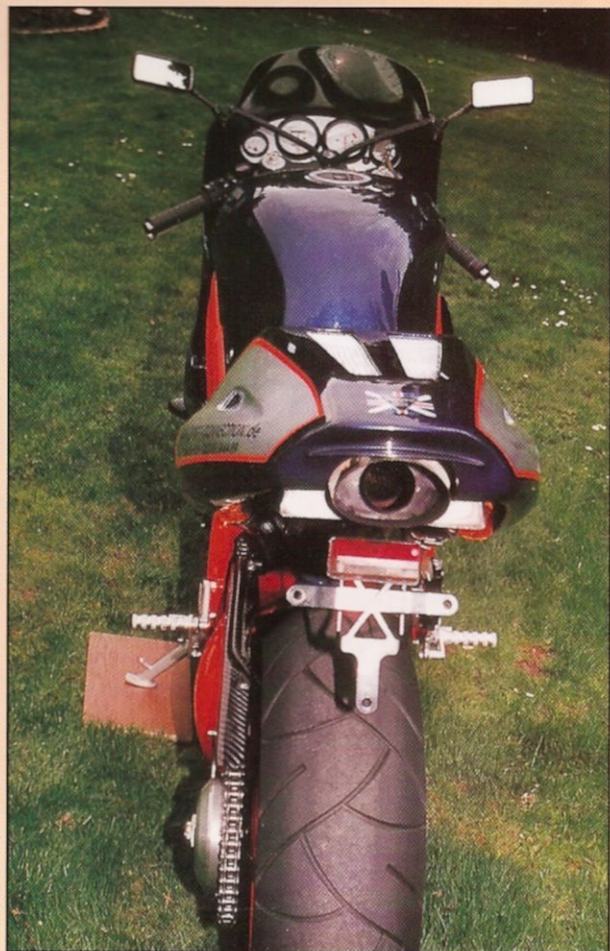
The total additional costs for 'Projekt Zwo' including engine and chassis modifications amount to about DM 20.000. For this, the passionate buyer gets a sporty pleasure bike with cult optics and a lot of character. Neat. ■



Turbine power station. A normal Triumph triple from the outside, the 1000 cc Sport-Connection recruits its power from deep within.



Classic design for the seat cowling which also integrates the silencer.



Brian Tarbox meets the Hinckley team responsible for Triumph's new twin and tells the behind-the-scenes story of its development.

WHEN are you going to build a new Bonneville?' Triumph have been asked that question over and over again since they unveiled their new generation of threes and fours a decade ago. The answer is: Now!

The wraps come off the new Bonnie for the new millennium at the Intermot 2000 Motorcycle Show in Munich and it will be in the showrooms shortly.

The world's most famous motorcycle is back - bigger and better than ever. In looks, feel and character, it echoes its illustrious ancestor but the engine and rolling chassis have been designed to meet the demands of today's rider, while keeping faith with the concept that made the Bonnie a legend.

Twin-cylinder motor, of course, but this 21st century take on Edward Turner's pioneering masterpiece boasts air and oil-cooling, twin overhead cams and four valves for each combustion chamber.

A bore and stroke 86 x 68mm lifts the capacity to 790cc and the traditional style 360-degree crank features gear-driven balancers fore and aft to wipe out unpleasant vibration without surrendering the sensuous heartbeat that distinguishes a big vertical twin.

A push of a button stirs into life the high pressure die-cast, all-alloy motor which is served by a pair of 36mm Keihin carburettors. The carbs are equipped with electric heaters and sensors to feed info on throttle position to the electronic ignition's management control to ensure crisp response from tickover to redline.

There is also a reed-valve controlled anti-pollution system which cleans up emissions by injecting air behind the exhaust valves. The model for the German market will also be fitted with catalytic converters.

Transmission comprises of primary drive gears, a wet multi-plate clutch, five-speed gearbox and a heavy-duty final drive chain.

The transfer of 62PS to the back wheel means a top speed of about 120 mph and the motor pulls like a steam engine. Maximum torque of 60Nm is churned out

at just 3500 rpm and 90 per cent of that stomp is delivered from 2750 rpm right up to the point at which a rev limiter says enough is enough at 7400 rpm.



The Bonnie *is back!*



THE engine designers had to achieve their performance goals without disfiguring the beauty of the late 1960s Triumph Bonneville T120 on which the styling is based. The team working on the rolling chassis faced the same challenge.

Housing the new motor in anything but a traditional-style twin-shock frame would have been unthinkable.

But the frame, suspension and brakes had to live up to modern-day expectations on every level. The bike had to handle, stop and soak up any punishment. It had to excel.

What they came up with fits the bill perfectly. Hidden from view under that elegant 16-litre petrol tank (with hand-painted coachlining) is a box-section steel backbone. The rest of the frame is tubular steel with twin downtubes and a full duplex engine cradle which unbolts for ease of assembly.

The box-section swingarm pivots off the rear of the crankcases, ensuring rigidity and shrinking the wheelbase to a compact 1485mm. The distance between its front and rear footfalls is on a par with the T120 and its rake and trail (29-degrees and 117mm) are in the same ballpark, too.

Sturdy 41mm telescopic front forks provide a far smoother and more confidence-inspiring ride than their '60s counterparts. The only choice of adjustment to the suspension is in the amount of pre-load that can be dialled in to the chromed springs of the rear shocks. But you won't miss having more knobs and dials to fiddle with - they are simply not needed.

The chrome-rimmed wire wheels run a 100/90R x19 inch front tyre and a 130/80R x 17 rear, while a squeeze of the lever and push of the pedal applies strong, progressive stopping power from a 310 mm front disc and its 255 mm rear back-up, both gripped by twin-piston calipers.

The Bonneville's low seat height, low centre of gravity, relaxed power delivery, fast steering and agile handling make it a great fun bike, a practical tool for commuting and that perfect something for the weekend. It's also sexy with a capital S and cooler than ice.

Think of the recent reincarnation of the VW Beetle - the most successful car of all time that's now back with us as the epitome of fashion on four wheels. The Bonnie is its equivalent: the real McCoy, rather than a retro-style pretender, a bike that will look just as at home parked-up at a rockers reunion or a beach-front bar in St Tropez - a class act on any stage and, above all, a great ride.

PART OF THE PLAN

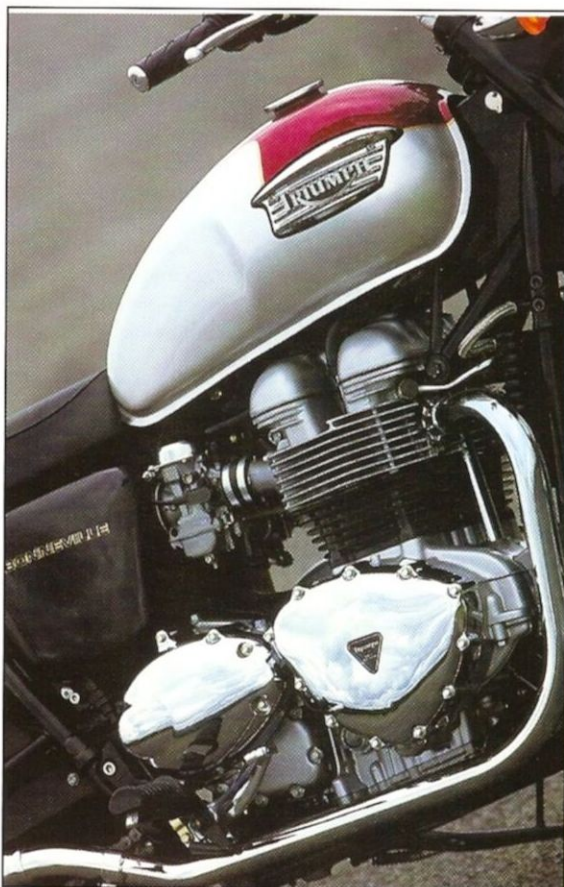
THE re-launch of a modern Bonnie has always figured in the Hinckley factory's long-term strategy. The first priority was, however, to establish the company as a major motorcycle producer with a reputation for quality engineering and superb motorcycles.

The modular family of three and four-cylinder machines did that job. Had a Bonnie - even a modern Bonnie - been the

company's first new model, critics could have concluded that the company's technology was stranded in the history books, that the bike was the product of necessity rather than desire.

Now, having shown they can make any type of motorcycle they want to make, no-one can doubt the Bonnie is back because Triumph have confidence in its future as well as pride in its past.

When launched as part of Triumph's 1959 model range, the 650cc T120 was the fastest production motorcycle money could buy - its name a tribute to the 214mph-plus



record-breaking runs Johnny Allen set at the Bonneville Salt Flats.

Use of the name any time in the past decade on a fully-faired, multi-cylinder Triumph sports bike could easily have been justified, but the temptation was resisted because the name 'Bonneville' is still something special to most motorcyclists.

Talking to enthusiasts, Triumph were left in no doubt that a new Bonnie would have to be a vertical twin with a 360-degree crank and air cooling. It would have to mirror the superb styling of its predecessor and capture the essence of its character with none of its flaws.

CONCEPTION AND DEVELOPMENT

TRIUMPH had always planned to build such a bike but it was in April 1997 that they started to work out just how they were going to do it. That's when heads of the company's engineering design, styling, production, sales and marketing departments met for a concept meeting to discuss Project 908 MD - the new Bonnie.

Everyone agreed on one thing: the drop-dead gorgeous 1969 T120 was the best-looking Bonnie ever made. This was the model used as a template for the new design.

The line of the fuel tank, chrome headlamp, pea-shooter silencers and the heart-shaped timing cover were among key ingredients it was felt the new model must emulate. But that '69 bike was more than just a pretty face. Owners of the day also gave it top marks for rider satisfaction. The riding position, low seat height and frame geometry were part of the winning formula, and they, too, were added to the list for cloning.

As for the engine, well, it HAD to be a vertical twin, it HAD to have a 360-degree firing cycle and the fact that it HAD to look like the original ruled out water cooling. Capacity? The Bonnie had grown in size to 750cc by 1973. Mountains of torque from basement-level rpm was a priority, so it was decided that the newcomer should be a shade bigger. The problem of vibration would also have to be tackled.

Now it was up to each department to come up with specifics. The onus at this stage was on the engine designers. In July they presented their detailed plans for an all-new power unit.

The appearance of the original pushrod motor, with its vertically split crankcases and iron cylinder barrels, had been skilfully maintained but specification of the high pressure die-cast, all-alloy engine (horizontally split, of course) was bang up to date.

Triumph had been pioneers of the 'modern' twin cylinder engine back in the late 1930s. Now they were leading the way again with a double overhead cam design that featured both air and oil cooling and four valves per cylinder for optimum combustion efficiency.

The 650cc Bonnies had a bore and stroke of 71mm x 82mm. The later 750s (actual capacity 744cc) retained the same stroke but the bore was taken out to 76mm. The new engine is 790cc with a bore and stroke of 86 x 68mm. The shorter stroke, bigger bore dimensions ensure space for the ideal size of valves and combustion chamber design, reduce engine height and produce less secondary vibration.

Gear-driven balancers fore and aft the crank push the motor further into the comfort zone and away from the vibration normally associated with having two big pistons punching away in unison.

Oil is given more of a role in cooling as well as lubricating the wet-sump engine and passes through a radiator on the front downtubes to help flush away the heat. The move is one of several designed to maintain the appearance of the original unit.

Running the cam chain from the centre of the crank rather than from one end retains the shape of the cylinder barrels, which are painted black to mirror their iron predecessors.



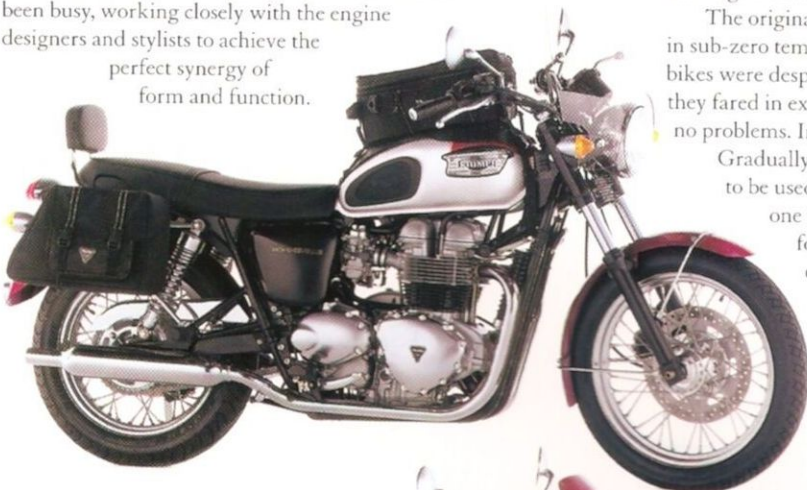
The heart-shaped 'timing cover' so profoundly associated with twin-cylinder Triumphs now shields the alternator which runs on the opposite end of the crank to the electric starter. Keeping this look dictated switching the final drive chain from the left to the right with the gearbox sprocket housed under a separate cover designed to resemble the early Bonnie's pre-unit gearbox.

With more power and more torque than Bonneville owners of yesteryear could imagine, Triumph were convinced they had a winner on their hands. The next step was to translate those paper plans into working metal.

The first prototype engine was fired-up in a test rig in the design and development shop at the Hinckley factory in December 1998.

A member of the sales team recalls: "After it had undergone a little fine tuning I went over to see and hear it running. Quite a few members of staff were also there. It was a momentous occasion - the birth of our baby. It was a great feeling - you can imagine the pride and pleasure we all felt."

Countless hours of extensive bench testing followed. Meanwhile, the chassis development team had also been busy, working closely with the engine designers and stylists to achieve the perfect synergy of form and function.



The first 3-D computer 'models' of the bike had been produced just a month after the specification of the new engine had been drawn up. All the major ingredients were there from the beginning. Slight changes to the angle of the silencers and the shape of the seat and side panels completed the cosmetics.

The rolling chassis also had to look the part without compromising modern-day performance standards. Handling and brakes had been weak points of the original pre-unit construction Bonnie. This time, they had to be among its strengths. The goals: agile handling, fast steering, excellent high speed stability, low seat height, low centre of gravity and a suspension system that scored top marks for comfort and performance.

In March 1999, engine and chassis were brought together and unleashed on the road. Triumph's chief road tester put the bike through its paces on public roads and test tracks in Britain and all across Europe.

Tough demands were made of the machine in all weathers and on all kind of roads but fine tuning was all that was deemed necessary. In July 1999 further test bikes were put in to operation and began to rack up the miles.

The original prototype had already passed with flying colours in sub-zero temperature tests. Now out came the suntan lotion as bikes were despatched to the US and other hot-spots to see how they fared in extremes at the other end of the thermometer. Again, no problems. In ice and fire, the Bonnie delivered.

Gradually, the hand-built prototypes took on the components to be used on the production models, parts being swapped one by one as they came on stream until, for the final four months of testing, the bikes were identical to the ones you will soon be able to buy.

Colours for the 2000 Bonnie are from the original palette: forest green and silver or scarlet and silver - both with matching mudguards. Tank and side panel badges also reflect the machine's heritage and there is a whole host of accessories to choose from. The Bonnie is back.

• Devotees of the classic style of motorcycling have never had it so good with both three and twin cylinder classically styled Triumphs to choose from. Triumph's classic range was introduced five years ago with launch of the Thunderbird and now also includes the Adventurer and Legend.

All three models offer the performance characteristics of the three-cylinder motor in a classically styled package. Now the Bonneville adds an extra element into the equation. ■

NEW BONNEVILLE SPECIFICATIONS

Engine: Air and oil-cooled vertical twin. Dohc, chain-driven from centre of crank. Four valves per cylinder. All-alloy high pressure die-cast engine with black-painted barrels and chrome side covers. 360-degree crankshaft with gear driven balancers fore and aft. Bore and stroke 86 x 68mm. Capacity 790cc. Compression ratio 9.2:1. Twin 36mm Keihin carburettors with throttle position sensor and electric heaters. Wet sump lubrication.

Transmission: Primary drive by gear, final drive X-ring chain. Wet multi-plate clutch and five-speed gearbox.

Electrics: 12-volt battery. Digital-inductive ignition. Electric starter. Directional indicators. 60/65-watt Halogen H4 headlamp. Warning lights for neutral, indicators, high beam and oil pressure.

Rolling chassis: Box-section main spine frame with tubular steel twin downtubes and full duplex engine cradle. Box-section rear swingarm, pivoted off rear of crankcases. 41mm telescopic front forks with hydraulic damping. Rake 29-degrees, trail 117mm. Twin rear shocks with adjustable spring pre-load. Chrome-rimmed wire wheels front and rear. Front tyre: 100/90R x 19, rear 13-/80R x 17. Brakes: 310mm single front disc with twin-piston caliper, 255mm rear disc with twin-piston caliper.

Weights and measures: Wheelbase 1485mm (58.5ins), Dry weight 205kg (451lbs), overall length 2250mm (88.5ins), overall width 860mm (33.8ins), overall height 1105mm (43.5ins), seat height 775mm (30.5ins). Petrol tank capacity 16 litres.

Performance: Maximum power 62 bhp at 7400 rpm. Maximum torque 60Nm at 3500 rpm.

Service intervals: 4000 miles.

Colours: Forest green and silver or scarlet and silver.

Warranty: Two years, unlimited mileage.



The legendary Bonneville

As the Hinckley factory prepares for their new twin to roll off the production line, Brian Tarbox traces the history of a bike that won the hearts of riders the world over.

SPECIFICATION T120 1959

Engine: Aircooled vertical twin with two valves per cylinder operated by pushrods. Alloy cylinder head, iron barrels. 360-degree crankshaft. Bore and stroke 71 x 82mm. Capacity 649cc. Compression ratio 8.5:1. Carburation, two 'chopped' Amal Type 376 Monoblocs with remote float chamber. Dry sump lubrication.

Transmission: Primary and final drive by chain. Four-spring clutch and four-speed gearbox.

Electrics: 6-volt battery, 60-watt dynamo, magneto ignition.

Rolling chassis: Single downtube cradle with tubular steel swingarm. Telescopic front forks with hydraulic damping. Twin Girling rears shocks. 19-inch spoked wheels front and rear. Brakes: 8-inch single-leading shoe front drum brake with 7-inch single-leading shoe rear.

Weights and measures: Wheelbase 55.75 inches, weight (with one gallon of petrol) 404lbs, seat height 30.5 inches, petrol tank 3 gallons, oil capacity 5 pints.

Performance: Claimed 46bhp at 6,500rpm. Top speed approx 115mph.

Launch price: £294.8s 3d.

THE T120 Bonneville made its public debut on stand 48 at the Earls Court Motorcycle Show in November 1958 - and everybody wanted one. It was the fastest showroom motorcycle money could buy, the sexiest and the most charismatic. Anything else was second best.

Throughout the '60s it reigned supreme and was worshipped at performance altars from the Ace Cafe on London's North Circular to the Highlander pub on the TT course; from glitzy bars on LA's Sunset Strip to ramshackle taverns in the Australian outback. Wherever you went in the world you were never far from a Bonnie.

Production - with one or two hiccups - continued until the spring of 1988 by which time it had grown to 750cc and become the most successful big capacity British motorcycle of all time, having notched up way over 250,000 sales.

Triumph dealer Steve Lilley said: "It was a design icon. To own a Bonnie was really something. It was THE bike to have."

Steve was just nine years old when the Bonnie was born, but its arrival coincided



1983 and the UK and US versions being produced by the Meriden Workers' Co-operative.

with his father Jack's opening in Greater London of a Triumph dealership which still bears his name. Steve, who now heads the business, went on to own a Bonnie himself and sold the last one ever made.

"It was Christmas Eve and the buyer was out looking for Brussels sprouts for his Christmas dinner when he saw the bike on display in our window. He came in and said, 'I've got to have it'. He still owns it today with zero miles on the clock."

Dealer Carl Rosner is also a fan. "The Bonnie was small, light, slim and compact," he said. "It had exceedingly good performance and it was affordable. Many of

our customers with modern Triumphs own Bonnies as well."

Amazingly, the motorcycle press saw little to get excited about when the T120 was announced as part of Triumph's nine-model 1959 range. Motor Cycle News gave it a one-line mention in their show preview and 'flamboyantly fast' was all they had to add in their actual show report.

MCN revealed first news of the machine on page 11 of their October 29th issue under the matter-

of-fact headline, 'Meriden range'. There it had been described as 'a high powered version of the Tiger 110'. A caption below an accompanying picture said 'intended mainly for the States'.

The quoted price, including British purchase tax, was £294 8s 3d.

The Bonnie's arrival was overshadowed in that story by revelation of a new budget-priced 490cc version of the Meriden factory's Speed Twin. Triumph obviously thought the smaller motorcycle was more important too. It was that model - the 5TA - they gave star billing in an advertisement they splashed on the same page.

le



A legend that lasted 30 years - the Triumph Bonneville.

IT had all been very different when Triumph's first post-war 650 had been launched in September 1949 with a headline-grabbing demonstration of its speed and endurance at the Montlhery autodrome just south of Paris.

Three of the new bikes were ridden to the French speedbowl circuit, hammered around the track for 500 miles at an average of more than 90mph, then ridden back to the Midlands factory.

The Thunderbird, its name borrowed from native American mythology, was Triumph's answer to demand from the US for a bigger and faster version of the factory 500s which had evolved from the groundbreaking Speed Twin Edward Turner had designed in 1937.

The T-Bird was a huge success and won its makers more kudos in September 1956 when Johnny Allen rode a streamlined projectile powered by a Jack Wilson-tuned version of the twin-cylinder engine to a two-way run of 214.17mph at the Bonneville Salt Flats in Utah.

Special features of the Wilson engine included a one-piece crankshaft, machined from a huge locomotive piston, and twin carburetors. Triumph's single-carb 650s had featured a sturdy 'big bearing' crank since the launch in 1954 of the T110 sports version of 6T Thunderbird, but the factory opted to follow Wilson's lead and in early '58 began testing a one-piece forged replacement with



A US-spec Bonneville as tested by our man Tarbox in 1997 for *Classic & Motorcycle Mechanics*.

bolt-on flywheel.

To inflict maximum damage on the experimental crankshaft they ran it in a T110 motor with a performance top end - a 'Delta' alloy cylinder head with splayed inlet ports and twin carburetors. This had been developed for the T100 the previous year and had recently become an optional extra for the Ton-Ten. An E3134 profile inlet camshaft was also plucked from the T100 race kit to add more potency to the cocktail.

Successful bench-testing led to road trials of the motor in a Ton-Ten chassis. Thus the Bonnie was born - as a mobile test rig! Triumph's Experimental Department were convinced they had conjured up a new flagship.

The bike proved a sensation on both road and track. The stock motor kicked out 46bhp at 6500rpm (4bhp more than the T110), delivered strong mid-range torque and was good for more than 115mph.

In 1962, American Bill Johnson used a 670cc version of the pushrod vertical twin to up the world motorcycle speed record to 224.57mph, and Bob Leppan's double-engined Bonnie raised that to 245.50mph in 1966.

The following year the 650cc Bonnie enhanced its reputation with John Hartle's victory in the 750cc class of the inaugural production TT, and Malcolm Uphill's 1969 win included the first 100mph-plus lap of the 37.75-mile course by a showroom motorcycle.

Doug Hele had no small part to play in the race successes, and the Bonnie's general development, after being wooed from Norton in 1962 to become Triumph's chief development engineer.

DURING its evolution, the Bonnie went through a variety of major changes, but like the broom that's had two new handles and three new heads, it remained true to its origins.

The first T120 wore a two-tone tangerine and pearl grey paint job. The Americans hated it and the orange was substituted for azure blue in a matter of months. The distinctive Triumph headlamp nacelle was replaced by a separate chrome headlamp at the end of the first year and an alternator was adopted in place of a dynamo.

The biggest change in 1960 was to the frame. Out went the original design with single downtube in favour of full duplex cradle which underwent further strengthening within a matter of months of its release. Handling was the early models' Achilles heel and there were several changes to frame and suspension before the Bonnie's bend-swinging was on a par with the rorty performance of its motor.

Unit construction of engine and gearbox was introduced in 1963 as part of an extensive revamp which also saw the frame change again.

Over the years the Bonnie switched from six-volts to 12, from magneto to coils, gained a fifth gear, electric starter, electronic ignition, grew in size from 649cc to 744cc (with a brief spell at 724cc) and underwent numerous facelifts and upgrades in suspension, carburation, brakes and engine internals.

Most aficionados reckon the 650cc T120 reached its zenith in 1969. Introduction that year of a new crank with heavier flywheel, beefier con-rods and stronger pistons



How it all began. Edward Turner's 1937 model 5T Speed Twin design which went on to spawn the legendary Bonneville.

combined with the previous year's adoption of an eight-inch twin leading shoe front brake and improved damping of the front forks to produce a truly magnificent motorcycle.

BUYING a classic? The 1969 and 1970 models are the ones to go for, though demand from collectors has made the original pre-unit version with headlamp nacelle the most sought-after.

Collapse of the BSA Triumph Group and its ill-fated amalgamation with Norton under the NVT banner saw Bonnie production transfer to the Meriden Workers Co-operative. When that enterprise went to the wall in 1983, John Bloor stepped in with purchase of the Triumph name and manufacturing rights.

Spares entrepreneur Les Harris was licensed to return the Bonnie to production down in the West Country while Bloor concentrated on developing the new generation of Hinckley Triumphs which made their show debut in 1990.

Harris produced the 750cc twins from 1985 to 1988, adding just under 1400 machines to the final inventory.

A casualty of the Meriden Co-operative's closure was the loss of a 750cc police version of the bike they had developed with rubber-mounted engine.

Vibration had always been an inescapable consequence of having two big pistons rise and fall in unison on a 360-degree crank without any balancing devices to help smooth things out.

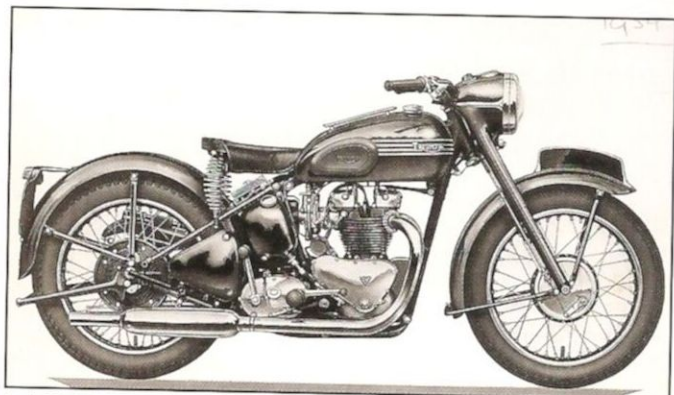
Fans accepted it as part and parcel of the machine's character. The absence of smoother-running multis when the 650 debuted ensured little serious criticism at the time. Rubber mounting of the engine was a follow-up to earlier experiments which

had produced a prototype with a mechanical anti-vibration system but it too, had fallen by the wayside.

Showroom Bonnies came in two basic guises - European spec (flat-bars, big petrol tank) and US spec (high bars, small tank). However, there were a host of variations and limited edition specials, including the much-prized and exceedingly rare T120R Thruxton (built to meet homologation rules for production racing), the stripped-bare T120C TT American dirt-tracker, TSS eight-valver, luggage equipped T140E and T140ES Executives, T140D Custom and two machines with royal connections - the T140J Silver Jubilee, produced in 1977 to mark the 25th anniversary of the Queen's reign, and the lesser known T140LE Royal which commemorated the wedding of Charles and Diana in 1981.

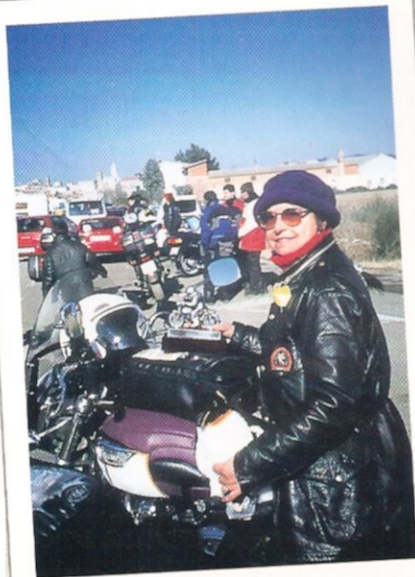
Nor were owners slow in customising their own machines. The American influence could be seen in flat-trackers and chops, but cafe racers were King. Clip-ons, rear sets, alloy wheel rims and swept back pipes were often accompanied by tuning goodies ranging from high-compression pistons to eight-valve heads.

What many enthusiasts would have liked to have seen roll out of the factory gates was an ohc update of that charismatic motor. Now Triumph are offering the real McCoy.



Left: The 1954 version of the Thunderbird which formed the basis of the Bonneville yet to come. Right: Early Eighties Thunderbird.

Letters



Anne-Marie Breau and her Adventurer enjoy the blue skies of a Spanish winter.

Perfectly Pinguinos!

FRIDAY January 14th; Michel and I left home under dark and heavy skies with snow threatening. Michel changed the plan, we would take the motorway to make the trip easier. After some kilometres snow clouds were visible on the smaller hills. Suddenly the ground was white. It was snowing! I followed carefully in Michel's tyre tracks. Then it started to rain. Marvellous!

We reached Valladolid under a weak sun and then finally reached the rally site at Tordesillas where we received a warm welcome from the team which,

without fail, organises the largest Winter rally in Europe.

The atmosphere developed as the crowds slowly built up. The sidecar club from the Dordogne were there, Serge and his club, Bernard with his Triumph. We went on foot into the town for a lively evening of food and drink before returning back to the camp fire, music and if possible, a little sleep.

Saturday, January 15th; we rode to Toro under blue skies and lovely sunshine. It was cold but there were 12,050 of us! After a dinner 'Penguino' there was a parade in the Plaza de Major with bikes of all kinds, open pipes, burn-outs and other madness.

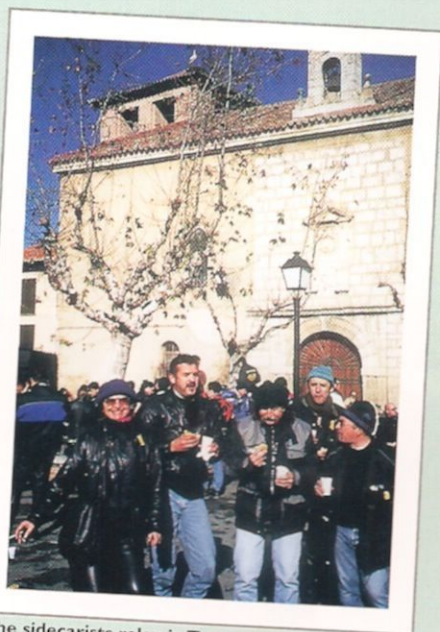
Giant fireworks on the banks of the Duero river then a torch lit parade for the souls of all motorcyclists. And as usual more festivities in the streets and cafes of the village with the locals joining in.

Sunday January 16th; a huge English breakfast and already a sense that it was all over, with tents being taken down and bikes fired up. But first there was the prize giving. 'Golden Pinguinos' for Spanish World Champions Alex Criville and Emilio Alzamora; awards

for an Austrian, an Australian and a Sicilian, then 'Pinguinos 2000' was officially closed with a salvo of firecrackers.

Back home to Begles after a trouble-free 620 kilometres, a head full of memories of faces, bikes, friendships and the warmth of the Spanish welcome. Viva Pinguinos 2001!

Anne-Marie Breau, Begles, France.



The sidecarists relax in Toro.



Sarah with the other love of her life on her wedding day.

My great wedding day

IN 1996 the first articles came out on the T595 and I fell in love. I loved the styling, the colour and overall beauty of the machine. I had not seen anything like it and I wanted one to call my own.

I waited until the closest dealer finally got one in. The first day they had it, I took a day off work and went to test drive it. I was spellbound with the sound (with the Triumph carbon high-pipe), the looks, and the handling.

I bought the Daytona on the spot. Since then I have upgraded twice for newer 955's. I have yet to find anything that competes with the Triumph Daytona in my mind.

The Daytona has become such a huge part of my life and personality that I had my bike in my bridal pictures. I got some funny looks but there are two loves of my life... my husband and my Triumph. I married the one man that could understand my love for motorcycles.

I want to pass along a special thanks to Lone Star Triumph in Austin, Texas, for all the wonderful help and service and for introducing me to the machine of my dreams (not to mention all the Triumph accessories).

Sarah Mesa, Texas, USA

Skye high!

THANKS for a great weekend in the Isle of Skye it was a fantastic weekend, lots of lovely roads and a bit of rain plus the food. Just what Scotland is all about. All the people that attended made it such a brilliant weekend - love to you all.

Norman and Pat (Triumph Tiger)
email: norman.pat@btinternet.com

Letters

Triumph love affair

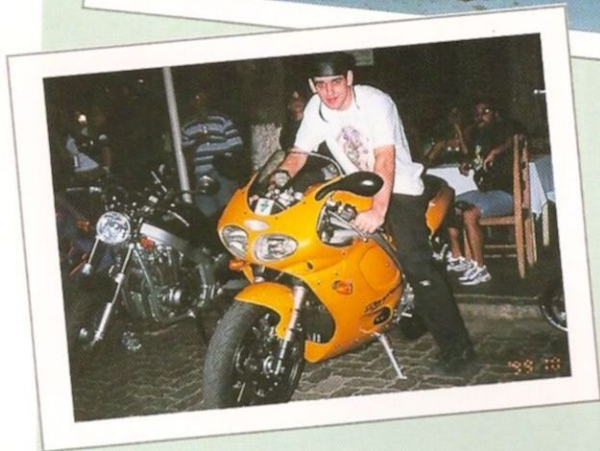
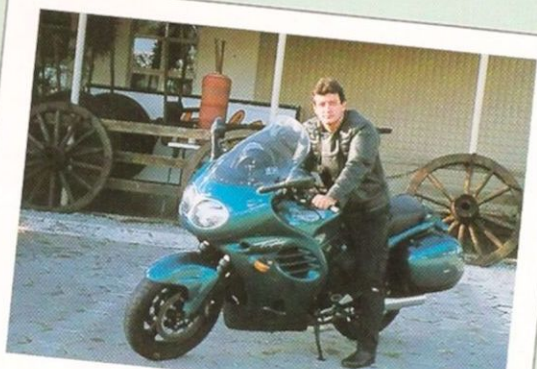
MY name is Geraldo Jr., and I'm writing this letter for my father, because he knows nothing about the English language. I haven't finished my English course yet, so you may find some grammar errors.

My father, Geraldo Falci, loves motorcycles, especially his two bikes, Daytona 955i and Trophy 1200. We're sending you this letter, because we want everybody to see how much we like motorcycles, especially these two.

No. I don't know how to drive these beauties yet. I'm too young. But my father knows how to very well. He likes Triumph motorcycles very much, and since he bought his first Triumph he never bought any other kind of bike.

It's been a pleasure to read Torque magazine, and we hope it may continue for many more years.

Geraldo Falci & Geraldo Jr, Minas Gerais Brazil



Satisfied RAT

Dear Neil,

THANK you for my renewal letter for my RAT membership. In over 30 years of motorcycling bliss I have never enjoyed membership of a club or association more than that of RAT.

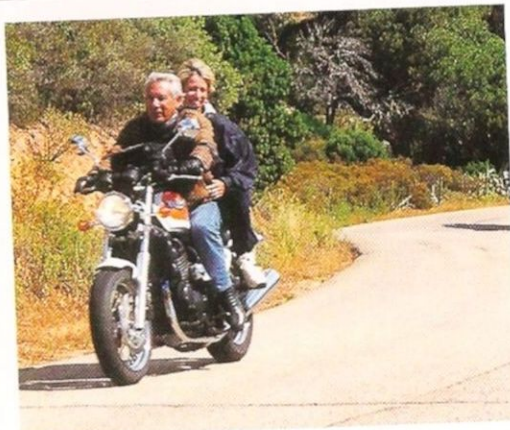
I have learned about more interesting places and made more new friends with Triumphs than in any other club. Here's my cheque - hope to see you at Daytona next year.

Chris Tritschler, Florida, USA

Wind in the hair in Corsica

FOLLOWING a ride with some friends near Porto Vecchia we posed for this 'wind in the hair' photo that I thought you might like to see. I hope to meet up with some of you on the weekend being organised in Corsica in September.

Genevieve et Andr, Biguglia, Haute Corse.

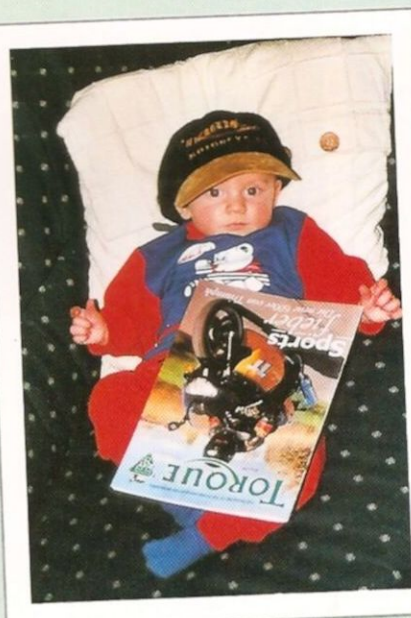


Doing the double

IN 1993 I rode my 1970 Bonnie on the southern California '3-flags' classic rally - Mexico to Canada over Labour-Day weekend. Then in 1999 I rode the Thunderbird in the same event. Like the tee-shirt says, 'It's easy on a Triumph'.

My first Thunderbird was bought in 1950 from an ex-Indian dealer named Pete Dalio here in north Texas. My 1997 T-bird was bought from Triumph legends of Big D Cycle, Jack Wilson and Keith Martin.

Ward Hogan, Texas, USA

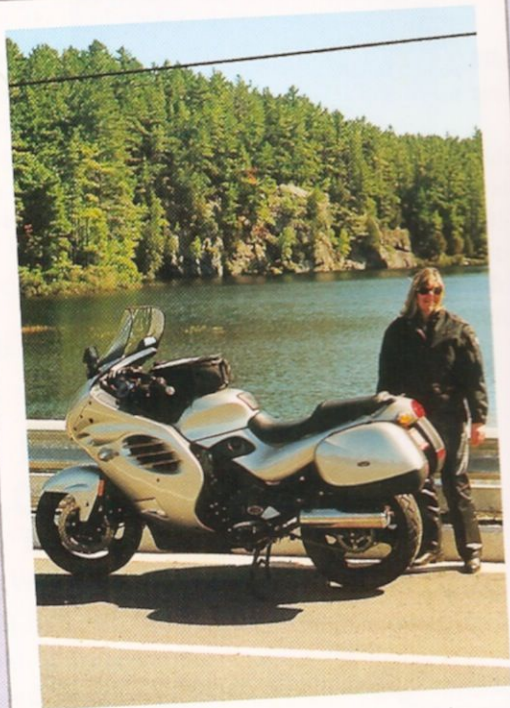


Starting young

MY SON is a ten month-old Triumph fan. OK, the baseball cap is too big for him but I couldn't get a smaller one. He always smiles when I lift him on to the front of my Triumph.

Thorsten Wielandt, Daaden, Germany

Show us yours



THIS is my wife Carol and our 1999 Triumph 1200 Trophy in Ontario, Canada, last September. I rode the bike to Daytona in March, approximately 1250 miles one way! The bike never missed a beat considering the extremes in temperature from Canada (0 degrees C), the winds in the mountains of west Virginia, or the heat and sun in Florida. The bike is a credit to the engineers and designers of Triumph.

Keith Crowther, Ontario, Canada.



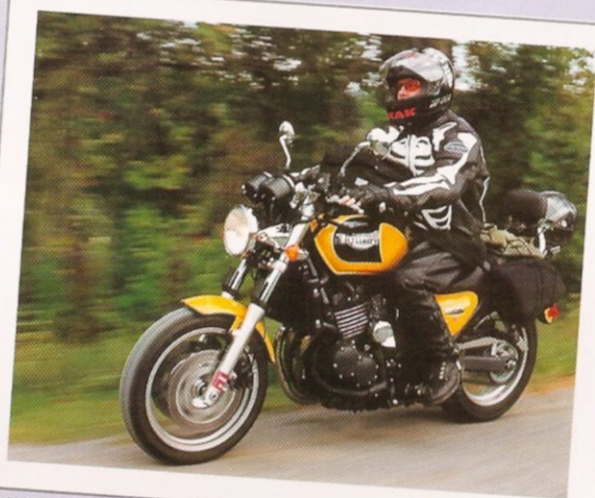
Mike Gibson with his Triumph trio.

28 years with a Triumph

I BOUGHT my first Triumph in 1972 and have always had at least one since then. I recently bought a 1998 T-bird Sport which has some of the same features as the 1973 Hurricane I bought in '74. The other Triumph is a 1972 Bonneville.

I really like the new Triumphs and hope they stick around for a long time.

Michael, Gibson, New Jersey, USA



I LOVE my T-bird Special. This picture was taken by my uncle, Mark Sutter - I would like nothing better than to see it in the magazine. Jesse Zoefle, New York USA



A great deal of detail work has created the bike of Christophe Jaboviste's dreams.

A work of art

I COULDN'T resist a huge grin when I saw the first version of this Speed Triple produced in the workshops of Technic Moto in Nimes. I immediately asked Armand, whose project it was, to do the same for me.

Underneath it's still a T509, but a load of small details make this bike - which even in original trim stands out from other cafe racers - a real work of art that I am very proud to own.

At all our RAT events it stirs up a great deal of envy. The only problem is that I am always working to keep it in top class condition and, believe me, after several Winter rides it demanded a great deal of effort to clean it up again.

If I ever changed the bike it would only be for another Speed Triple, but one with the larger version of the engine. And the first thing I would do is to have it immediately prepared 'à la carte' by my dealer.

Christophe Jaboviste, Nimes, France

Show us yours

RAT Contacts



Bill and Cleda's Thunderbird - 'the best Christmas present I ever bought'.

Looking for fellow RATs

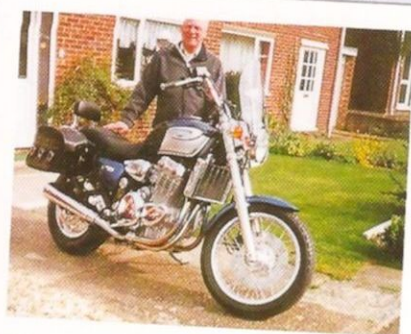
WHEN I met my husband he told me he had been riding motorcycles since he was 13. That should have given me a clue that eventually I would have to buy him one - since he didn't have one at that time. So at Christmas of 1999 I purchased a new Triumph Thunderbird 900.

We have taken day trips and one overnight trip and have enjoyed it immensely. Bill rides it every day, weather permitting, to work. His demeanour is entirely different when he gets to ride his cycle to work, almost like he is glad to go - and he hates work!

We would like to meet couples in the Oklahoma area to maybe ride with. Does anyone know of any groups or couples in our area we could join up with? Are there any rallies planned in Oklahoma in the near future?

Cleda and Bill Howell,
21980 N E 122nd Street, Luther, Okla. 73054. Tel (405) 277 3894

FOR some years I had ridden BMWs and then I took a trip to my local dealer, Fowlers. That's where I saw the Adventurer. Oh dear... One quick phone call and the BMW was sold to a friend and I bought the Adventurer! With the aid of the dealer some extra goodies were added with more to come. The bike is stunning to look at, super to ride and turns heads wherever I go.
Peter Green, Northampton.



Cafe racer for three

TO allow all the family to enjoy trips by motorcycle I decided to attach an EML sidecar to my 1995 Speed Triple. A surprising addition maybe, but one which certainly attracts a lot of attention!

The sidecar is comfortable and spacious and easily accommodates an adult and a child with easy

access. There is also ample luggage space, with a boot capacity of 275 litres.

The standard Speed Triple is a very comfortable bike, even two-up. The fact that I've modified it doesn't affect this. It is fitted with 165/65 x 14 inch wheels. The only negative point is the total absence of protection for the rider, but that's the case with all cafe racers.

As you can see, the colour is not original but I think this Racing Green really adds something to the outfit.

I've already covered 30,000 kilometres with the sidecar attached and I can never imagine being separated from it, even if we do plan to go back to a solo once again when the children grow up (on a Triumph of course!).

Jerome Maris,
Lezignan, France.



Jerome's Speed Triple is certainly something a little special.

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 Lopp on +49 731 140 40 400, fax +49 731 140 40 300. Email Hotel-Engel@t-online.de

▼ 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 Benvenigudo 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.

▼ MY wife and I run a small seven-bedroom hotel in Torquay. We have a mix of standard and en-suite rooms all of which have colour TV, tea and coffee and central heating. We have private off-road parking. We can offer RAT members a 10% discount. Tony McDonald, The Exton Hotel, Torquay. Tel 01803 293561, email: extonhotel@lineone.net

▼ WE are a main dealer in Zurich, Switzerland and have 12 motorcycles for hire, mainly Triumphs. RAT members will receive a 5% discount. We have a web page where all the bikes are shown at: www.ernes.ch Erne's Euromotos, Zurich. Tel 00-41-1-272-7772, fax 00-41-1-272-8283, email: schmid@ernes.ch

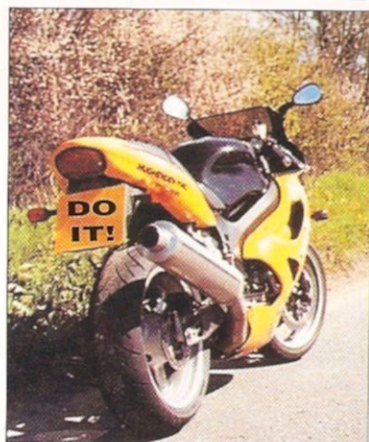
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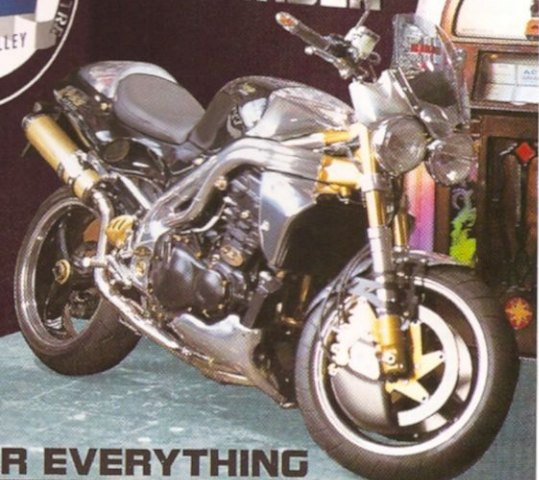
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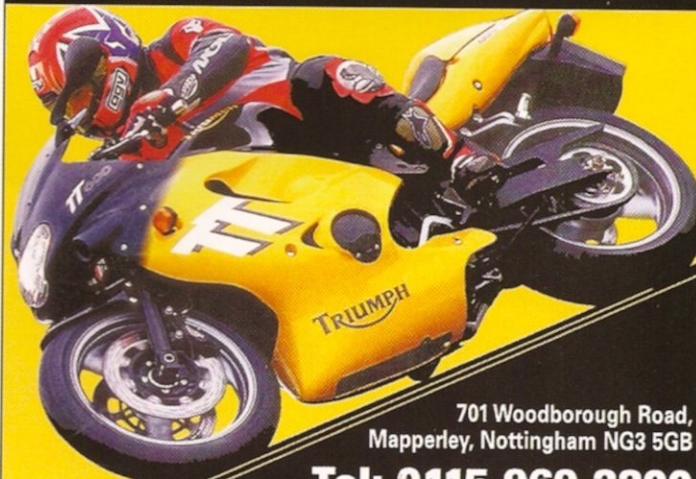
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FLYING THE FLAG

STEALTH



This discreet but stylish fitted riding jacket is not designed to attract attention. However, a closer look at this jacket reveals a product that is filled with essential touches to suit whatever conditions you encounter.

Made from 1.2mm cowhide, this jacket features carbon print leather sections, zipped ventilation panels, hard-cupped inserts in the shoulder and elbow, and a removable aluminium liner. In addition, this garment also comes with a detachable fleece neck warmer. Simply attach this to the jacket when required to give you extra warmth. Waist connection zippers will fit to the Triumph jeans range.

Size	Part Number
38/48	M9920000
40/50	M9920100
42/52	M9920200
44/54	M9920300
46/56	M9920400
48/58	M9920500
50/60	M9920600
52/62	M9920700
54/64	M9920800
56/66	M9920900



With the new season comes a new collection from the Triumph clothing range. Two major additions to the range include these two leather jackets that will appeal to the Triumph rider. Both products are available from your authorised Triumph dealers, along with other items from the 2001 Triumph clothing range.

SPITFIRE

The name suggests both speed and style. Despite the subtle branding, this jacket is very much a Triumph product, emphasising function as well as great looks.

This fitted jacket features both black hard carbon panels on the shoulder section and moulded panels on the elbow. It is available in gunmetal, black and silver leather, with silver contrast stitching. The arm sections feature carbon print leather. Ventilation panels will keep you cool when required, and an attachable fleece neck warmer is available as accessory.

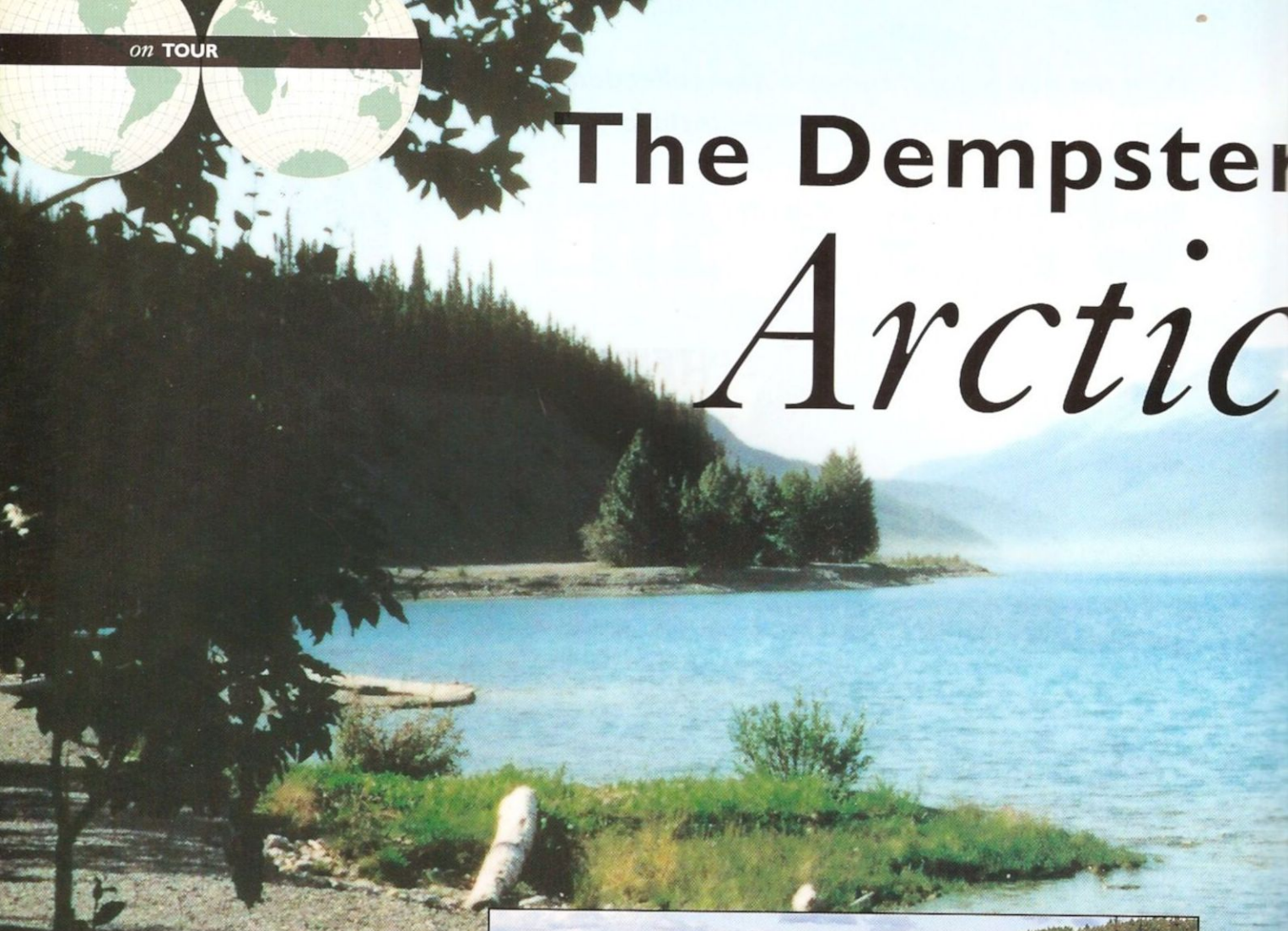
Waist connection zippers will fit to the Triumph jeans range.

Size	Part Number
38/48	M9943800
40/50	M9944000
42/52	M9944200
44/54	M9944400
46/56	M9944600
48/58	M9944800
50/60	M9945000
52/62	M9945200



The Fleece Neck Warmer is available as accessory M2030000

The Dempster *Arctic*



WE had travelled over 7500 miles on the 'Top of the World Expedition' by the time we arrived at Dawson City on July 17th last year in the early evening.

By this time our planned dash for Prudhoe Bay had been abandoned due to a combination of bad weather (recent snow), a shortage of cash for fuel, and severe pressure on the schedule caused by an extra day spent servicing the bikes in Olympia.

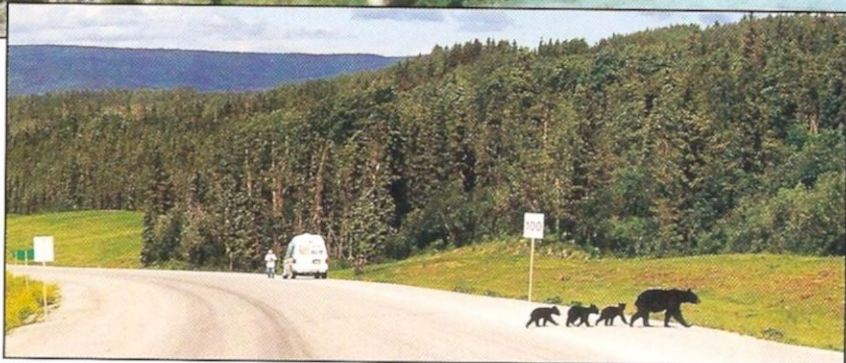
To be honest, most of the group was well satisfied with the prospect of completing the Klondike Loop and taking in the Top of the World Highway.

On reaching the campsite at Dawson City we learned that a woman had been pulled from her tent by a bear the previous night and had subsequently died!

The site was, to say the least, uninviting but it still required some persuasion from my companion Jonathan that a side-trip to the Arctic Circle by the midnight sun would be a more useful way to spend the night.

We told our leader of our wish to split from the group with the promise that we would try to catch up before they left after the rest day in Dawson Creek about 1500 miles ahead.

Now, it has to be said that we really didn't give ourselves enough time to think this through... Within the hour we set off for the Dempster with a small supply of water,



Bears on the road as they neared Dawson Creek. A woman had been pulled from her tent by a bear the previous night and had died.

one can of petrol and no food at 8.30 in the evening. Before leaving the town limits we got pulled for speeding but continued in the certain knowledge that the Mounties were not going to follow us up this road.

THE Dempster is 457 miles of clay and loose shale with just one service point at Eagle Plains, 229 miles into the highway. It soon became apparent that the only way to stay together and make good time was to ride alongside each other - the fine clay dust was choking and made visibility virtually impossible for the rider behind.

We felt the chill as we passed the glacier and traversed North Fork Pass, often riding alongside the raging torrent of the Peel River's cargo of melted snow racing towards the Mackenzie Delta.

The sheer beauty and exhilaration of

dashing through this wilderness at night with the reality that we had it to ourselves was intoxicating so we took a short break at midnight to take in the breath-taking sight down into the valley and the horizon beyond from the Ogilvie Peel viewpoint.

From here we knew it was about 70 miles to our fuel stop and we hoped to both make it as we were well past a safe campsite. One of us having to spend the night in the open with only bears for company was not an attractive prospect.

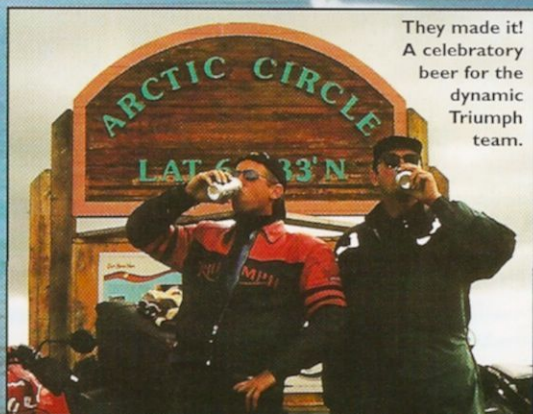
The adrenaline pushed us on in the knowledge that this dash was putting us at least 560 miles behind the main group - and on unsurfaced roads at that.

About 40 miles short of Eagle Plains our elation turned to sorrow as an enormous hunting owl with a wingspan of about five feet swooped in front of us and hit a glancing

Highway to the *Circle*

Muncho Lake. They stopped near here at 1am to watch the Aurora Borealis.

Ian Jones and his friend Jonathon take a small detour from the 'Top of the World Highway' on their Tiger and Sprint - to the very edge of the Arctic.



They made it! A celebratory beer for the dynamic Triumph team.



Late afternoon with another puncture on the Dempster Highway.

blow on Jonathan's Triumph Tiger.

We stopped and to our amazement the stunned owl allowed us to capture and examine it. Jonathon, a fire-fighting paramedic, gave it the once over.

For some time we debated whether to kill it or allow it to recover. There appeared to be no obvious injury and it swivelled its head and followed us with its gaze as if the

whole process bemused it. In the end we left the owl perched on some rotten wood having been humbled by the incident - realising that our presence and mode of travel was not compatible with the habitat of this great bird.

At two in the morning we reached the gas station at Eagle Plains and collapsed under our tent canvas until the morning.



Last of the ice on the Dempster highway.

AS we set off on the last 30-mile leg to the Arctic Circle that morning we met Ed Church from Massachusetts on a Triumph Trophy and his friend Ron who were making their way back. They'd had problems keeping the bikes on line over the loose surface and had been taking it steady - a 12 hour trip compared to our five and a half.

We reasoned that our faster approach was more 'hairy' but less tiring...

By mid-morning we were there and had the place entirely to ourselves. The feeling of elation is difficult to describe. Some video, photographs, souvenir heather and rock and then a celebration can of beer.

We truly were on top of the world. Everything was going to be easy now we were going home. If Jon had been carrying a mobile phone he would have proposed to his girlfriend there and then!

Forty miles into the return leg the speed and shale-like diamond shards took their toll and the Tiger suffered its first rear puncture. With no jack and no bead-breaker, rocks and a borrowed axe came to the rescue.

Heartbreakingly, we removed the rear wheel three more times that afternoon and used up all our inner tubes. Jonathon set off on my Sprint to find an engineering camp where the tyre could be repaired.

His round trip of 50 miles was successful but used up some of our precious supply of fuel. We were still a long way from civilisation and the chances of us getting off the Dempster that night looked grim. Then, with 70 miles to go the tubeless rear tyre on the Sprint gave way.

All we had left was a can of puncture repair foam and, believe it or not, this



Cat napping on the Top of the World Highway on the return journey.



Having just broken camp at Destruction Bay.

'temporary' fix lasted until Dawson Creek - some 1800 miles on at speeds up to 100 mph!

NOW we now had to catch up with leader Nick Sanders and the rest of the group.

Following the route on the 'Top of the World Highway' into Alaska, we turned south at Tok and took the Klondike Loop

via the Alaskan Highway to Destruction Bay for a windy night's camping before traversing the beautiful shores of Kluane Lake.

After a 700-mile dash we stopped at Muncho Park to watch the swirling spectacle of the Aurora Borealis at one in the morning.

This is usually a spring-time spectacle so the combination of extreme fatigue and the magical sights left us as in a dream world as we lay in the road to sleep a while, too exhausted to erect the tents.

By 7.30 am we were away again filthy, hungry, but now with an end in sight. Dawson Creek and the rest of the group were about 400 miles away and we would be there by midday.

It was hard, perhaps harder than we can remember, but our dash to the Arctic Circle is better remembered for having done it the hard way. I suspect we will be going back.

▼ Tell us about your Triumph tours or adventures. Send in 1500 - 2000 words and colour prints and we'll consider it for inclusion in Torque. Post to: Torque, 19 Market Hill, Rothwell, Northants. NN14 6BW England or email: Bob_Berry@dial.pipex.com



Jonathon gets some important sleep at the side of the road with bear spray at hand and mosquito net fitted.

Share the

The all-new Triumph Bonneville range of accessories will leave you spoilt for choice. Accessories are available that will allow you to tailor the motorcycle to your exact needs and allow you to change the style of the motorcycle whenever it suits.

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* This product does not conform to EPA noise standards. Use on motorcycles subject to EPA regulations constitutes tampering and is a violation of federal law. This product is designed for closed circuit competition use only.

This product is not available in some countries. Please consult country distributor for more information.

If you have company, then pick from an extensive list that includes the Summer or Roadster Screen, Leather or Soft Panniers, the luxurious King & Queen Seat, Tank Bag and the choice of either the Grab Rail or Sissy Bar.

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Accessories carry a standard Triumph warranty and are available from your authorised Triumph dealer.



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A9518025	Soft Panniers
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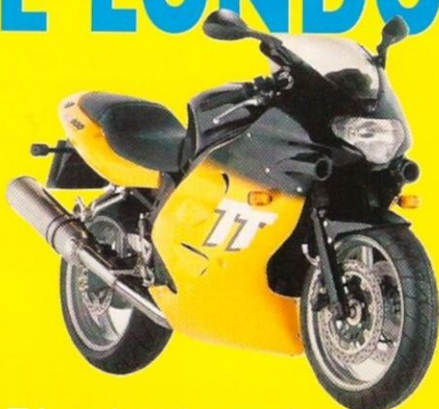
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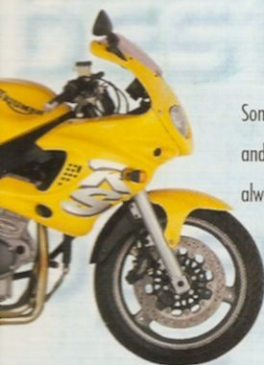
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