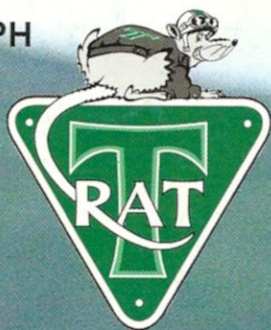


THE MAGAZINE OF THE RIDERS ASSOCIATION OF TRIUMPH

# TORQUE



No 18

Winter 2000

UK/International edition

# Tiger

sharpens  
its claws









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## U p front

AS the curtain comes down on one season it's already time to think about where the club is going next. We have come a long way in building up from a blank piece of paper in the last few years but it's a big world. The choice of Triumph models is getting bigger and better all the time and the choice of directions to take is huge.

You will see from this issue of Torque that we never stand still. Plans are already being made for some great events next season - how about the chance to ride at the Jerez Grand Prix circuit and a weekend in the mountains of Provence for starters?

And we have some even more exciting developments in the pipeline that will be revealed in the Spring edition of Torque (out in March).

But don't forget that it's YOUR club. What sort of events would you like to see the club organising on your behalf? What sort of features would YOU like to see in Torque? What help do you need to get more things happening in your own home area?

Now is the time to let us know. Just drop a line to your national manager (there's a list on this page and on the website at: [www.triumph.co.uk](http://www.triumph.co.uk) (Use the passwords TORQUE and RAT891515) and we'll do our best to make it happen.

In the meantime, get out your new diary, turn to the 'What's Happening' pages of this magazine and start making plans for next year!

MEMBERS who have joined the club by virtue of the year's free membership offered when they bought a new Triumph will have received Triumph customer survey forms and reply-paid envelopes with their joining pack and renewal notice.

Some members have used these reply-paid envelopes to either return their renewal forms or send other material to the club. I must point out, however, that the envelopes are not addressed to the club, but to the agency which collates the survey results.

Material sent to them in error will be forwarded to the club but will be delayed. Please address all material you wish to send us to: RAT, PO Box 83, Hinckley, Leics., LE10 3ZP, England.

All the best,

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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TORQUE is published quarterly by the Riders Association of Triumph Ltd, PO Box 83, Hinckley, Leics., England, LE10 3ZP and sent direct to all RAT members. Individual issues cost £3.75.

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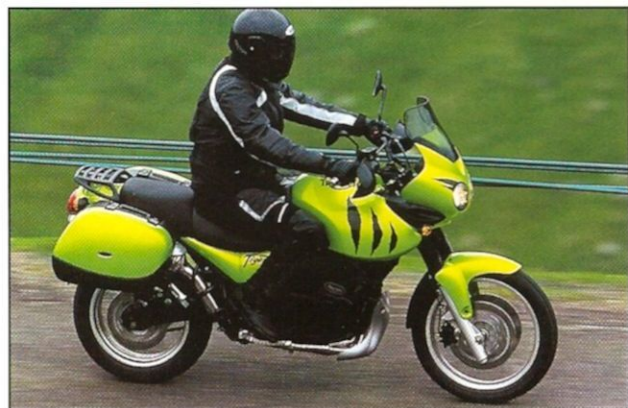




# Power boost gives Tiger extra bite

TRIUMPH'S popular Tiger model has gained even more 'attitude' thanks to the adoption of a 955cc three cylinder engine and new aggressive graphics for the 2001 season.

Already a consummate sports touring machine, the new motor increases the enduro styled all-rounder's power output to a class-topping 105PS (104bhp) at 9200rpm. The Tiger's prodigious mid-range torque also gets a boost, rising to a new peak of 97 Nm (72 ft.lb) at 6200rpm while not sacrificing any of the machine's famous smooth power delivery throughout the rev range.



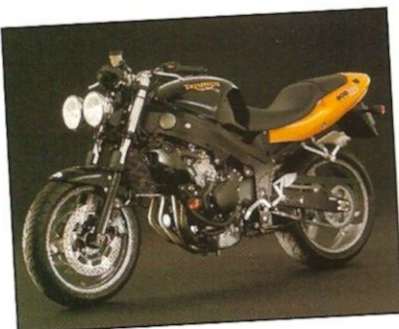
The fuel-injected 12 valve engine is the first of a new third generation of Triumph's three cylinder unit, the first appearing on the carbureted engines first seen in the early 1990's and the second being introduced for the Daytona and Speed Triple models at the end of 1996.

The starter sprag clutch and alternator have been moved to the end of the crankshaft on the new engine, resulting in a reduction in weight, improved engine refinement and less mechanical noise - especially at idling speed.

The gearchange selector mechanism has also been redesigned to give a smoother, more positive action. In addition the engine features high-pressure die-cast (HPDC) crankcases, which helps ensure consistent accuracy in casting and manufacture.

The new machine retains its distinctive twin-headlight styling but features new, more aggressive, graphics and colour options of stunning Roulette Green and stylish Jet Black.

## Baby Speed takes a bow



ITALIAN Triumph importer Numero Tre have produced this unique version of the Triumph TT600.

Nicknamed 'Baby Speed' the naked sportster has been turning heads in Numero Tre's home town of Milan and has become a favourite plaything of company

chief Carlo Talamo, who was recently pictured gleefully wheeling a Baby Speed in the pages of Cafe Racer magazine.

"Here in Italy we believed that the Speed Triple needed a son - here it is!" he said.

The modifications include removing the TT600 fairing and fitting Speed Triple headlamps, replacing the standard clip-on handlebars with high bars and adding a new instrument bracket.





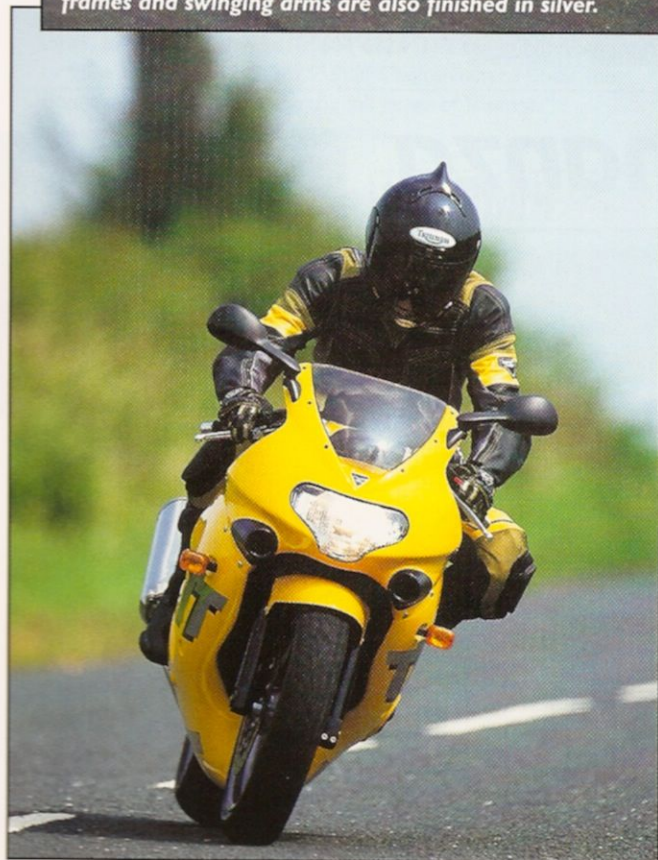
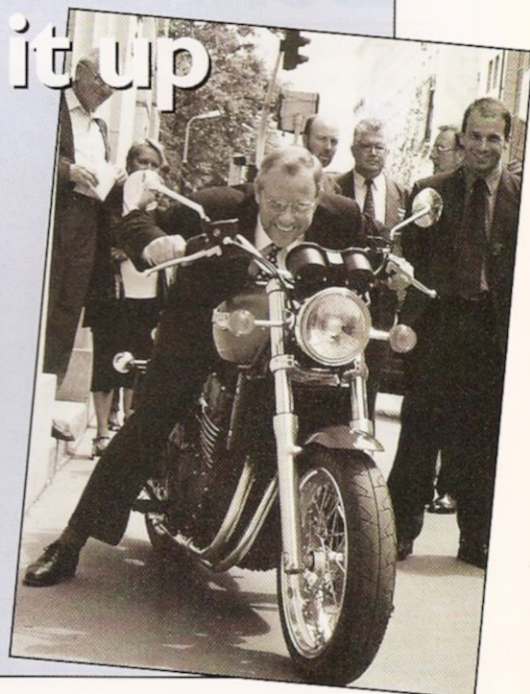
# New colours for TT600



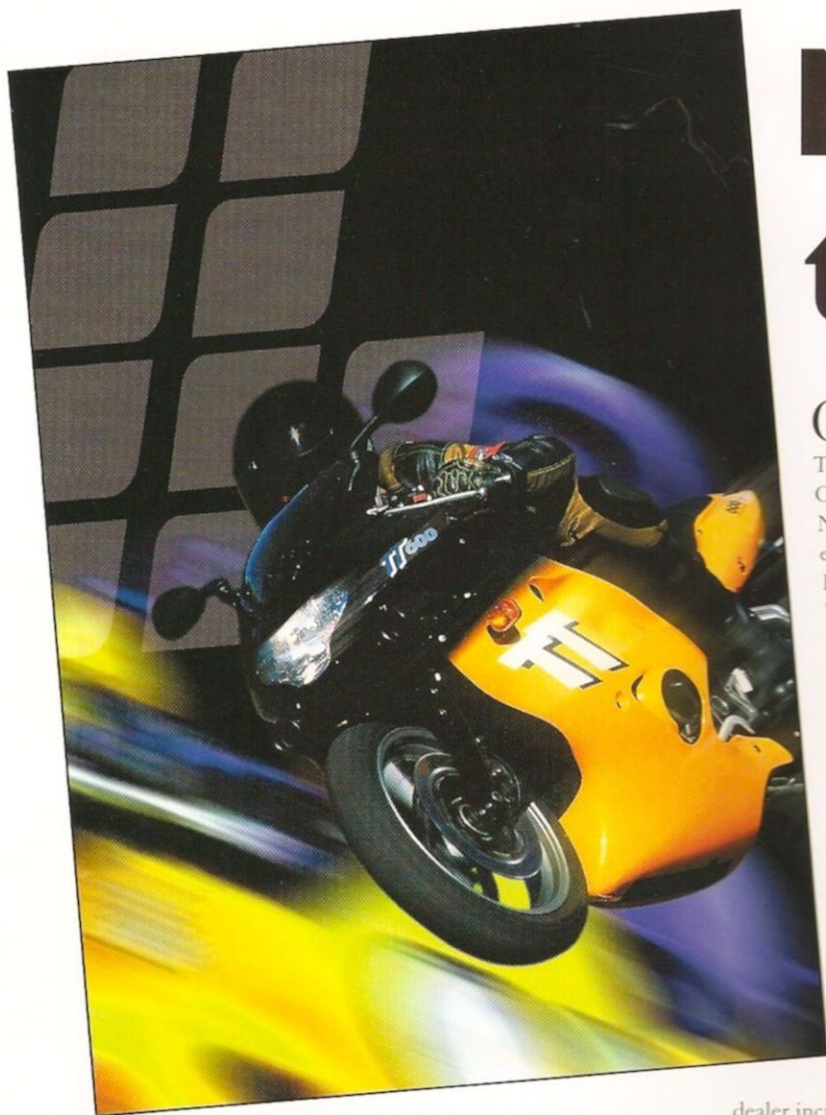
TWO new single colour paint schemes have been released for the TT600. The Racing Yellow and Caspian Blue finishes are complemented by revised graphics including chrome finish 'TT' flashes. The main and sub frames and swinging arms are also finished in silver.

## Minister revs it up

HUNGARIAN Triumph dealer Bikecenter got a boost when UK Trade Minister Peter Clabon paid them a visit during a recent business convention in Budapest. The Minister is pictured trying a Legend for size watched by Bikecenter's Peter Ilko.







# Money talks

OWNING a brand new Triumph has rarely been easier. Working with Triumph Motorcycles and Triumph franchised dealers is new finance partner Chartered Trust/RIGP. The agreement took effect from November 1st with a finance programme offering extremely attractive incentives on all but two (the Bonneville and the upgraded 955i Tiger) of the full Triumph model line-up.

Running until December 31st, 2000, the programme will be as follows:

Minimum deposit	Term (months)	Customer rate
10%	18	0%
	24	2%
	36	3%
	48	4%
	60	5%

Said UK sales and marketing manager, Bruno Tagliaferri: "The new finance package now excludes the £99 deposit option but information taken from previous finance schemes shows this wasn't a popular choice. There is, however, nothing to stop a

dealer increasing the deposit in order to reduce the customer's monthly repayments."

## Bonneville Bonanza

SINCE the first public showing of the all-new Bonneville at the Munich show in September, response has been fantastic. Many UK dealers have taken advance orders for this modern classic even before customers had sat on the bike.

"Public reaction has been fantastic," said Bruno Tagliaferri, UK sales and marketing manager. "We're not expecting the first demonstrator machines to be available until December but already potential customers have shown their commitment and ordered through their local dealer, a great indication as to how popular the Bonneville will be."





# Seeing is believing



**D**AYTONA-riding Gordon Wilson raised almost £7500 for the NSPCC after taking his machine to

78.4 mph at Elvington Speed Weekend recently. Whilst this figure is little more than the UK national speed limit, it

doesn't allow for one crucial fact. Gordon is blind.

Acting as Gordon's eyes during training and

participation in the event was East Sussex dealer Trevor Gedge, who rode alongside him.

Said Gordon, "When I lost my sight last year, I thought that my hobbies were finished but this has given me the chance to once again ride a motorcycle and I do not intend to give way so easily to my affliction.

"I hope that I can inspire other blind people to lead as near normal lives as possible. I should like to add that I cannot over-emphasise the importance Trevor played in enabling me to achieve this."

So pleased with the response to his efforts, Gordon intends to try and reach 100 mph at the same event next year.

## Dealer update

● FOR Triumph in Cheltenham and Northampton you previously looked up Fowlers, but not any more. The Cheltenham shop has been renamed Skellerns and the Northampton outlet is now TW Motorcycles. Their addresses and telephone numbers remain the same, so give Pete Lavelle (01604 622411) a call in Northampton or Mike Tomlins (01242 262555) in Cheltenham to book your Bonneville test ride and see the full range of Triumph motorcycles, clothing and accessories.

● JOINING the dealer network in the north are Bill Smith Motors in Chester. You'll find them at 30-36 Tarvin Road, Boughton, Chester, or contact Karen Smith on 01244 320685. She will be happy to arrange a test ride on any Triumph and can also take your deposit for the eagerly awaited Bonneville and 955i Tiger.

For further information, check out their website at [www.bill-smiths.co.uk](http://www.bill-smiths.co.uk).

**bill smith Motors**

## Street star

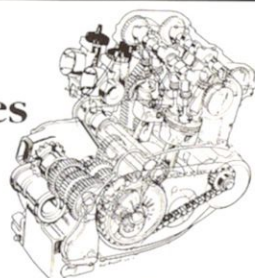
*If you're a regular Coronation Street viewer, you may have noticed a new class act has recently joined the cast. Cutting a real dash and demanding attention whatever the scene, the audience cannot miss this natural star of the silver screen - and all without speaking a single word.*

Yes, you've guessed it - we're talking Triumph here, a cardinal red and silver Legend to be precise. The Legend was borrowed from Bolton dealer Doug Hacking in a shroud of secrecy, with Coronation Street producers, Granada Television, giving no clues as to who will be sharing the stage with the Triumph.

As Torque went to press the Legend had yet to make its debut appearance.

## John Wilcox Competition Engines

*Race Engine  
Preparation & Development*



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

### TRIUMPH PERFORMANCE KITS!

All 98bhp models, Speed Triple, Sprint, Trophy, Trident, Daytona  
Stage 1 - 110bhp, Stage 2 - 120bhp

T-bird, T-bird Sport, Legend, Adventurer  
Stage 1 - 84bhp, Stage 2 - 90bhp, Stage 3 - 104bhp

Tiger - Stage 1 - 92bhp, Stage 2 - 104bhp

4 Cylinder Engines 1000cc/1200cc  
upgrades to 115 bhp, 155 bhp, 160 bhp  
1000cc Conversions to 1200cc

**NEW**

Tiger EFI - 100 bhp  
Daytona 595/955 - 142 bhp  
Sprint ST, Sprint RS + 13 bhp  
Speed Triple - 125 bhp

**NEW**

Big Bore Kits and Big Valve Heads Available

Call for free data sheet on your bike

Tel: Hinckley +44 (0) 1455 230576 Fax: +44 (0) 1455 238715

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

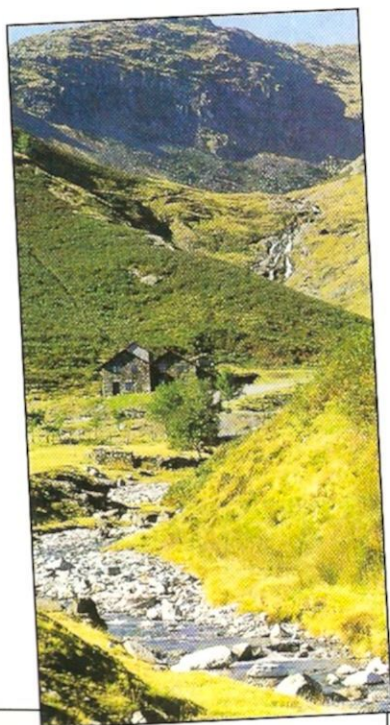
Web: [www.wilcoxengines.demon.co.uk](http://www.wilcoxengines.demon.co.uk)

Email: [mail@wilcoxengines.demon.co.uk](mailto:mail@wilcoxengines.demon.co.uk)





# Back to the Lakes



C RAGGY hillsides swathed with every imaginable shade of green, sliced through with deep ravines and bubbling streams. Quaint English towns steeped in history and riding to stir the soul as roads hug the edge of world famous Lakes such as Coniston and Windermere.

These were some of the delights for UK RAT members who joined us on our second Lakes Weekend in August. More than 25

Triumphs and 30 club members snaked their way along the road book route, in awe of the scenery offered by the Lake District, a region of natural beauty set in the north west of England.

"No wonder RAT members have made a return trip, their second in as many years," said UK club manager Lee Parslow. "There are not many regions in Britain with such staggering views, but this is one of them."



Some of the RAT members who made it to the Lake District.



## FREE PRIZE DRAW

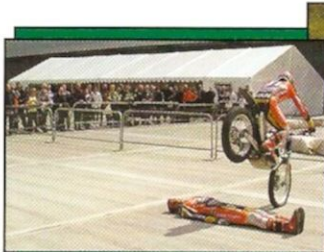
IN this edition's free prize draw you can win a Triumph Classic watch (our most popular competition prize yet). Simply fill in the form and return it to us at RAT, PO Box 83, Hinckley, Leics., LE10 3ZP, England.

Two runners-up will each receive RAT tee-shirts.

Name: .....

Address: .....

Membership number: .....



## Home Run

THE last issue of Torque included a report on the RAT members Home Run that took place in July. If you would like to view more photographs taken at the event, check out [www.bikersweb.co.uk](http://www.bikersweb.co.uk) who kindly supplied all pictures used supporting the article. 'Bikersweb' is a cyberzine – basically a motorcycle magazine available on the web. As publication time scales do not restrict them, events coverage and news items are available almost immediately. If you've got access to the web, go take a look!



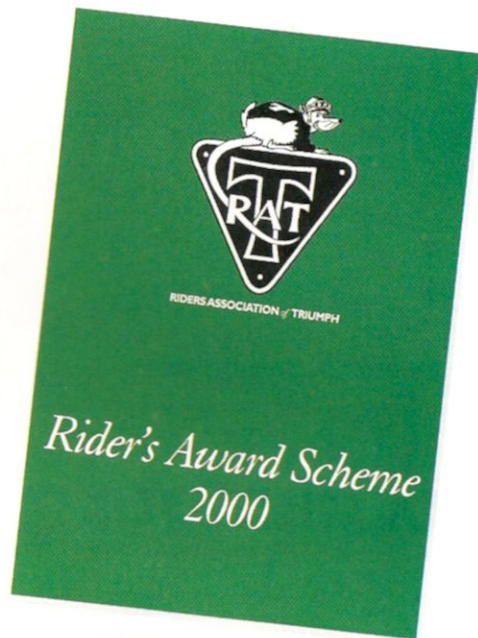


# RAT Riders Reminder

**A**TENTION all UK RAT members. If you took part in at least one of the RAT weekends during the year, you will have collected a RAT Riders Award Scheme log book complete with an individual event stamp for each day you were there.

To be sure you are entered in the end of season prize draw and to claim your free medal badge, you'll need to return your log book to club HQ, after you have entered your name, address and membership number, by December 31st, 2000. Your log book will be returned to you with your bronze, silver or gold award badge as a reminder of your year's riding adventures.

Between two and five stamps will earn a Bronze Award, six to nine stamps will earn a Silver Award and ten or more earns a Gold Award. You may notice this is slightly different to that printed in your log book, as a result of the Border Raid cancellation. One-day RAT Runs do not qualify for this scheme.



# Cornish Capers

**W**ET, wet, wet could be the best description of the weather in the far south west of England during the weekend of October 14-15th.

Not that this dampened the spirits of nearly 50 RAT members who made it to the final UK RAT weekend of the year.

Riding from Taunton in Somerset –

a county famed for its cider – 35 Triumphs headed towards deepest Cornwall and the seaside town of Penzance, where Saturday night was spent. A group banquet, where wine flowed along with tales of the day's adventures, was followed by a light-hearted talk by local Cornishman Clive Carter.

Sunday morning dawned brighter and the route took in

the north Cornish coastline before heading inland for lunch at the infamous Jamaica Inn, where a 'guess the mileage' quiz was won by Will Parsons of Devon. He netted a RAT fleece for his efforts.

The group then wound their way back to Taunton for a farewell coffee before breaking for home.



Above: Getting ready to continue the ride across Bodmin Moor.

## JAMAICA INN & Museums

Amazing value "Family Saver" tickets for Mr. Potter's Museum and Daphne du Maurier's Smugglers at Jamaica Inn

STAY THE NIGHT! Accommodation available from £25 per person per night



Meet our cork villain, Damon Dewey



BOLVENTOR · CORNWALL YEAR 2000

● **NORTH-EASTERN RAT** members Angus Stockwell and Paul Guile linked their weekend to a charitable cause. Getting their mates to sponsor them for the ride south, they raised over £2000 for Alfie Welsh, a mutual friend who suffered serious injuries following a motorcycle accident.

They plan to buy Alfie a laptop computer and digital camera, hopefully making life a little more bearable during his spell in hospital. Said the pair: "The trip took a total of 23 hours on the road, covered 1101 miles with each bike burning up 98 litres of fuel - and we consumed 48 cups of coffee. Lord knows what we did to the tyres!" Well done, lads.





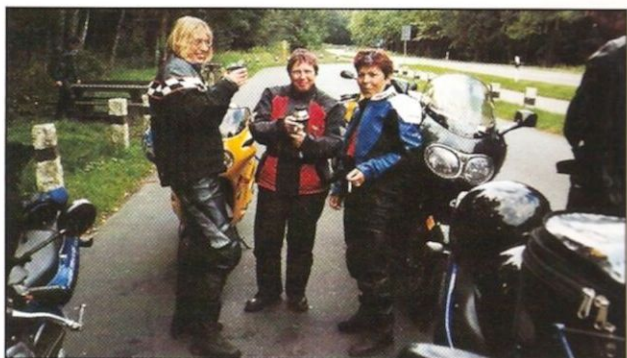


The lovely lakeland region of Mecklenburg north of Berlin hosted the area's first RAT Run in September.

## Mecklenburg cruise

EMPTY roads threading between the quiet lakes of Mecklenburg in north-east Germany were the backdrop for a German members' meeting in September.

Heavy overnight thunderstorms thankfully gave way to sunny weather as 20 riders from all over Germany covered a 300 kilometre ride through this beautiful lakeland region.



## Dam raiders

SOUTH African RAT members experienced a memorable ride to the Katse Dam in Lesotho as the highlight of their annual Spring Run which was this year based at Fouriesburg, Eastern Free State.



National organiser Mike Davidson planned the ride which, although only 340 kilometres long, was a full day's journey given the mountainous terrain - which entailed crossing passes above the snow line at up to 3100 metres above sea level.

Lunch at the Katse Lodge was followed by the chance to take a tour of the dam's wall which entailed a 50km ride along the shore of the dam before the wall was reached.

For more information about RAT events in South Africa, contact Mike on 011-609 7385 or 0824 535583.

## Echoes from the past

REMINDERS of a long and rich history shadowed over 100 riders who braved wet autumn weather to enjoy the first Circuit de Picardie RAT Run on October 8.

Organised by local member Yves Gamba, the event welcomed entrants from the UK and all parts of northern France. They visited the ancient hilltop cathedral city of Laon, the atmospheric mist-shrouded First World War battlegrounds of the Chemin des Dames and the medieval fortress town of Coucy Le Chateau, where a specially prepared hot lunch was waiting in a local restaurant.

The afternoon's schedule took in some superb roads through the Forest of Compiègne, with halts at the amazing Chateau of Pierrefonds and the historic Armistice Clearing.

After around 240 kilometres the route returned to the start point at Chauny, with Yves hosting a massive raffle draw with prizes from a range of sponsors including local Triumph dealer Oziol Motos.

A massive turn-out of all makes of machine and riders from France and the UK made the first Circuit de Picardie run a huge event.



RAT International manager Neil Webster congratulates run organiser Yves Gamba (right) on a successful debut event.



## 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	Ken Kirby	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
Shepperton	Jack Lilley	Robin Johnson	01932 224574
Telford	Wylie & Holland	Sally Blackwell	01952 248868
Tring	On Yer Triumph	Nigel Lee	01442 822599
Watton/Ipswich			
Lowestoft	Lings	Roger Steggells	01953 881285
Wimborne	Three Cross	Lee Wadwell	01202 824531
Warley	Speedaway	Malcolm Leddington	01902 665337



# In Stevenson's footsteps

OVER a century ago author Robert Louis Stevenson spent three weeks walking through the Cevennes hills of southern France with his donkey, Modestine. The resulting book is a travel classic and was the basis for our 'Sur la route de Stevenson' Run at the end of September.



Hosted by the active local RAT Pack based at Nimes - Triumph dealer Technic Moto - the over-subscribed event offered the 50-plus entrants the first-day choice of a treasure hunt style rally or a road-book ride through the dramatic Cevennes.

Entries came from throughout France as well as Switzerland and the UK, with about half the riders choosing to trust themselves to the intricacies of organiser Herve Descamps' cryptic clues to find the way.

Whichever path they chose, all the participants successfully reached the lunch stop in the restaurant of an atmospheric hillside hunter's lodge. (With the exception of locally-based English member



Riders came from all parts of France, the UK and Switzerland for the event.

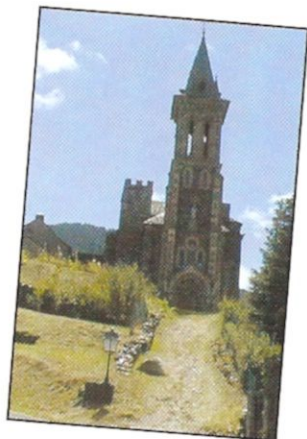
Martin de Cayless who missed the turn into the village and roared past on the main road as the rest of the group watched with glee from the restaurant car park!

The roads of this area just have to be experienced to be believed and the route delivered some amazing views as the day's ride progressed through a mixture of exhilarating fast roads and picturesque mountain lanes.

The overnight halt in the village of Pradelles also included a group dinner and prize giving, with a special trophy for the farthest travelled rider going to Peter Harris from Gloucestershire, England. His route was even longer than planned when a forgotten passport meant covering the road between home and Dover three times before he even reached France!

Another brilliant sunny day's ride on Sunday led everyone back to the original start point at St Jean du Gard and farewell drinks and snack buffet at the local aquarium.

Enthusiasm for the event was so high that the first places were immediately reserved for the next event to be organised in the area - the Mountains of Provence Raid scheduled for April. See 'What's Happening?' for details and make sure you don't miss out next time.

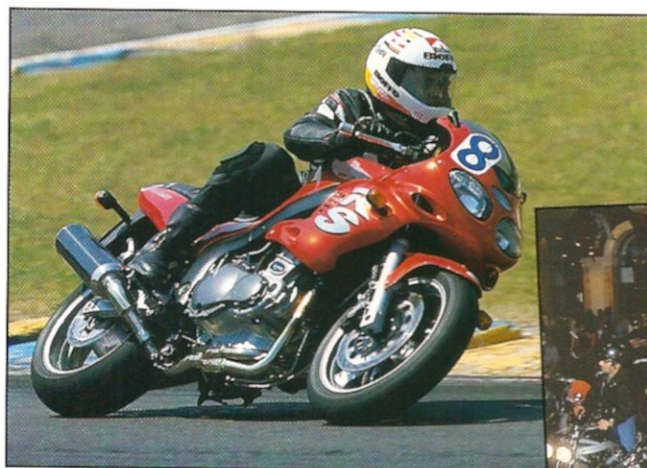


Superb Cevennes scenery was a constant backdrop to the weekend's activities.



Lunch stop at a hunter's lodge high in the hills on Saturday.

# Italian action



VARANO de' Melegari race circuit near Parma hosted the Italian Triumph Day 2000 event with over 400 Triumph owners taking the opportunity to experience the track.

Highlights of the weekend were a timed lap

challenge won by Udine dealer Alan Benedetti, with Massimo Temporalini taking an incredible second place on his modified Thunderbird and Marco Selevetti coming in third.

A journalists' race was also held, with Motociclismo's

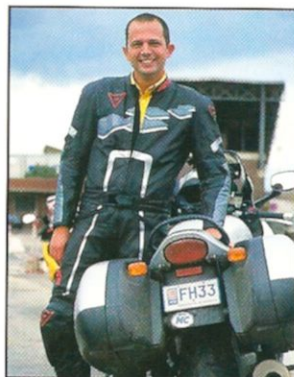
Federico Aliverti taking the win on a TT600.

As well as their regular 'Mini RAT' rides which also take place in Milan and Florence, members in Rome also staged a mass



ride-out of 150 bikes to attend a dinner and preview-showing of 'Mission Impossible 2'.

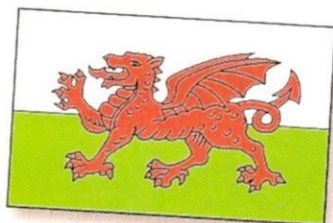
Despite constant heavy rain 90 brave souls departed from dealer Numero Tre Firenze to take part in the Isle of Elba Rally at the end of September. The rain only seemed to let up for ten minutes over the three day ride but it hardly dampened the spirits of the hardy participants.



Just a ten minute respite from the rain as Alex Cecchini awaits the ferry "Moby Ale" to Elba.

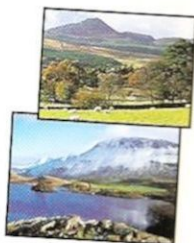


# Dragon Raid



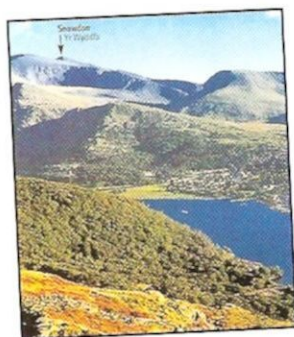
WALES will host the first UK RAT weekend event of 2001 – The Dragon Raid. Based at The Metropole Hotel in Llandrindod Wells over the weekend of April 20- 22 it promises to be a terrific weekend.

Starting Friday night at 7pm, we'll have a welcome Hog Roast supper party to get you in the mood for superb weekend of riding and partying. Saturday will see us head out in search of Snowdonia and the region's excellent roads. On our return we'll sit down to a Welsh Banquet, satisfying the appetites a fun day's riding will no doubt produce. The fun will continue into the evening when



'Watch This Space', a band featuring RAT member and Speed Triple rider Mike Power, join us.

On Sunday we'll head south and check out the superb riding on offer in the Brecon Beacons before we break for home.



This promises to be the biggest UK RAT riding weekend we have staged so far. Pre-entry is essential and costs £25 per person including hog roast supper party on Friday; Dragon Raid party on Saturday night including Welsh banquet and band; Dragon Raid pin badge and sticker plate and road books for the touring rides on Saturday and Sunday.

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

The event is open to RAT members only (there is no membership requirement for pillion passengers). If you only want to take part in the rides there is no charge. Just be at the Metropole by 10am.

#### Accommodation:

We have agreed a special rate of £32 per person, per night including breakfast with the Metropole. Call 01597 823700 to book, quoting 'Triumph'.

If you prefer to camp, camping is available at the Wookey Hole campsite which is 1.5 miles from the host hotel. Please contact the campsite directly on 01749 673022 if you wish to reserve a pitch. Alternative camping is available at Buckle Grove campsite, three or four miles from the host hotel. Book direct with them on 01749 870101.

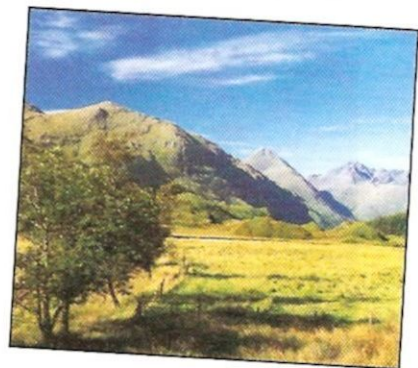
# Highland adventure

ENJOY riding in Scotland? Love the spectacular views? If your answer to these questions is yes, then you cannot afford to miss our Highland Raid to be held over the weekend of September 1st

and 2nd. Whether you can hardly wait for a return north of the English frontier or are looking forward to your first visit, you'll not be disappointed at this, our

second RAT riding weekend of 2001.

Our base will be Aviemore at the well appointed Aviemore Highlands Hotel. Full details will appear in the spring edition of Torque, which will include a booking form, or you can telephone club HQ for further details. Keep this weekend free, join us



Spectacular views guaranteed when you join us in Scotland.

in Scotland and be sure to have the ride of your life!



# Flanders Raid 2001

**B**ELGIUM'S unique motorcycles-only Groenedijk Motorcycle Loft Hotel will be taken over by RAT members for our 'Flanders Raid 2001' event between May 4-6.

We have fully booked this incredible venue for the whole weekend and can guarantee a terrific mix of Belgian hospitality, great food, live music, late night revelry and of course some excellent riding.

You will be met with a hot buffet meal when you arrive on Friday evening and with your bike parked safely INSIDE the hotel you can relax and enjoy the superb atmosphere with a few glasses of whatever you fancy.

On Saturday you will have the choice of joining the organised road-book ride to visit the historic town and battlefield site of Waterloo near Brussels where we plan to have a special reception at lunch time. Or if you prefer you can simply ride or take a bus into nearby Bruges to discover its medieval charms and maybe some Belgian delicacies such as its famous chocolates, mussels and chips and endless choice of speciality beers - it's up to you.

Saturday evening's Raid Party will be the highlight of the weekend. As well as dinner there will be a live rock band, games and prizes and another late bar for those who have the stamina.

After a leisurely breakfast on Sunday, our final ride will take us

along some superb roads through Belgian and French Flanders before an early afternoon stop for lunch near the Channel coast and a farewell toast before we head for home.

By block-booking the hotel for the full weekend we can offer a very special package, including two nights' accommodation with dinner on Friday and Saturday evenings, breakfast on Saturday and Sunday mornings, plus entertainment, road books, event pin badge, bike sticker and t-shirt and entry into all prize draws and competitions.

Accommodation is in shared rooms for two, three or four people, with dormitories offering additional low-cost space.

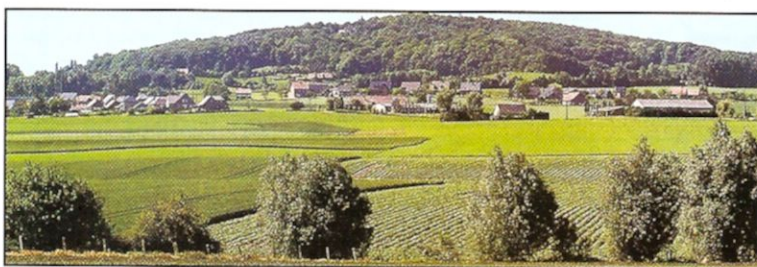
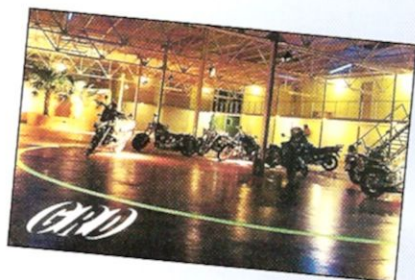
The price for all this is just £65 per person in a bedroom or £55 in a dormitory (BF 4225, BF 3575/ FF 675, FF 575/ Dfl 200, Dfl 175/DM 190, DM 165).

All riders must be RAT members or associate members at the time of the event. Pillion passengers need not be members, but they will not receive entry to the members' prize draws and competitions. Places are strictly limited to the hotel's capacity of 96 people, so early booking is essential.

If you specify bedroom accommodation but only dormitory space is available, we will contact you before reserving your place.

To reserve a place, send a cheque made out to 'RAT' to: RAT, c/o Triumph France, 19 Bd Georges Bidault, Croissy-Beaubourg, 77437 Marne-la-Vallée, France.

For further information contact Neil Webster on +33 1 64 62 38 32 (email [neil.webster@triumph.co.uk](mailto:neil.webster@triumph.co.uk)). Please state your RAT membership number and a daytime telephone number.



## Carry on camping!

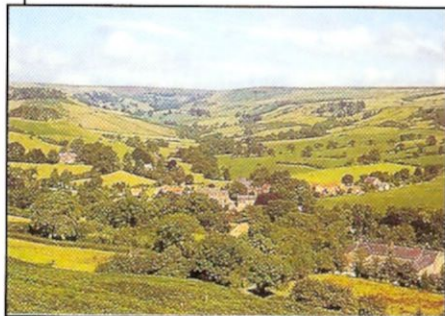
**F**OLLOWING the success of our camping weekends during 2000, next year's tent events will be even better. Full details will appear in the spring edition of Torque, but to whet your appetites, here's a taste of what's to come...

In May, Three Cross RATs are hosting a 'Spirit of the 60's' Camping Weekend based in the New Forest with RAT Runs on Saturday and Sunday. Saturday's Run will take in the Spirit of the 60's Motorcycle Run - with over 500 entrants.

In July, Eddy's will again hold their Yorkshire Dales

camping weekend and a Cotswolds Camping event is being planned. Watch this space...

Join us in Yorkshire for one of our camping weekends.



## UK scene

**H**APPY New Year! Okay, so you may still be waiting for Christmas, but here at RAT we've been busy arranging the new seasons RAT Run programme in full association with the UK dealer network. All RAT Runs start from the specified dealer at 10.30 am unless stated otherwise. Blast away the winter cobwebs on one of our early season runs!

- 28 January 2001 'Talmag Trial'. On Yer Triumph, Tring. Brian Cowell 01442 822599
- 4 March 2001 Two Brewers Run. Eddy's, Leeds. Paul Armer 0410 911016
- 18 March 2001 Pioneer Run. Carl Rosner, Croydon. Ian Norman 01483 423238
- 18 March 2001 Pioneer Run, Boyer Racing. Oakdene Café 10.30 am, Colin Pavitt 07971 590393
- 18 March 2001 Pioneer Run. On Yer Triumph, Tring. Brian Cowell 01442 822599.
- 25 March 2001 Borders Run. Two Wheels, Edinburgh. Neil Danskin 0131 667 7305.
- 8 April 2001 Brooklands Run. Boyer Racing Oakdene Café 10.30 am, Colin Pavitt 07971 590393
- 15 April 2001 Spring Surprise Run, Three Cross, Nigel Baker 01258 830091
- 22 April 2001 'Test your riding skills' Run. On Yer Triumph, Tring. Brian Cowell 01442 822599.
- 28 April 2001 Greene King Brewery visit. Carl Rosner, Croydon. £5 per person, £3 for lunch. Ian Norman 01483 423238.
- 29 April 2001 North Pennines Run. Eddy's, Leeds. Paul Armer 0410 911016



# Jerez Rally 2001



**S**OUTHERN Spain in the springtime and the chance to ride on the Jerez GP circuit - what better way to start the new European season? Experience both at our Jerez Rally which will be based in the famous old sherry town over the weekend of March 23-25.

Soak up the unique Andalusian atmosphere and no doubt sample some tapas on Saturday's touring ride through the region before taking part in the very special themed Rally Party we have planned for Saturday evening. We then move on to the world famous Jerez circuit for Sunday's action.

We have exclusively reserved the circuit for you to enjoy under controlled conditions. Whatever Triumph you own and however quickly you like to ride we will have a group designed to meet your needs - from open



circuito de GP de Jerez.

sports groups to 'no overtaking' parade laps. It's a unique opportunity to get first hand experience of one of the world's top race circuits.

We have also organised a choice of packages including the options of pre-booked accommodation in Jerez, tickets for the Rally Party and entry to both the touring and circuit rides.

Places are limited so we recommend you reserve your place as early as possible by contacting Eduardo Carabel in Spain on 00 91 724 1787, fax 00 91 356 5184, email: info@britannia-motor.com

or Neil Webster in France on 00 33 1 64.62.38.32, fax 00 33 1 64.62.38.30, email: neil.webster@triumph.co.uk

We will then send you an entry form with details of accommodation options and costs.

## Estimado miembro del RAT

**N**os complacemos en anunciarle un desarrollo más amplio de los eventos de la Asociación de Conductores de Triumph (RAT) en España y Portugal.

Como primer paso verá que en esta edición de Torque se incluyen detalles de nuestro Rally en Jerez, que tendrá lugar durante el fin de semana del 24-25 de Marzo de 2001.

Construyendo sobre el gran momento que vivimos este año durante nuestro "Triumph Weekend 2000" en Albacete, estamos planeado un programa de actividades diseñado para complacer a todos los gustos y a todas las Triumph.

Además de una oportunidad para reunirse con otros entusiastas de Triumph y de descubrir la belleza de Andalucía en primavera durante el recorrido turístico del Sábado, ese mismo día el programa incluirá una cena muy especial. Por otra parte, el Domingo tendrás la posibilidad de conducir tu Triumph en el

Esperamos dar la bienvenida a entusiastas Triumph de toda España y Portugal y estamos preparando paquetes de fin de semana que incluyan el hotel para todos los propietarios que deseen tomar parte.

Este evento está abierto a todos los propietarios Triumph, pero habrá beneficios adicionales muy especiales para miembros del RAT. Se incluirán todo tipo de detalles en la próxima edición de Torque (a principios de Marzo) pero como las plazas son limitadas os recomendamos que reservéis vuestra plaza tan pronto como os sea posible.

Para más información sobre el programa y el coste, ó bien para reservar plaza, os rogamos que os pongáis en contacto con Eduardo Carabel en el teléfono 91-724 17 87 (fax 91-356 51 84) ó a través de e-mail info@britannia-motor.com .

Este fin de semana es únicamente el primero de la serie de eventos y actividades del RAT que estamos planeando en España y Portugal y promete ser inolvidable. Esperamos que te unas a nosotros.

Atentamente, Marian Robles, Proeuropa Motor

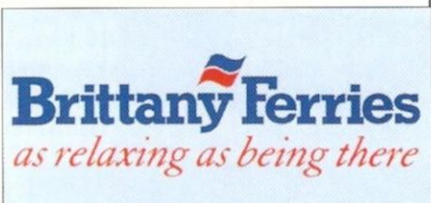
*Members planning to travel to the event from the UK can take advantage of special fares we gave arranged with Brittany Ferries for crossings direct to Spain.*

*We have arranged a substantial members discount with Brittany Ferries, who sail between Plymouth and Santander in northern Spain. The usual cost for rider, pillion and your*

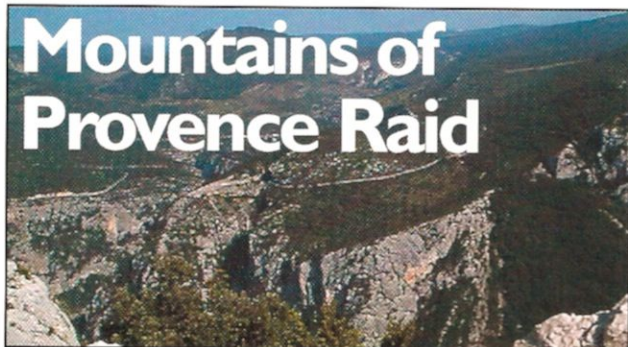
*Triumph is a minimum of £157 return, excluding on-board accommodation. For RAT mem-*

*bers, this price has been slashed to £99 return (excluding on-board accommodation) which must be booked.*

*Prices range from £4 for a Club Class reclining seat to £125 for a luxury Commodore Cabin. This special deal is for an outward journey on either March 18th or 21st returning on either March 29th or April 3rd. To book your trip, telephone 0870 9013 800 quoting reference PJEREZ. With a deal like this, it's worth bringing your summer holiday forward to enjoy Spain and a superb RAT weekend.*







## Mountains of Provence Raid

ORGANISED by the team behind the Route de Stevenson event reported in this edition, the Mountains of Provence Raid on April 21-22nd promises another unforgettable weekend's riding in the south of France. The location of the start and finish in the famous vineyards of Chateauneuf du Pape should provide one clue!

Saturday's route runs from Chateauneuf du Pape to Riez in the Alps of Haute Provence and you can choose from a road book route of around 250 kilometres and a treasure hunt route of around 190 kms.

The day ends in style at the Raid Party with dinner, dancing and prizegiving in a superb old hotel where we will also arrange accommodation (packages will also be available with

a camping option).

On Sunday we will ride the amazing Gorges du Verdon and the corniches de Provence before returning to Chateauneuf du Pape where we will visit a wine museum and have the chance to taste the region's famous wines before ending the event with a buffet and farewell drink. (It helps that one of our members owns a vineyard!)

Unmissable if you enjoy the good things in life!

For further information and an entry form, contact Herve Descamps on 00 33 6 03 34 48 46. email:

herve.hdp@wanadoo.fr or Neil Webster on 00 33 1 66.62.38.32. email:

neil.webster@triumph.co.uk

Places are limited, so please book early.

## Kiwi Raid

NEW Zealand members are holding their first RAT Raid in February. The Taupo Raid will be based at the De Brett Thermal Hotel over the weekend of February 9-11, with a programme including a ride-out on the Saturday to the Huka Falls, Saturday evening dinner and a Sunday ride to the 'Craters of the Moon'.

Book accommodation direct with the hotel on 07 378 7080 (debretts@world-net.co.nz). For more information contact Raewynne Gardiner on: raewynne@northacc.co.nz.

### International Calendar

February 9-11	Taupo Raid, New Zealand
March 10	Daytona Run, USA
March 23-25	Jerez Rally, Spain
April 13-15	Bavaria Raid, Germany
April 20-22	Raid des Montagnes de Provence, France
April 22 - May 2	RATs in the Rockies, Canada
May 4-6	Flanders Raid, Belgium
May 18-20	Weinerwald Raid, Austria
July 1	Triumph Factory Open Day/Home Run, England
July 6-8	RAT Rally at Sports Bike East, Canada
July 13-15	Tirol Raid, Austria
August 17-19	Alpine Raid, Switzerland
September 21-23	Pyrenees Raid, France

These are just some of the great events being lined up for 2001. Full details and a complete 2001 calendar will be published in the Spring edition of Torque, out early March. Check out the club's website on: <http://www.triumph.co.uk> Passwords TORQUE and RAT891515 for the latest information.

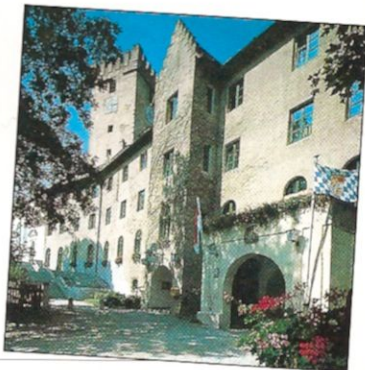
## Easter in Bavaria

SOUTH-east Germany's Bayersiche Wald is the location of our Bavaria Raid over the Easter Weekend of April 14-16.

Based at Woerth/Donau, 25 kilometres east of Regensburg, the Raid will also visit the Boehmerwald borderlands of the Czech Republic in a full weekend's programme that also includes the Raid Party and dinner on Saturday evening.

To take advantage of the long weekend's holiday the programme has been arranged to allow an optional Sunday night stay at the hotel before leaving for home.

Contact Ruediger Buck on +49 1 7143 77963. email: [ruediger.buck@triumph.co.uk](mailto:ruediger.buck@triumph.co.uk) or Neil Webster on 00 33 1 66.62.38.32, email: [neil.webster@triumph.co.uk](mailto:neil.webster@triumph.co.uk) for information and entry forms.



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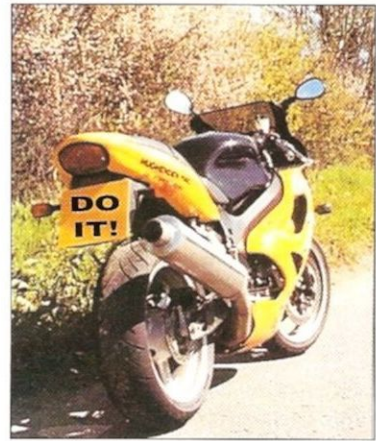
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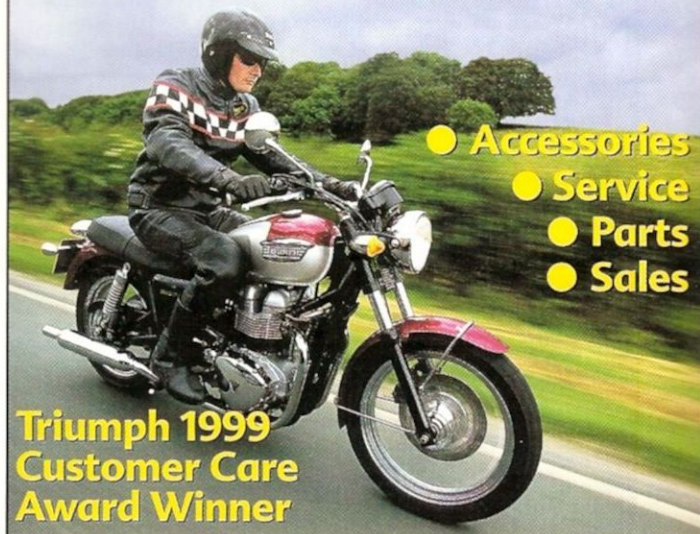
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# Ball Joints and

*Since motorcycling history began, red-blooded riders have fancied a bit on the side. The 1950s saw the heyday of the sidecar outfit but it wasn't all blondes and Bonneville, writes Frank Farrington.*

## The British Experience

PICTURE the scene. Alec Issigonis's Mini has yet to make its appearance. It's the mid Fifties. Money is tight but the sun is shining.

A long convoy of assorted ancient vehicles are wheezing their way to the coast. This is the Great British Sunday outing, everybody hell-bent on enjoying themselves.

Most cars are of prewar origin; Morris Eights, Austin Sevens and the odd Triumph Super Seven way past its best. Sandwiched between the four-wheelers are the motorcycle combination drivers, patiently coping with slipping clutches and rebellious passengers.

To every sports outfit there's a dozen plodding side-valvers pulling enormous saloon sidecars. Most have yellowing celluloid windows. Dimly discernible within each plywood sarcophagus are two small children and one large wife. They are destined to remain in total isolation until the intrepid chauffeur unbuttons the sidecar lid and lets them out.

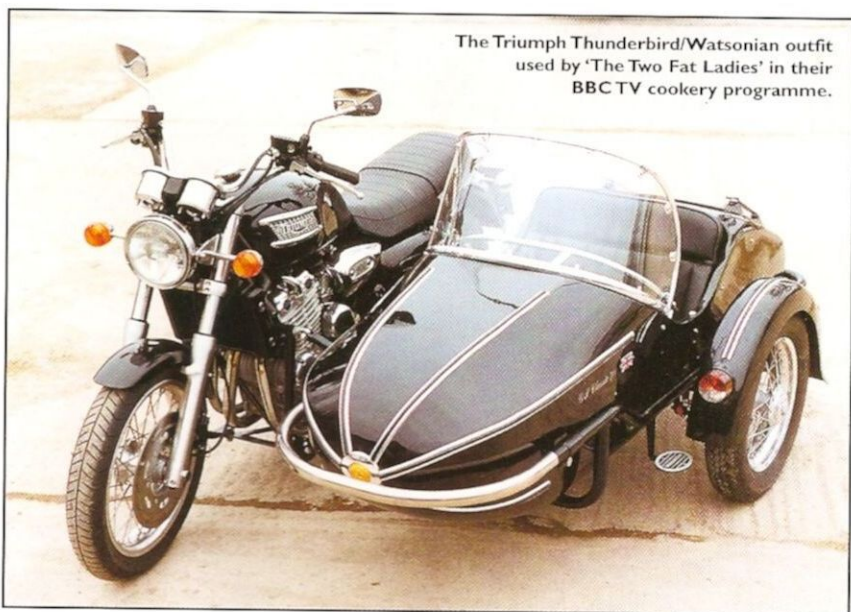
Dad peels off several layers of clothing, much of it army surplus, unwinds a piece of towelling from around his neck and goes off in search of pie & chips for the long suffering crew.

## How it all started

AT one time there were hundreds of sidecar makers spread throughout Europe and the USA. Best known was Watsonian, happily still with us. Continental charioteers will recall with affection Steib, makers of splendid sporting sidecars.

Almost forgotten now are once hallowed British names such Dowser, Busmar, Hughes, Wessex, Sandum, Leyton, Canterbury, to mention but a few. Some small concerns operated from chicken sheds and domestic garages with a total workforce of one man and a boy.

The first sidecar patent was granted to



The Triumph Thunderbird/Watsonian outfit used by 'The Two Fat Ladies' in their BBC TV cookery programme.

Graham Brothers in 1903. This was soon taken up by pioneering firms Mills & Fullford of Coventry and Lyons of Baker Street, London (strange that Holmes and Dr. Watson never rode a combo).

The Graham patent drawing shows pretty much the same chassis layout we know today. At one time nearly every motorcycle factory in the UK made their own sidecars, often in separate buildings acquired for the purpose.

The Triumph Company, of Priory Street, Coventry, produced large numbers of outfits, having been associated with sidecar makers Gloria before WW1. Eventually they bought out The Gloria Cycle Co. and for many years used the Gloria name on coach-built Triumph sidecar bodies, beautifully upholstered in 'Pegamoid', a period leather cloth.

Triumph continued to make sidecars throughout the Thirties. Swallow and Watsonian were acquired following a buy-out of Triumph by Jack Sangster in 1935/36. The dreadful Coventry Blitz of 1940 wiped out Priory Street and surrounding property; it was decided not to resume sidecar production after the War.

## The magic formula

IN the Fifties, top speed of the average utilitarian combination was around 55mph but most were content to chuff along at 25-30mph. Gear changes were avoided if at all possible. It was much easier to retard the ignition lever and stay in top. Fortunately, motorcycles were forgiving in those days.

It was quite common to keep the same bike through several sidecar changes when bodies shook to pieces.

Fitting a third wheel was a mysterious art similar to water divining. Experienced DIY charioteers talked of ball joints and swan necks, lean-out and toe-in, wheel lead and a host of other strange things. Final lining-up involved yards of string, planks, a selection of enormous spanners (the layman invariably used a pipe-grip wrench) and a spirit level.

Get it wrong and the combo pulled towards the kerb, shimmied, shook its head, scrubbed tyres - sometimes all four at once. However, if the magic formula worked as intended, the outfit handled like a dream, steered to perfection and, endowed with a sporting ohv twin engine,

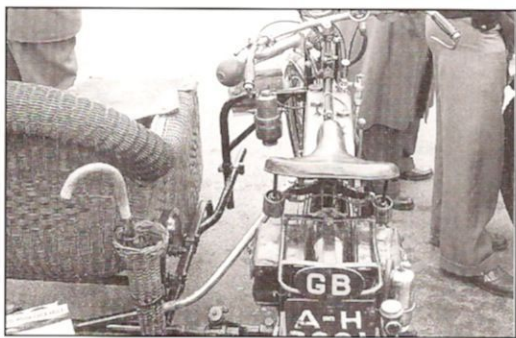


# Swan necks

could outpace almost anything on the road. Sheer bliss.

## Back to the future

HOPEFULLY there will always be enthusiasts willing to forego the comfort of a mundane four-wheeled heated tin box for the thrill that only a supersports, mile-



1914 Triumph outfit from a more leisurely age. Note the broly holder. The baggy trousers indicate that this picture was taken in the Fifties.

eating outfit can provide.

A combination is still the safest form of transport. In winter there's nothing quite as controllable on ice or rutted snow.

Today's sidecars don't come cheap but at least they won't shake themselves to bits like the ply and hardboard concoctions of long ago. A Watsonian GP700 Jubilee, just like 'The Two Fat Ladies' had on BBC TV, will set you back £3172 including full weather equipment, fittings and VAT.

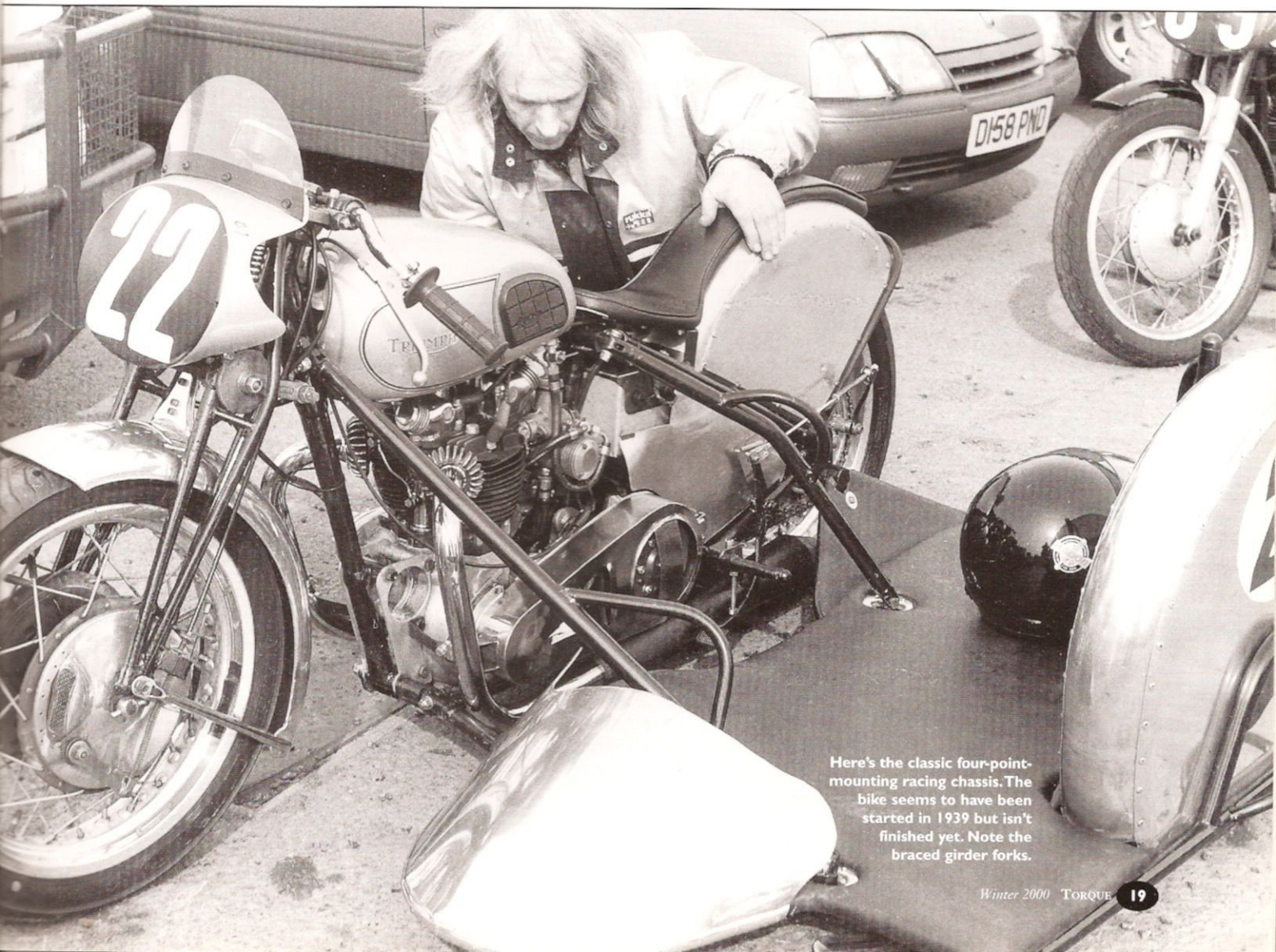
Watsonian-Squire provide a fitting service for those not au fait with the black art. They even offer driving tuition on their premises - just as

well, for a sidecar outfit takes some getting used to.

Once the skill is mastered you'll soon be drifting through corners with a tweak of throttle. Although they can fit a sidecar to almost any bike, Watsonian-Squire speak highly of the Triumph Thunderbird as a superb sidecar machine.

"It's as though it was made for the job," they told me. "You don't have to do anything to the bike. It works straight out of the crate and handles beautifully as a combo."

- Watsonian-Squire, near Moreton-in-the-Marsh, Gloucestershire, England. Tel 01386 700907, Fax 01386 700738
- Unit Sidecars, Sibleheddingham, Essex, England. Tel 01787 4610000.
- Further reading: *The Sidecar, a History*, by Geoff Brazendale. Tel: 01228 549445.



Here's the classic four-point-mounting racing chassis. The bike seems to have been started in 1939 but isn't finished yet. Note the braced girder forks.





# Class

WITH AN 'X' RATING

Above: Classy logo complements the bike on which the X-90 emulates.







**Roland Brown rides the Mecatwin X-90 - a triple that combines British engineering, American inspiration and French craftsmanship.**

As guided tours of Paris go, it was hurried but undeniably exciting. Ahead of me the tuned Triumph Super III carved its way neatly through the French capital's traffic, the howl from its free-breathing exhaust system bouncing off walls and cars as the bright yellow triple was opened-up on occasional clear stretches of road.

Mecatwin boss Frank Depoisier was running late and he wasn't wasting much time en route. Tucked in behind, I was enjoying every minute of my ride on Depoisier's naked red Triumph X-90 special.

The high-barred 900cc triple flicked through traffic gaps with ease, accelerated hard away from every set of lights, and looked mighty good every time I sneaked a quick glance in a shop window.

When finally Depoisier pulled up at his base in south-eastern Paris, I was still right with him - and impressed with the X-90's performance, as well as its style.

If the X-90's name and shape bring to mind the old Triumph firm's X-75 Hurricane triple of the 1970s, then that is entirely intentional. Depoisier is a long-time Triumph and classic bike fan who set up his Mecatwin firm 15 years ago to tune Bonneville's and the like.

In recent years Depoisier has become increasingly involved with modern Triumphs, and his X-90 gives the Hinckley-built bikes a neat look inspired by Craig Vetter's legendary X-75.

The X-90's centrepiece is unmistakably its tank-seat unit, a dramatic carbon-and-epoxy composite form that sweeps down from the

The Craig Vetter designed X-75 Hurricane built in America in the Seventies.





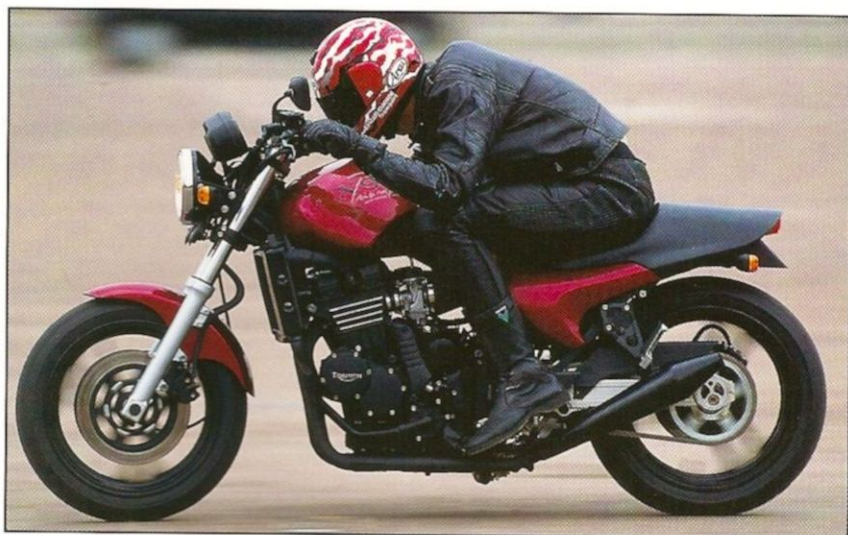
steering head, taking in exaggerated knee cut-outs, diminutive side panels and a sculpted dual seat.

Its swooping shape totally transforms the naked Trident triple on which this X-90 is based, giving a lean, aggressive look that acknowledges Triumph's past while being as avant-garde as any Jean-Paul Gaultier creation.

This triple doesn't have the X-75's distinctive trio of silencers up its right side but it incorporates numerous other modifications designed to reduce weight and develop performance.

The reverse-cone silencers are Mécatwin parts. In combination with K&N filters and fine-tuning of the standard 36mm Keihin carbs, they give the otherwise standard 885cc triple motor a boost of about 5bhp between 6000rpm and 9000rpm.

The chassis has received attention too, but not with the lengthened front forks that were one of the key features



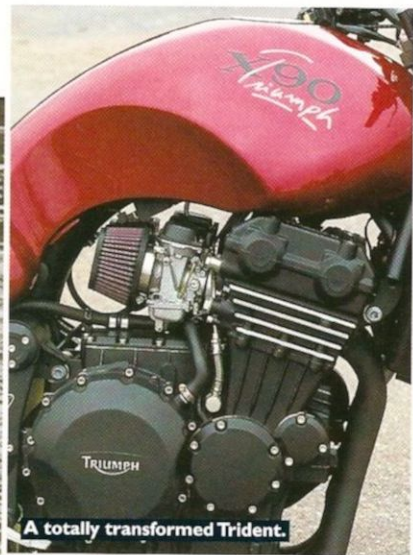
Roland Brown tucks into the flowing contours of the X-90.

with which Triumph's T150 Trident was converted into the X-75 Hurricane back in 1973. In contrast, the modern Trident's forks and single rear suspension unit have been shortened slightly, using progressively wound fork springs and a custom-built shock from WP of Holland. Depoisier says he has also lowered the seat's height, without reducing its padding.

This bike's seat shape and the lack

of anything for a pillion to hold on to suggested the bike was designed more for one person than two. Moderately raised handlebars, bolted to custom yokes, gave an upright riding position.

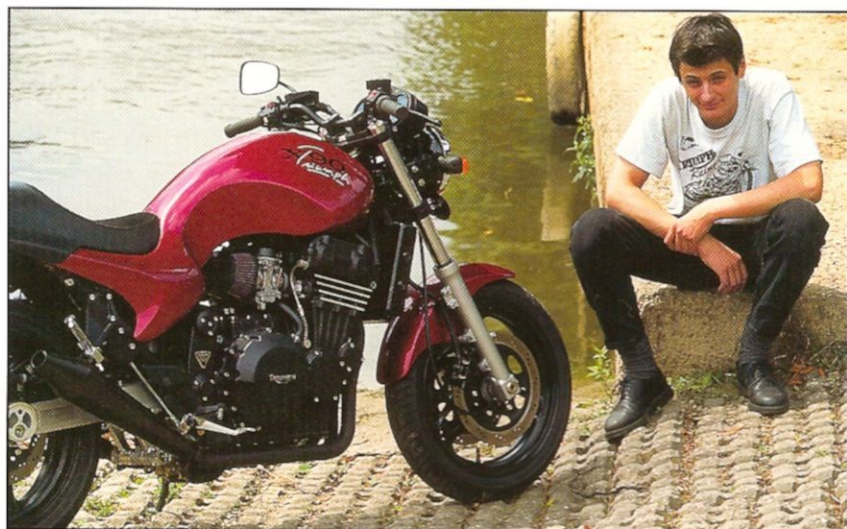
THE X-90 fired-up with a pleasant three-cylinder burble from its matt-black pipes (chrome finish is also available) and pulled away cleanly, my legs fitting neatly into the tank cut-outs.



A totally transformed Trident.







Mécawin boss Frank Depoisier with his creation.

The kick at six grand and tuneful exhaust note combined to make the bike feel very lively. Depoisier's engine mods have increased peak rear wheel output from 90bhp to about 95bhp, and the X-90 certainly pulled hard provided it was kept revving.

Less impressive was the corresponding dip in the power curve between 3000 and 4500rpm, which meant that some of the standard

Trident's roll-on grunt was missing - though the difference was not huge.

Handling was good, too, with a subtle improvement over the Trident. Geometry was little changed, if anything feeling slightly sportier than standard. The high bars and firmer, lower suspension set-up gave a little of the aggressive feel of an old-style naked Superbike racer.

On the open road the triple repeatedly shot to the ton mark, heading for a top speed of about 135mph, and it remained stable in fast curves and bumpy Parisian backstreets alike. Comfort was reasonable, though maybe slightly down on the more softly-sprung Trident.

Depoisier says his mods have

reduced the Triumph's weight by a worthwhile 23kg, and much of the remaining weight is now held lower, which makes the bike feel very compact and manageable.

You'd have to ride the X-90 on more suitable roads than I did to be certain that ground clearance has not been compromised by the chassis changes. But nothing scraped during my test, despite some cornering that must have pushed the Avon tyres towards their limits.

BUT while Mécawin's engine and chassis mods might be beneficial it's the X-90's look that is its main attraction. That holds true when you get up close, too, because perhaps the bike's most impressive aspect was the quality of its construction.

The fit and finish of the tank/seat unit looked exemplary and Depoisier is confident enough to match Triumph's warranty.

For a special, the X-90 is practical too. Its tank/seat can be removed or replaced in a few minutes. Everything seemed to fit very well, steering lock is unchanged and fuel capacity is reduced only by four litres to a respectable 21 litres.

The X-90's blend of British engineering, American inspiration and French craftsmanship makes for a very classy motorbike.

See the Spring edition of *Torque* for news of Mécawin's latest creations.

### Mécawin Triumph X-90

**Engine type:** watercooled transverse triple.

**Valve arrangement:** dohc, 12 valves.

**Displacement:** 885cc.

**Bore x stroke:** 76 x 65mm.

**Compression ratio:** 10.6:1.

**Carburation:** three 36mm Mikunis.

**Clutch:** wet multiplate.

**Transmission:** 6-speed

**Front suspension:** 43mm telescopic Kayaba, WP springs.

**Rear suspension:** one WP damper, adjustments for preload, compression and rebound damping.

**Front brake:** two four-piston Nissin calipers, 310mm discs.

**Rear brake:** double-action Nissin caliper, 255mm disc.

**Front wheel:** 3.50 x 17in, cast aluminium.

**Rear wheel:** 5.50 x 17in, cast aluminium.

**Front tyre:** 120/70 x 17in Avon AM22 radial.

**Rear tyre:** 160/60 x 18in Avon AM23 radial.

**Wheelbase:** 1500mm.

**Seat height:** 750mm.

**Fuel capacity:** 21 litres.

**Dry weight:** 189kg (claimed).

**Instruments:** speedometer, tachometer, lights for turn signals, high water temperature, neutral, high beam, low oil pressure.



Inspirational looks as avante-garde as any Jean-Paul Gaultier creation.





# Great British Tour

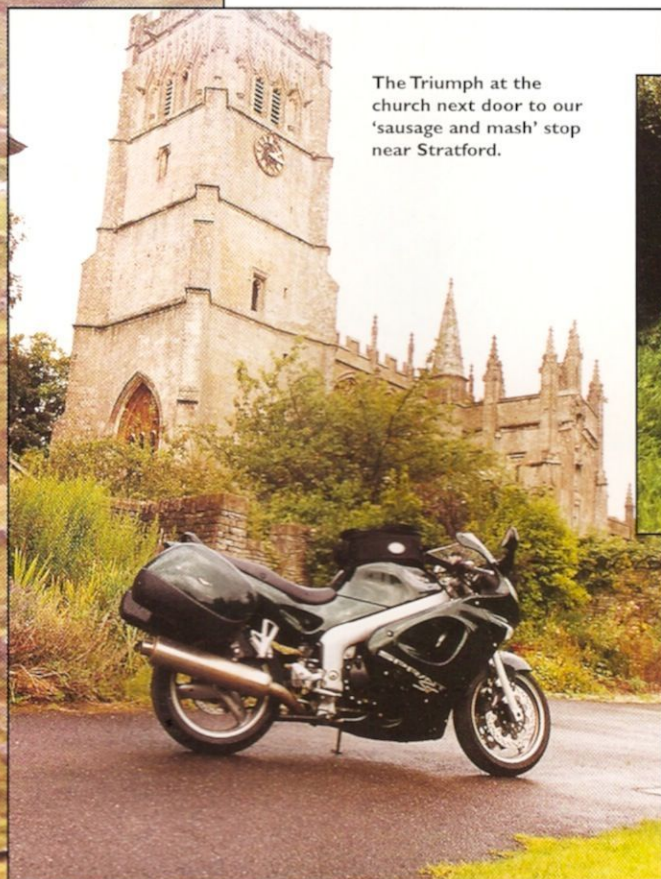
## *A Great British*

*1000 miles of diverse and spectacular riding  
pleasure - with Bruce Preston*

Above: The magnificent view from the top of Wrynose Pass

THERE are few countries in the world where a rider can take in so many sights, sounds and scenery in so few miles. I spent two glorious weeks in the summer with a group of riders discovering the often hidden delights of the United Kingdom.





The Triumph at the church next door to our 'sausage and mash' stop near Stratford.



Follow the A49 along the Welsh border and you will be in and out of Wales more times than you can count.

Shakespeare holds much interest for the culture vulture - and there was the added bonus of Britain's National Motorcycle Museum being only an hour away in Birmingham.

To maximise our two day stop in Stratford my friend Nick Rainey led the group on a tour of the Cotswolds, taking us to roads and villages well off the tourist track. We finished with a sausage and mash lunch on the lawn of the 15th century vicarage where Nick and his wife Patsi live.

Llangollen next, right in the centre of the enchanting Welsh countryside with mountains on all sides and a raging trout

LONDON was enjoying one of its few warm spells of the Millennium year but nothing is guaranteed to bring the storm clouds rolling in more quickly than loading a motorcycle for a tour.

As the Triumph ST's excellent luggage system (two elegant matching panniers and one of the best tank bags I have ever used) were being filled it became clear that some more space was needed. (My practical wife insists on having clothes for every possible situation!)

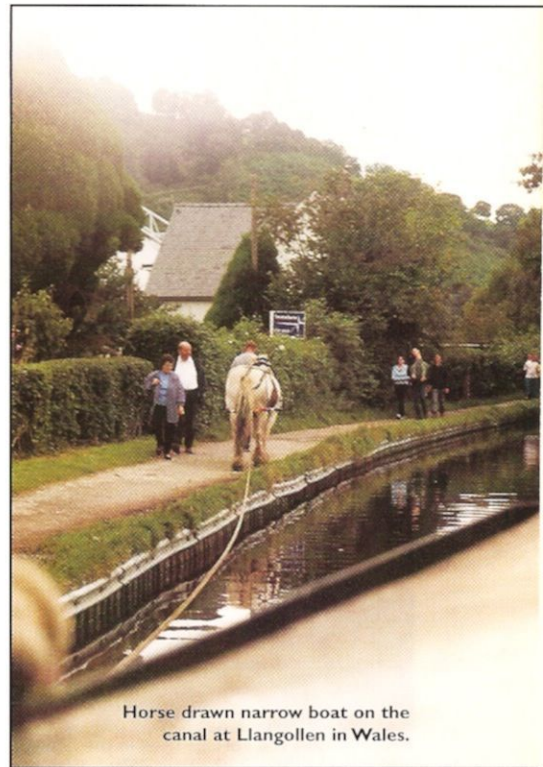
A 'stuffer' bag was strapped to the top of each hard case with a protective layer of anti-slip material placed under each bag to protect the Triumph's gleaming paintwork.

Sure enough, as we pulled away from our Heathrow hotel the heavens opened and streaming roads were added to the worries of my American group of riders, many of whom had never ridden on the left before. At least we were almost on the motorway so everyone could get used to the bikes - and find out if their waterproofs worked!

As it happened, it was the only time of the tour that we had to use motorways or ride in the rain.

### Shakespeare's Stratford

OKAY, so Stratford-upon-Avon is a bit 'touristy' but the birthplace of William



Horse drawn narrow boat on the canal at Llangollen in Wales.

on

# Bike

The route: Stratford-upon-Avon, Llangollen in Wales, the Isle of Man, Keswick in the Lake District, York and Peterborough. Stopping at any number of places in between. The bike: a British Racing Green Triumph Sprint ST.



river running beneath the windows of our hotel. As a change from motorcycling, we could have taken a trip on a steam train or on a horse-drawn narrow boat.

### The Magic Isle

JUST a short ride to Liverpool passing under the River Mersey to catch our ferry to the Isle of Man.

Liverpool really deserves a few days to itself. The city was famous long before the Beatles and has an abundance of great places to visit. The people are also the most humorous in the world. I should know, I'm married to a 'scouser', the nickname for Liverpudlians.

Our crossing was on the Seacat; the fast ferry that reduces the time at sea to two and a half hours. (Still too long for my wife, who is bad sailor.)

There can be few motorcyclists who have not heard of this tiny Island in the Irish Sea, long regarded as a Motorcycling Mecca. We were attending the 'Manx Grand Prix' in early September.



One of the sights of the Isle of Man is the Laxey Wheel, one of the largest water wheels in the world and still working.



Bruce outside the cottage used in the film *Waking Ned*. No, it wasn't used in *Chicken Run*!

No words can prepare the visitor for the atmosphere on the Isle of Man during TT or Manx week. Imagine a scene with more bikes than cars on the roads. Where every aspect of Manx life is geared, at least for race weeks, to motorcycling. Where bike riders are welcomed with open arms.

The Manx event is less busy than June's TT with a greater emphasis on older bikes. The racing is just as exciting though and it is hard to believe that any mortal can circulate the 37¾ miles of what are essentially country roads at average speeds in excess of 120 mph.

Even harder to imagine is that just seconds after the end of a race the roads are open again and riders can thrash around the course. This is not a good time for the faint-hearted to be out on the roads and I always suggest getting up very early to ride the famous TT course.

(On one tour to the Island one rider couldn't wait to ride the course and charged off like a bat out of hell. He still has a framed receipt for £90 on his desk to remind him that speed limits apply in built-up areas!)

Don't be fooled into thinking that the Isle of Man is just about racing; far from it. We had five days there, plenty of time for Brenda, myself and the Triumph to re-visit some of our favourite places.

Niable Bay, where the old cottage by the sea wall featured in the film *Waking Ned*. The cultural village of Cregneash also played a large part in the film and was just up the road from our Port Erin hotel.

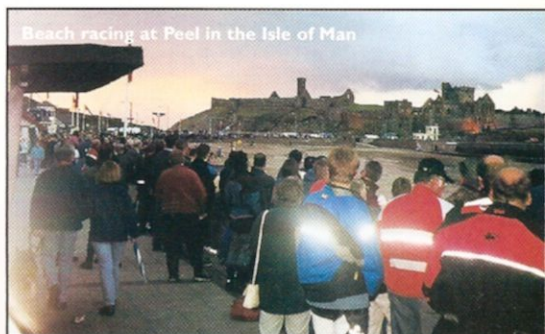
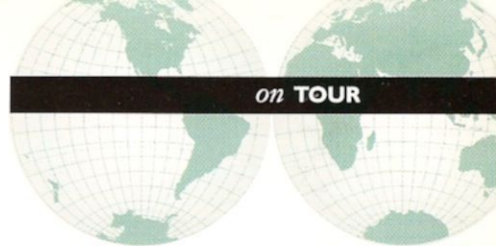




All you need is a good map of the Isle of Man and there are dozens of deserted roads, even during Manx week

Then there is the old tin mine road from Round Table.

Even with the Island bursting at the seams with motorcyclists it is rare indeed to meet anyone else on this road. It was one of the many roads where the Triumph and I felt at one, narrow, bumpy and not fast, it rewarded us with a wonderful array of



Beach racing at Peel in the Isle of Man



Another Manx tradition, the steam railway that runs from Port Erin to Douglas



Wast Water, the deepest lake in England

heather coated hills with, in the distance, Ireland just visible.

Then there are the regular attractions; Mooragh Park in Ramsey where all the old bikes gather for the Concours d'Elegance and Peel, where we ate a Chinese takeaway whilst watching the beach racers sand-blast their bikes.

Every year we seem to find some new delight. This time it was the old church at Lonan, not far from Onchan. Everything in the church is exactly as it was 150 years ago.

As a backdrop to all of this is Douglas, the capital not just of the Isle of Man but of motorcycling. There is only one way to find out about race week at the Isle of Man, go and see for yourself, words and pictures alone are not enough.

### Beautiful Lake District

NOT many places can follow a week in the Isle of Man but one of them can; the Lake District. Not, though, before we had followed the ritual of standing in line to load our bikes on to the ferry for the return to the mainland.

Even that is fun as riders admire, or otherwise, each others bikes, chat about their experiences and then swallow hard as they ride their bikes over the wet steel sheeting to load them in the hold below.

Times have changed though. In the old





Yorkshire Dales, great bike, sunshine, my favourite road. What could be better?

days owners had to tie their own bikes up, now sailors do it for us and, it must be said, do it rather better.

Keswick was our next stop, at the Keswick Country House Hotel, a magnificent Victorian building right in the heart of the Lake District and its surrounding mountains.

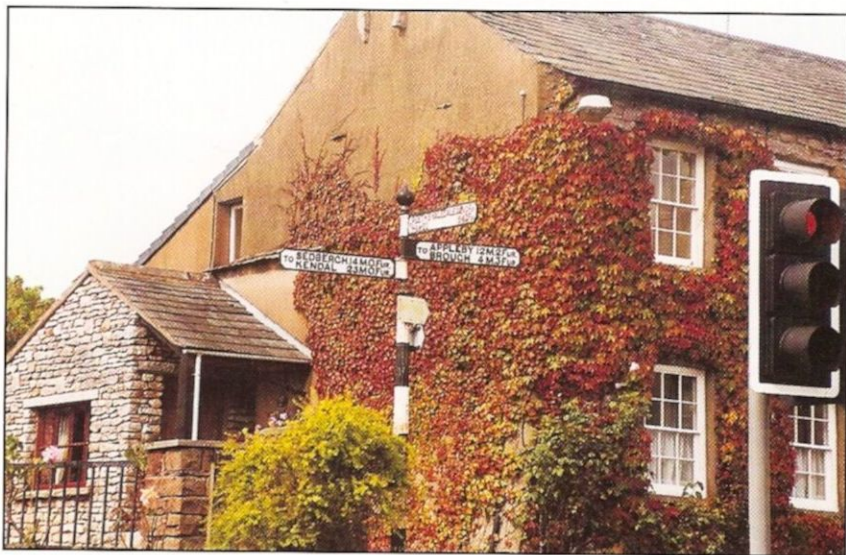
Again I called upon friends for help and Hilda and Robert Wilson joined us for dinner and the next day guided the group around some of the finest roads in the world.

You can't beat local knowledge and Robert has that aplenty. We were taken across some wonderful passes including the famous Hardnott with its one-in-three gradient. Naturally the Triumph shrugged this aside but even the bike seemed to draw its breath when we crested the rise and saw the mountains spread out ahead.

I have ridden up Hardnott countless time and it still takes my breath away when I reach the top. Sheer mind-blowing beauty.

For those 'in the know' there is a little road that leads past Wast Water, the deepest lake in the county. A few miles further on is one of Britain's highest pubs selling the kind of beer that makes you wish that you had a chauffeur to drive you home!

To shrug aside the Lake District in such a few words is to do it an injustice but after two days in Keswick - when even the



Kirby Stephen boasts the only remaining signpost in England that still uses furlongs as well as miles.

weather favoured us - (it doesn't always) it was time to move on.

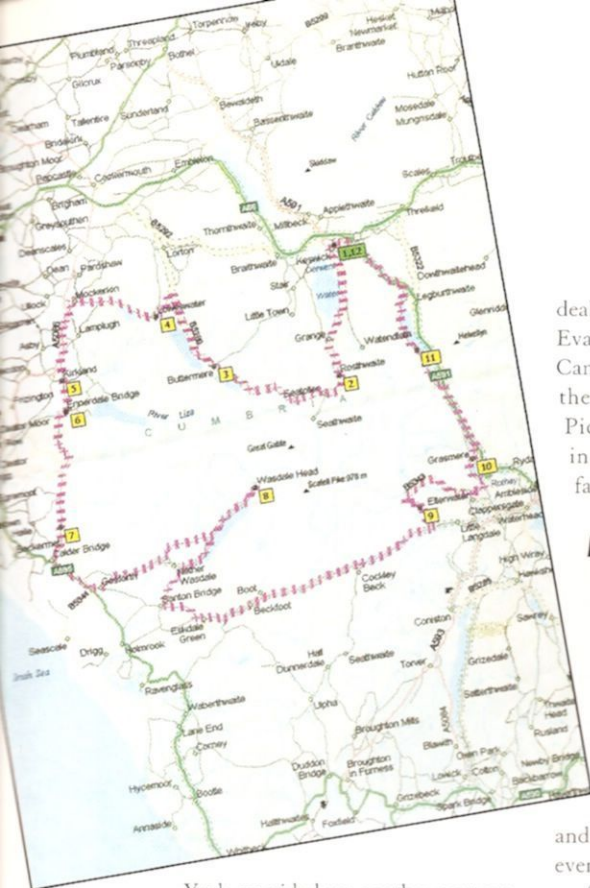
### My favourite road in England

YORK next, but first, what I think is the finest ride in the whole of England. At Brough we turned right down to Kirby Stephen then took the B6270 across the Yorkshire dales finishing up at Leyburn.

(On a Sunday riders gather at Hawes on the A684, just south of the B6270 and the town is teeming with bikes.)

As always the Triumph purred through the narrow roads, it's only other companion being sheep. There is even a little teashop at Kearton that contrived to be in just the right place at lunchtime. Motorcycling cannot get any better than this and our chosen motorcycle complimented the scenery to perfection.





York provided yet another contrast. Ranking alongside London when it comes to antiquity, the sheer majesty of the place is breathtaking. Many of our group left the bikes at the hotel and explored on foot, savouring the magnificent Minster and looking down on the city from the Roman wall that encompasses most of York.

There are innumerable little alleyways and courts to explore and even more restaurants to enjoy. York also has one of the finest railway museums in the world.

Brenda and myself opted to do a little more riding and we visited Eden Camp, midway between York and Scarborough. Once a prisoner-of-war camp, it has been restored as a living museum looking at mostly civilian aspects of World War Two.

The original huts now house displays dealing with everything from the Blitz to Evacuees. We spend five hours enjoying the Camp, leaving us no time to take a ride on the full-size steam train at nearby Pickering nor, more importantly, to indulge in some of Whitby's world famous fish and chips.

### Back to London

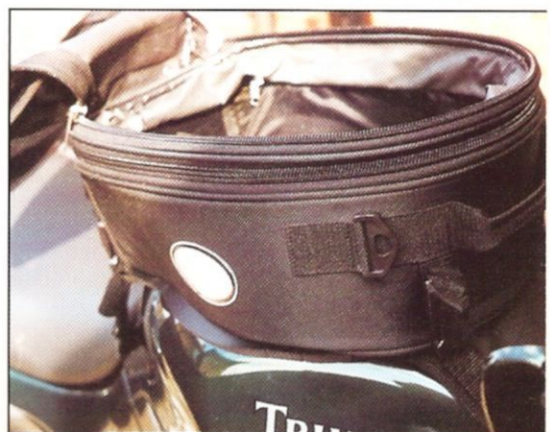
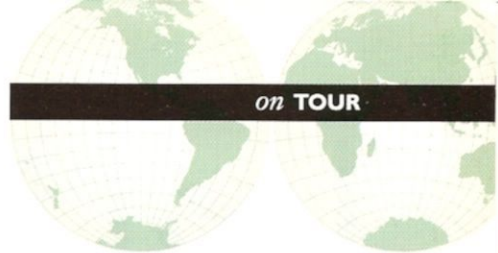
ALL that was left was the long haul back to London, stopping the night at Peterborough, home of many British motorcycle magazines and last resting place of one of Henry the Eighth's wives, Ann Boleyn.

In our 1000-mile tour we had stopped at seven different hotels and enjoyed a wide variety of scenery and events. As always the Triumph did its job to perfection.

I really appreciated the hard cases, which are easily removable from the bike. The tank bag was one of the best I have ever used. Secured to the bike by four bolts, it had a semi rigid lower half and could be easily swung back when refuelling time came.

I especially liked the Velcro retained map case which could be ripped off and replaced on top of the waterproof cover should it be needed. There is also a little storage in the rear tail, which just about accommodated a first aid kit and a few bits and pieces.

The ST averaged 60 miles to the UK gallon no matter how I rode it. As the bike is fuel injection no reserve tap is used but



The magnificent Triumph tank bag.

the fuel gauge, backed up by a warning light, did the job just fine.

I loved the new 955 engine. Smooth and flexible it started easily, didn't get fussed when warm and, of course, sounded wonderful. I really liked the reasonably low seat on the Triumph that meant I could put both feet on the ground - even with my short legs.

A Great British bike for what had turned out to be a Great British tour. What is so good is that so many places can be visited in so relatively few miles. Try it some time.

▼ 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](mailto:Bob_Berry@dial.pipex.com)



'Scouser' Brenda at the lunch stop at Kearton in the Yorkshire Dales.



# Letters

## Great days at the 'Ring

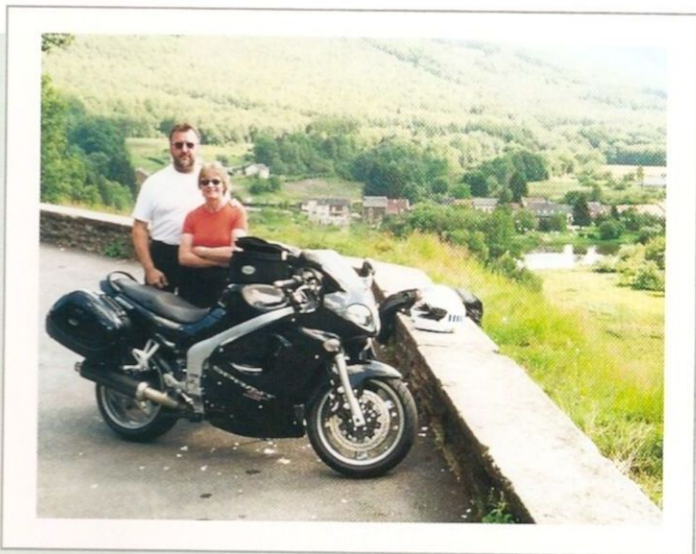
MANY thanks to Martin and Neil for organising an excellent weekend at the Nurburgring in the Summer. We had a great time amongst old and new friends.

My new Sprint ST has had its wheels painted silver and a carbon can fitted along with several other Triumph accessories. I'm completely in love with my Sprint and Sue reckons the pillion is much more comfortable than the Trophy's was.

The Sprint is our third new Triumph in five years, the others being 1200 Trophy's that covered over 50,000 miles between them. Last year, 2000 kilometres around British Columbia on an ST with 'Rocky Mountain Motorcycle Holidays' convinced us of the Sprint's tourability and we could hardly wait to get our own.

Next year we are planning to do Vancouver to San Francisco with Rocky Mountain Motorcycle Holidays.

**Alistair Barron, Eastbourne, UK. email: abarron@mistral.co.uk**



Alistair and Sue in the Ardennes on the way back from the Nurburgring.

## Superb factory day

THANKS for an enjoyable day at the Hinckley factory. I was fortunate to lead the group from Webbs of Lincoln and it was great to see such a good turnout of around 30 bikes - a record for Webbs.

I am on my fifth Hinckley built machine and I can see no chance of changing, especially with the company taking such an interest in its customers.

**Nick Williams, email: nickwilliams2000@talk21.com**



## From snow to sun

THESE pictures are from my recent holiday. Firstly in the Italian Alps at the top of the Stella Alpina and secondly the Pyrenees in Spain. From snow to sun.

In the first photo (right) you see my Tiger at the top of the Stella.

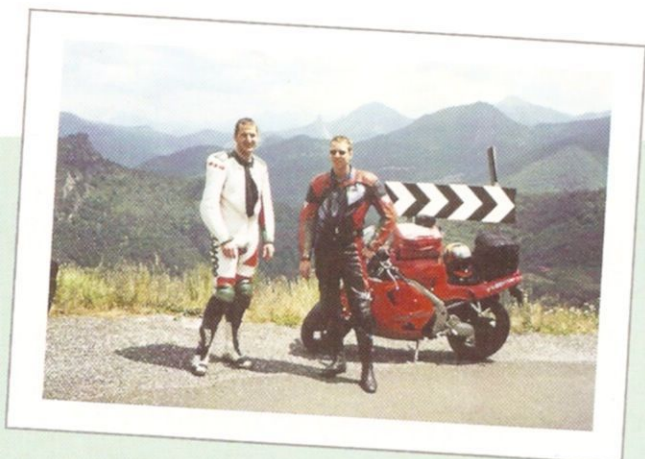
In the second photo the red Tiger belongs to David Edge, seen with the son of the hotel owner, whose English name is Jimmy. He enjoyed riding pillion on both Tigers sharing his knowledge of good trails and spectacular views.

Jill and I are RAT members and are also in a club called 'bigtrailbike.com' which caters for people who ride big trail bikes on tarmac and trails in some beautiful places.

**David Bonsall, email: jill.jillbonsall@virgin.net**





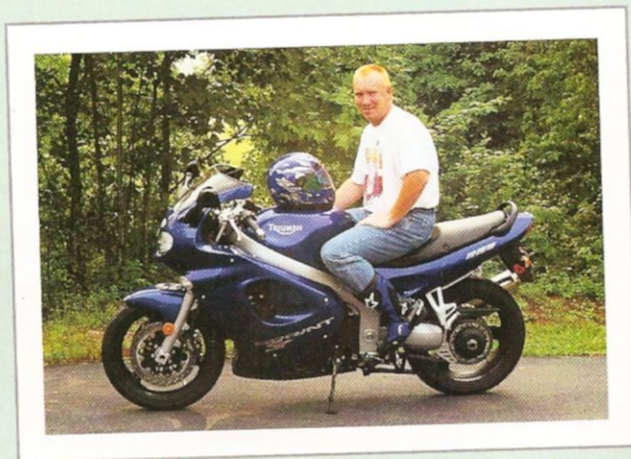


### Fun in the sun

HERE'S a picture of me (right) my friend Dan and my T595 of 1998 somewhere in the Picos de Europa in Northern Spain.

We spent ten days on marvellous roads between The Pyrenees and the Spanish coast near La Coruna. Even the motorways are fun to ride. The Daytona is my first Triumph after a number of Japanese bikes and is certainly not the last!

**Paul van Rooijen, Geldrop, Netherlands. email: rooijenp@open.net**



### The family Sprint

MY husband and I love the new 'baby' in the family. Joe chose the 2000 Triumph Sprint ST after many days of motorcycle shopping. It stole his heart from the beginning and he has never regretted the choice.

We constantly receive comments on the colour and looks of the bike. Now we are searching for the perfect protective gear to match. (Why don't Triumph make leathers in blue?)

We would love to hear from other Triumph owners at:

**swain@hmc.net.  
Joe & Katrina Swain, Georgia, USA**

### A song for RATs?

I'M an Englishman from Lincolnshire who has been living in Germany for 17 years. I've covered 17,500 kms on my Triumph Sprint ST since March 1999, mainly to RAT meetings in Germany and Austria. Next year I hope to make France and Greece as well.

At the last couple of meetings my wife Anita (also a RAT) have been trying to think up with other members a RAT song we could all sing around the camp fire!

We only managed the first two lines so far. Have any other members any ideas?

**Bob Wescott, Padenstal, Germany.**

**Pekka from Finland on his Trident and Bob's wife Anita on the pillion of his Sprint two days before the Serfaus meet.**



### Girl on a high

TRIUMPH'S Open Day Home Run last Summer was a ride to remember. We joined up with the pack from Ongar Motorcycles in Great Dunmow. There were at least 12 bikes with couples and singles, plus myself with my husband on the back of the Legend (I'm only 5ft and my husband is 6ft).

With this being my first RAT run, I felt a little out of place because I was the only female rider there but I soon settled down and started talking bikes at our breakfast stop.

At the Triumph factory we were welcomed with a smile a 'goody' pack. There were

various activities followed by the factory visit, then dinner. My thanks to the ladies who managed to feed the hundreds there!

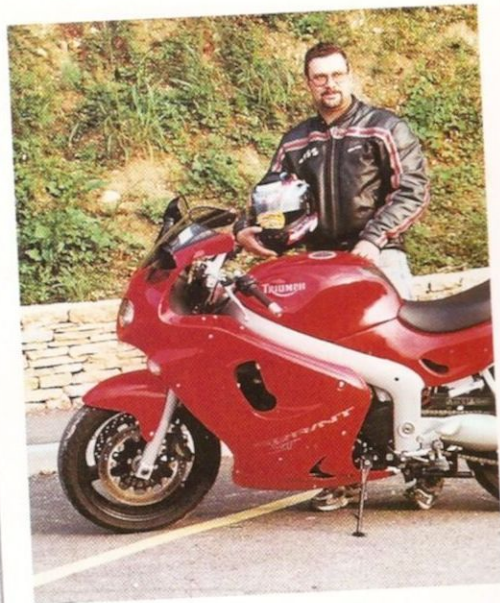
On the ride home I was with the fast boys. How would I cope? All I can say is it must have been good - all I could hear from the back of the bike was the 'wooooh, ye-har' and laughter from my husband. I've never ridden so hard or so fast.

Thanks to the fast boys for the best day out a girl biker could ask for.

**Debbie Brown, Sheerness, Kent, UK. email: dbrown@chandlerkbs.com**



# Show us yours



## Bike of my dreams

THIS Triumph Sprint ST is my first Triumph and my first new bike. After I built up some big bike experience and reached the age when insurance wasn't too excessive, I have been the happy owner of the bike of my dreams. I think it looks great (thanks 'Mr Designer' at Triumph!) and is the best bike on the road.

And on the road it just runs and runs, even as far as the south of Portugal where my wife and I went for our holidays this Summer - a total of 5500 kilometres in three weeks.

Other plans? Oh yes! As long as the destination has beautiful countryside and plenty of bends. How about the west of the United States? That's another dream.

Gilles Racot, Lille, France.



## Customised triple

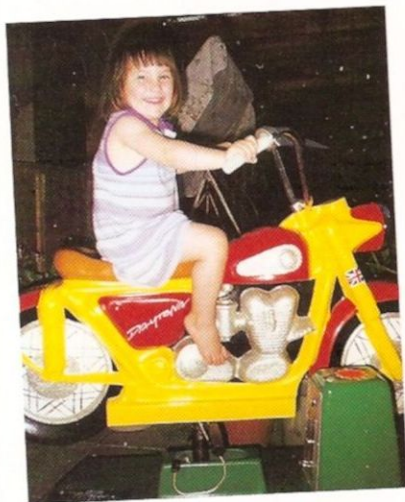
MY Speed Triple has been tastefully customised with a belly pan from Jack Lilley's, a crankcase breather and radiator over-braiding. My friend Vince Webber stitched the seat to my own design incorporating the Triumph 'T' logo. I've also added some headlamp peaks.

Clive Handel, Cambridgeshire, UK.



THIS is Jeremy, the next generation family member to ride Triumphs!

Jon Retterath, Minnesota, USA.



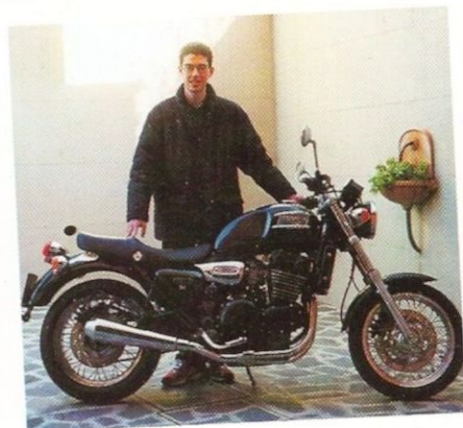
## Sneak preview?

HERE'S a picture of the new top secret Triumph Daytona on test in my garden! I own a Sprint RS and my first trip on it was to the factory day in the Summer. It's one of the finest motorcycles ever produced. However, I might be tempted to change for the new Bonneville...

Andy, Kyreacou, Bedfordshire, UK

I AM Nicola Natali and would love to see this picture of me and my beautiful Legend TT in Torque. I dream that you can make me very happy!

Nicola Natali, Massa Carrara, Italy.





### Classic head-turner

AFTER 21 years of owning and riding my 1978 export Bonneville I decided it was time to give her semi-retirement, shift up a gear or

two and buy a new Hinckley Triumph. I would never sell my Bonneville but my Adventurer has just as much character as the Meriden Triumph and is a lot more reliable.

The Adventurer doesn't look out of place beside the Bonneville on a stand at classic shows. As you can see from the photograph, it gets lots of attention wherever we go!

**Mike King, Gloucester, England**



### It's great in Spain

IT'S wonderful to ride my Legend here in Spain. This is my girlfriend Sonia and we both love the bike. I love the new Bonneville but it's too soon to change my Legend yet.

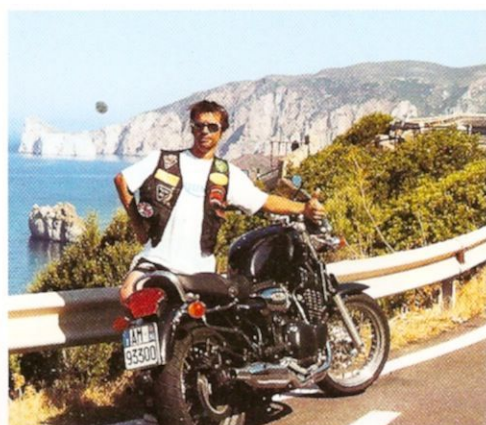
**Alberto Rodriguez, Madrid, Spain.**



### Italy's 'numero uno'

THIS is our 'numero uno' warehouseman Domenico Lampedecchia in Sardegna - Pan di Zuccheru (SS). He would love his picture to be in Torque.

**Alessandra Gasperini, Numerotre, Milan, Italy.**



### Kaithin on board

OUR grand daughter Kaithin is pictured aboard our Triumph Trophy at the Meriden Millenium Megaride. As members of the organising committee we would like to thank everyone who came along and donated money to a worthwhile cause.

**Richard and Celia Parker, Coleshill, UK.**

### 1000 miles a week!

MY wife Anne and I recently toured France and Spain on our Triumph 1200 Trophy.

The journey lasted four weeks and took from Derby through Calais Bordeaux, Biarritz, Pamplona, Burgos, Valladolid, Salamanca, Caceres, Merida, Seville, Cordoba, Toledo, Madrid, Guadalajara, Zaragoza, Lerida, Andorra, Toulouse, Limoges, Rouen and back to Dover.

Total mileage was

3987 miles. We had no mechanical problems and averaged 51 mpg. On return to Derby we had used one third of a pint of oil!

We only met one other Triumph, in Cordoba, but he had left by the time we got up in the morning.

**Malcolm Wilkins, Derby, England. email: malcolm.wilkins@talk21.com**



### Men of the mountains

MY 2000 Sprint ST has polished rims, race cam etc. and me (and junior) love it. My last Triumph was a 1969 Tiger. I live in the mountains of Idaho and have run up to Montana twice this summer.

**Pierre Saviles, Idaho, USA**



# Show us yours

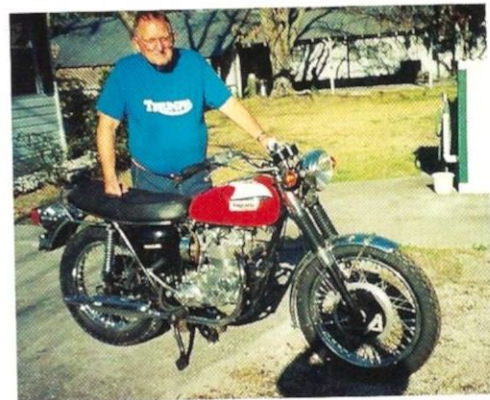


## A dream come true

"If beauty and harmony are to save the world, Triumph's beauty could contribute this goal." My 750 Trident is a simple, beautiful bike. It is also my first step towards a T509 Speed Triple.

Thanks to Nickolas in Motopark, Athens (by Kallirois) for helping me to make a dream of mine true.

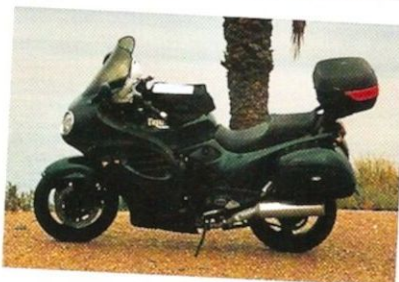
**Michael Bakaoukas, Salamis, Greece.**



## Half a century of Triumphs

I HAVE owned Triumphs for over 50 years and this is my 1973 Daytona. I am 81 years old and have just placed an order for a new Bonneville. Some day I would like to come to the new factory. I have never been to England.

**Richard Septon, California, USA.**



MY Trophy is pictured in Almeria, Spain, on a visit from Belgium to my parents - about 7500 kms there and back.

**Leo Cavents, Antwerp, Belgium.**

## RAT Contacts

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](mailto: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](mailto:lawrence_ford@hotmail.com) with your membership number.

▼ **MARTIEN** van Liempd of the Netherlands plans to visit the USA with his 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](mailto: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](mailto: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 Benvenuto offer a 10% discount depending on the season. Phone +33 4 90 54 32 54, fax +33 4 90 54 42 58.

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

▼ **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](mailto: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](http://www.ernes.ch) Erne's Euromotos, Zurich. Tel 00-41-1-272-7772, fax 00-41-1-272-8283, email: [schmid@ernes.ch](mailto:schmid@ernes.ch) RAT Contacts

▼ **I STARTED** a motorcycle rental company called Motoranch in June in Denver, Colorado, USA. I can offer a fleet of exciting bikes including a 2000 Triumph Sprint RS. All units come with the versatile Ventura pack system to alleviate problems with luggage tie-downs and capacity. My website is at: [www.Motoranch.com](http://www.Motoranch.com) Prices range from \$145 a day for the Sprint and group discounts and multi-day discounts are on an individual basis and a 10% discount is offered to anyone completing a professional track school. Andy Holobinko. email: [acholobinko@earthlink.net](mailto:acholobinko@earthlink.net)

▼ **I AM** a RAT member, a serving officer with Grampian Police in the UK and hold Class 1 advanced certificates for both car and motorcycles. In 1999 I set up my own company providing advanced motorcycle training. I do not believe that advanced training is about going slowly, wearing da-glo vests or looking over your shoulder every ten seconds. Above all it should be fun. I am willing to offer a discount to RAT members of 25% for observed assessment and 10% on subsequent training. Scott Bruce, email: [Scottbruce@aimtraining.freemove.co.uk](mailto:Scottbruce@aimtraining.freemove.co.uk)



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# TRIUMPH

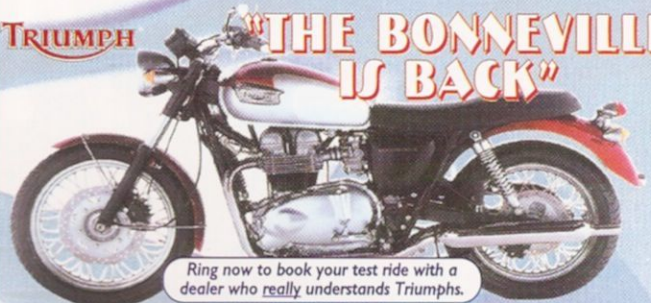
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**Free 50 point winter check to all RAT members.**

Phone the Service Department to make an appointment.

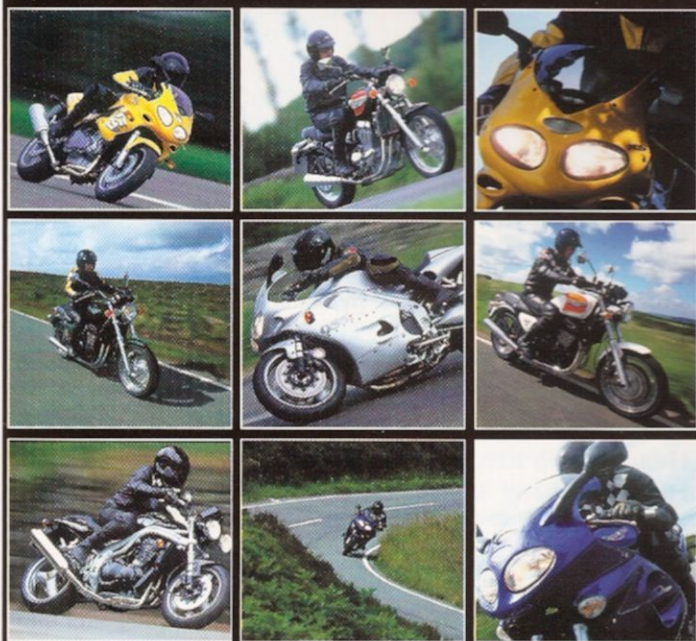


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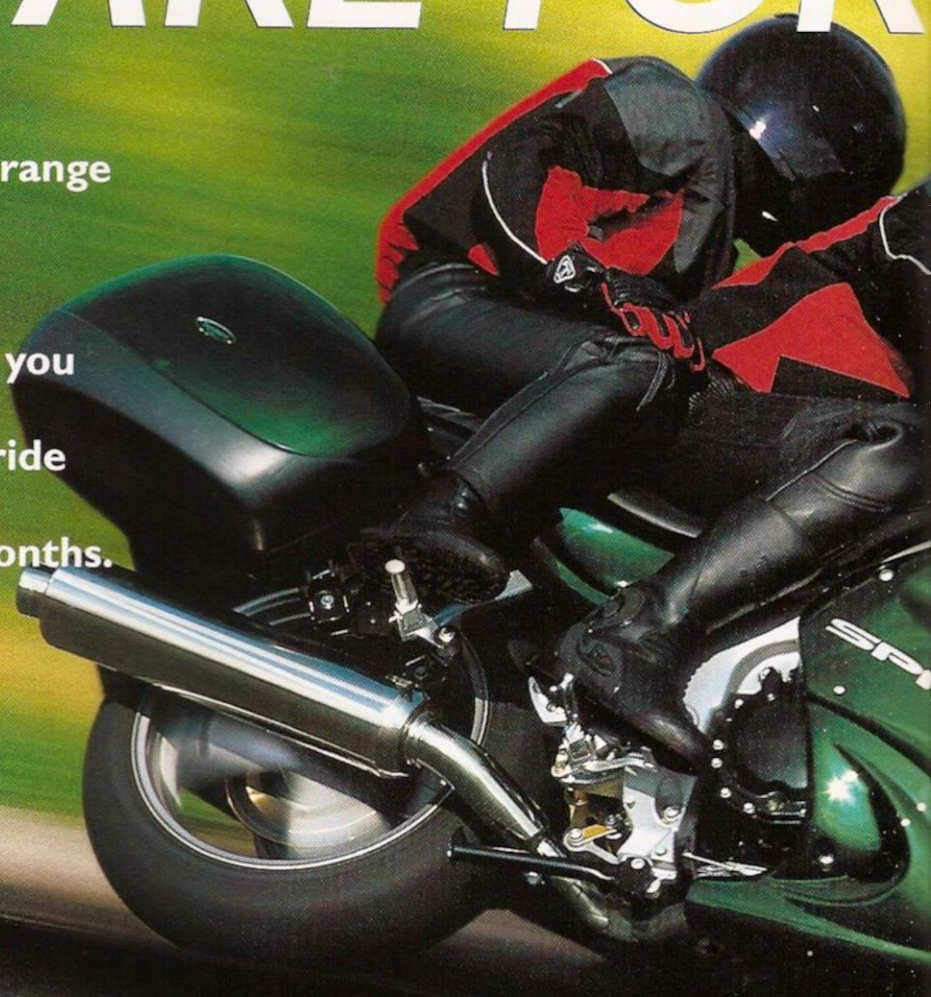
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[www.riders-bw.co.uk](http://www.riders-bw.co.uk)



# PREPARE FOR

The Triumph accessories range offers products for your motorcycle that will help you prepare and continue to ride throughout the winter months.



For the rider who continues to use the motorcycle all year round, Triumph have products that will assist you during the winter period. These include:

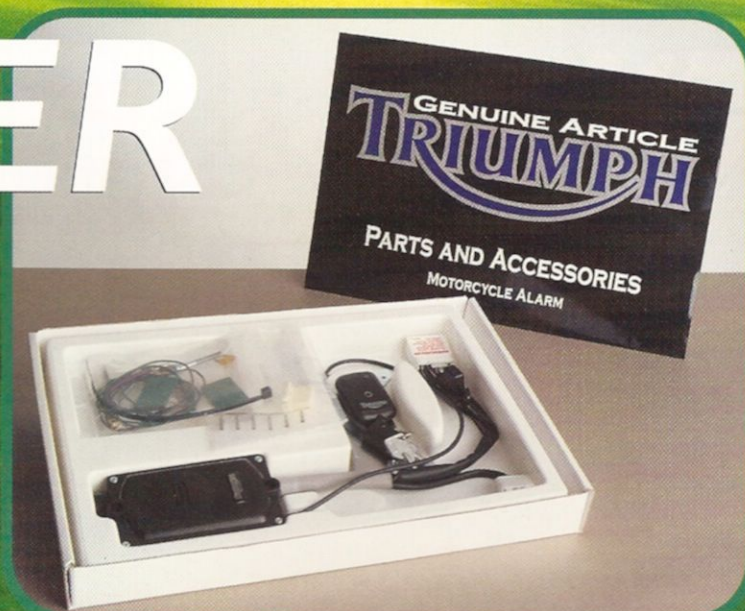
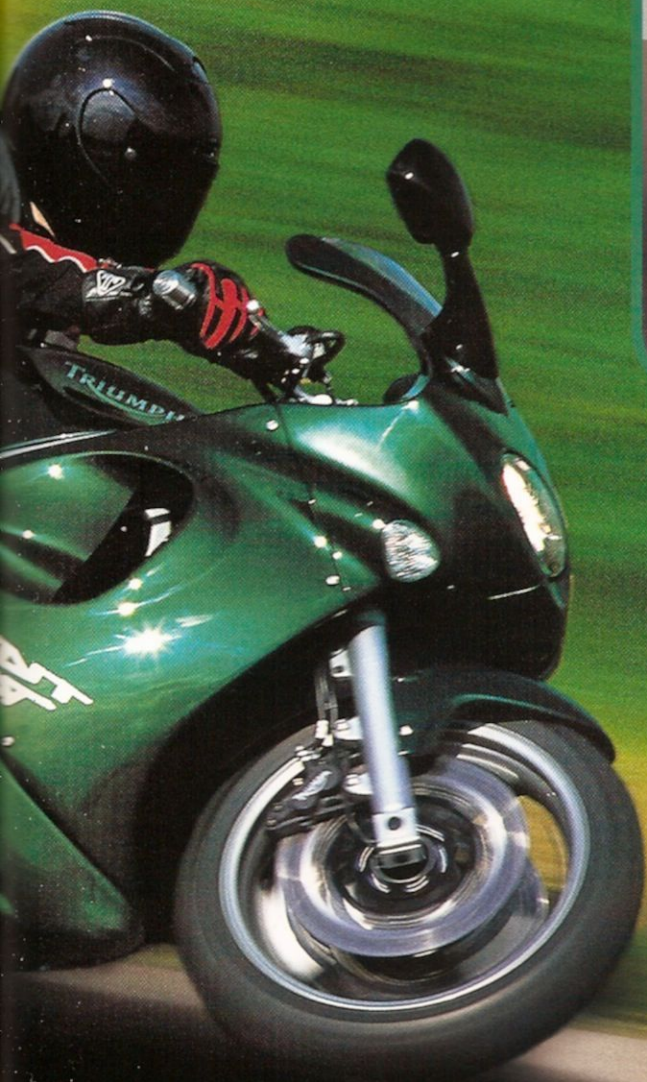
- Rear huggers
- Front & rear mudguard extensions
- Heated Grip Kits
- Higher screens

To enable ideal preparation for this time of year, Triumph offer accessory parts for your motorcycle, including Chain & Sprocket kits, brake pad kits, spark plug kits and Triumph recommended Mobil 1 Racing 4T oil.

An adapter is available that will plug directly into an



# WINTER



auxiliary power socket. The adapter and socket allows for remote battery charging. The auxiliary plug is original equipment on the Sprint ST and Tiger (1999 model year onwards), and is available as accessory for the Sprint RS and Bonneville.

Triumph now offer two types of dust cover. The standard dust cover will fit over the majority of Triumphs. In addition, a touring dust cover is now available. This larger capacity cover will accommodate a full touring Trophy, Tiger or Sprint ST, complete with three luggage boxes.

Our range of approved security products will allow piece of mind while the motorcycle is in storage.

Triumph offer a Thatcham MCI approved alarm/immobiliser for every motorcycle in the current range. The alarm has a current draw of less than 5 Ma and an internal re-chargeable battery, allowing the alarm to continue to function even when the motorcycle is not in use for longer periods.

Triumph's range of security products also includes three motorcycle locks. These are attack tested and carry the Triumph logo.

All Triumph accessories are developed and tested in-house, to meet Triumph's stringent quality controls. These and many more accessories are available from your authorised Triumph dealer.



# Riding the Tiger



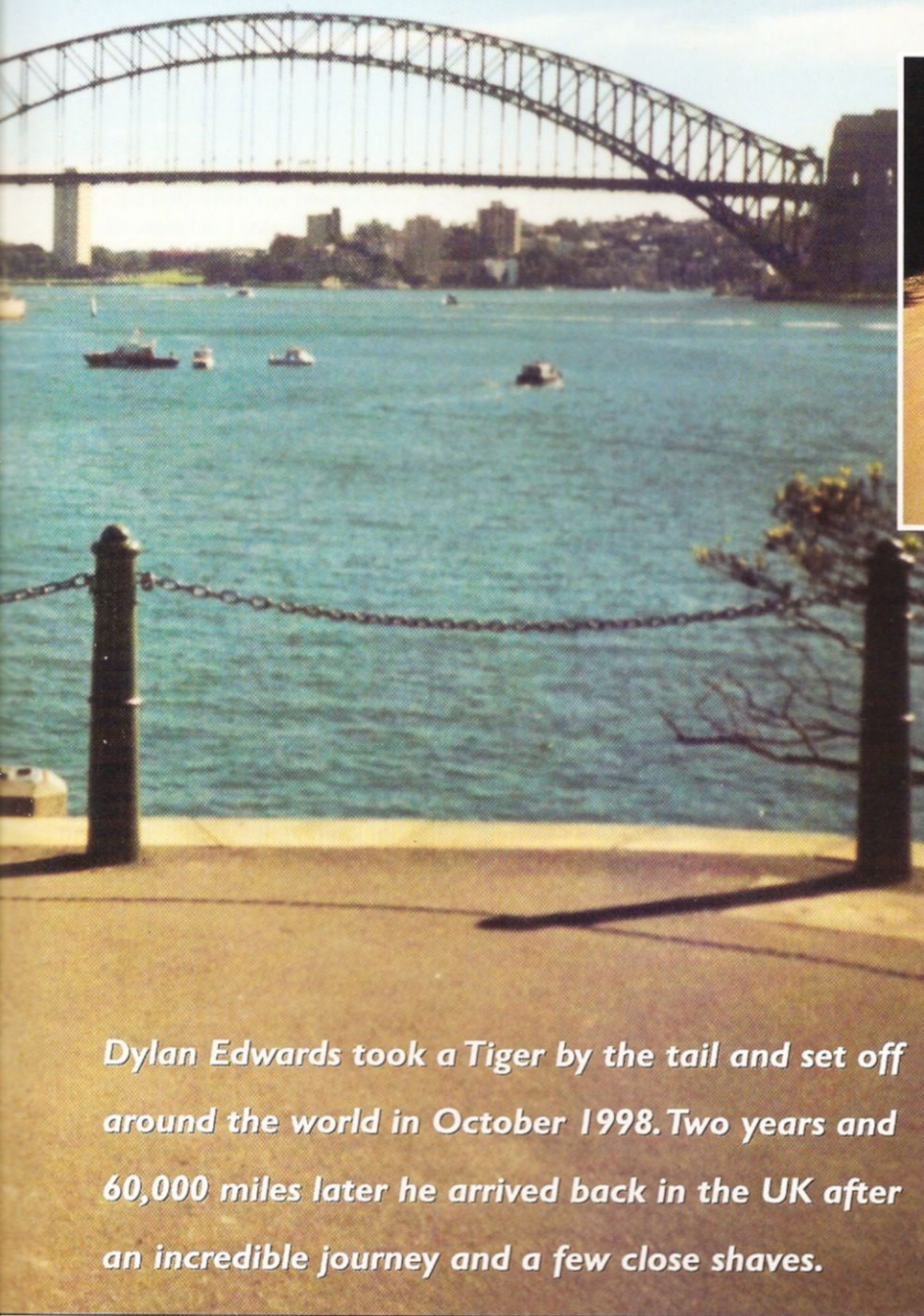
Halfway around - Dylan Edwards with his Triumph Tiger in Sydney harbour.

Right: Riding the Australian outback was the best part of Dylan's adventure - but it had its bad moments.

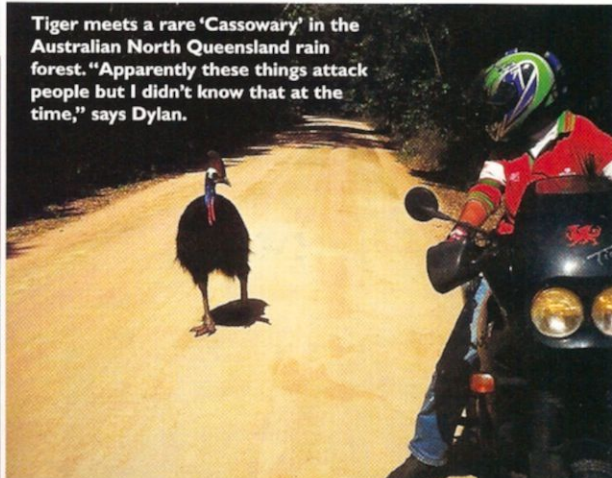




# around the world



Tiger meets a rare 'Cassowary' in the Australian North Queensland rain forest. "Apparently these things attack people but I didn't know that at the time," says Dylan.



*Dylan Edwards took a Tiger by the tail and set off around the world in October 1998. Two years and 60,000 miles later he arrived back in the UK after an incredible journey and a few close shaves.*

**“WHY?”** that's the question most bikers ask. Not why did I rode around the world on a bike but 'Why a Triumph?'

The reasons, above all else, are that I really enjoyed riding the Tiger and liked its robust looks and design. Many of the bikes I tested may have taken me around the world but I also wanted to have fun, both on and off the 'blacktop' without forsaking comfort

for long distances.

So my old sports bike was sold and the Tiger bought - an ex-demonstrator from Wood's of Abergele, North Wales, with 800 miles from new. Three weeks and 840 miles

**THE journey:** UK, USA, NZ, Australia, Singapore, Malaysia, Thailand, Laos, Thailand, Nepal, India, Pakistan, Iran, Turkey, Greece, Italy, Switzerland, France, UK.  
**Start:** October 1998. **Finish:** August 2000

later, my new pride and joy was secured on a pallet, cocooned in bubble-wrap and loaded on a ship destined for New York. I joined it ten days later and my trip on foreign soil began.

Retrieving the bike from Port Newark was easier than I'd expected - although it took two days. I was fortunate to be assisted by a local friend and within half an hour of sitting on the Tiger I was fighting with the yellow cabs in the centre of Manhattan - excellent!

The following day my journey across the USA began with a short, cold run to the nation's capital where I spent the afternoon riding around the sights of this diverse city. I rode westwards into the evening, stopping for the night amongst the V8 truck racing locals of 'Front Royal'.

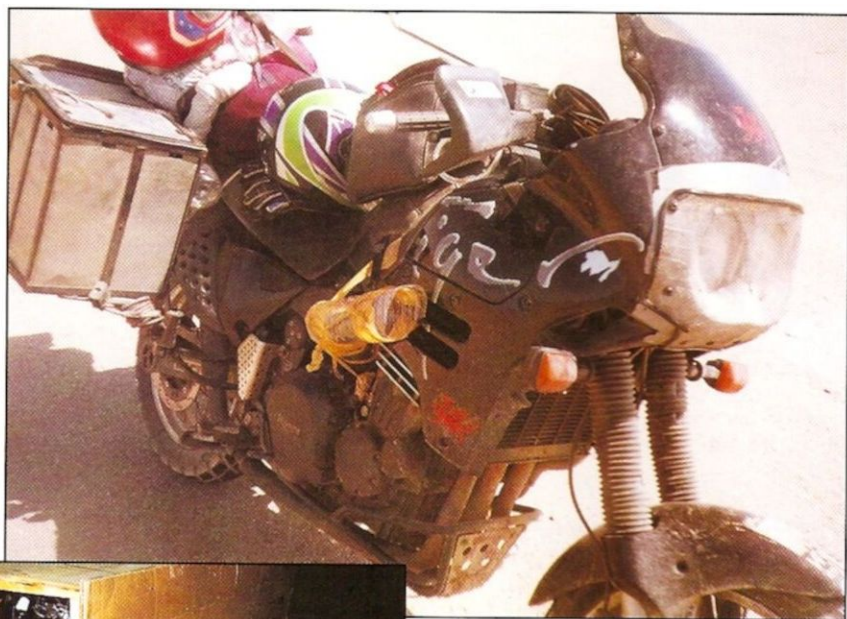
Over the next few days, as I rode through the beautiful 'fall' colours of the Blue Ridge Mountains, one of those pick-up trucks nearly brought the trip to an early end by pulling out across my path on a long straight section of a quiet road.

I must have been more visible approaching him sideways with the rear wheel locked-up 'cos he stopped half way across, giving me a split second to release the brakes and shoot past him on the wrong side of the road. Phew! Now I knew I could slide it around fully-loaded!

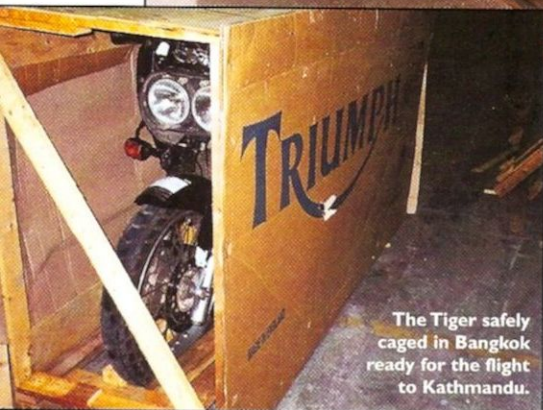
For the following few weeks I adjusted to life as a the long-distance tourer.

Camping in sub-zero temperatures became the norm as did covering up to 600 miles a day. The landscape changed from the wooded mountains of the East to





Trying to increase the airflow to the carbs in 55C heat in southern Iran.



The Tiger safely caged in Bangkok ready for the flight to Kathmandu.

the swamps and cotton fields of the deep south; the fertile lowland cattle ranches of Texas, before rising up again through New Mexico to the snow-capped rocky mountains of Colorado.

The bike became an extension of my body and before long, it felt strange to contact the ground with the soles of my boots rather than through the tyres. That's probably why I was so upset first time I dropped it - at about 20mph in a snow storm on a twisty mountain pass near Aspen, Colorado.

It wasn't the broken indicator lens, scratched plastic bits or even the twisted levers and handlebars, it was just that I couldn't believe I'd lost control of my lower 'body part'.

That first spill was a major event, involving immediate back-straining attempts to lift it and then quickly unloading the luggage before setting it on its stand and re-loading. Many more falls were to follow - after which I was more likely to sit on the nearest rock, have a smoke and wait for someone to give me a hand!

The snow didn't stop that day so I parked the Tiger up for a few days and went skiing!

Further West, the weather improved - and so did the roads. First there were the

classic bullet-straight converging lines of 'Route 66' and the Arizona plains, followed by the fantastic twisty country roads of California, great fun. I completed the coast-to-coast crossing by riding over the Golden Gate Bridge to San Francisco.

Anyone within earshot would probably have branded me as a giggling, blubbing, singing madman - what a feeling!

The original plan had been to ship the bike from LA to Auckland, New Zealand, by sea (taking three to four weeks) but bike shipping specialists 'Carotrans' flew it there at little extra expense in three days.

By the first weekend in December, at the onset of their Summer, I was mobile again on a fully serviced Tiger with new rear tyre.

I covered 8365 miles in New Zealand. The country is a motorcycling heaven. The roads are twisty and quiet, the people as friendly as you'll ever meet and the scenery (especially in the South Island) just stunning.

Some of the road surfaces are perfect; some turn to gravel halfway around a corner. Interesting... but carry spare underpants... There are loads of dirt tracks and you can even ride along '90 mile beach' - until you get hit by a huge wave and sink, like I did!

I continued exploring New Zealand until the weather signalled that it was time to fly myself and the bike to the land of OZ.

IT'S BIG! So big that in 12 months I added over 24,000 miles of wear to the Tiger.

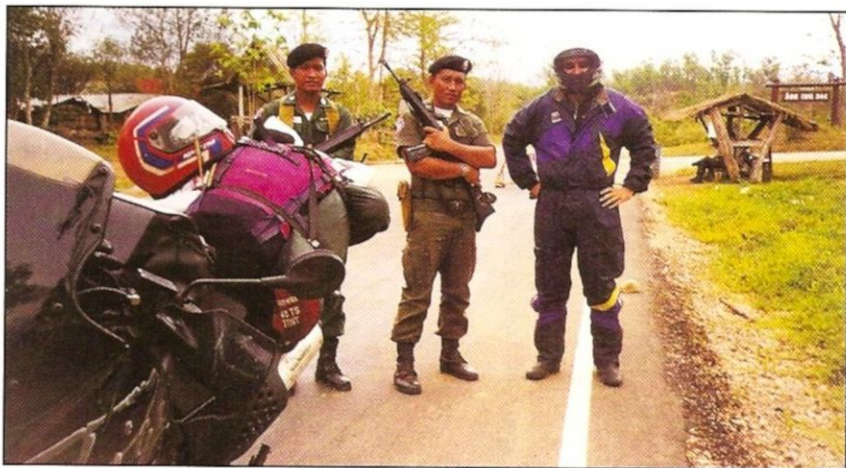
It was in Australia that I did most off-road riding. This included a lone four-day sand/dirt-track adventure from near Perth across the great Victoria Desert to 'Uluru' or 'Ayers Rock'. This 'red centre' is the 'real' Australia with road houses at Aboriginal communities and stations (farms) which sell fuel and have water to refill your containers. Otherwise it's pure loneliness and freedom. Fantastic!

On some sections of the better-kept tracks I was able to fly along at between 80 and 100mph. Others were so rough and sandy that they tested the bike and my fitness to the limit. This journey was the best part of my two-year adventure.

Following a much-needed period of work it was time for a change of culture. Unloading the bike in Singapore provided the first engulfing crowd of onlookers - something I had to get used to throughout Asia.

I'll remember South East Asia especially for two things - friendly smiling people and the food!

The monsoon came early so some of the riding was through flood waters but it was always warm so I soon dried off between storms. In some areas the roads, scenery and cultural bombardment were awesome - such as the roller-coaster ride from Vientiane to Luang Phrabang in Laos.



With Thai soldiers at a checkpoint near the Burmese border.





Nothing but sand - southern Pakistan near Dalbandin.

Then, when my butt became tired of the saddle, it was easy to find a short ferry or long-boat ride to an idyllic beach and perfect relaxation!

Finally, there was Bangkok. What can I say about Bangkok? Uhm... bizarre just about sums it up I think!

Bangkok would be the last place I'd find a Triumph dealership before Europe so now was the time for a thorough service. Admittedly, I was expecting the worst as I searched the back streets for 'Thunderbirds Thailand Ltd.' but what I found was Joe Boonprasom Sirivongse and his band of merry mechanics - the best and friendliest bike workshop I've come across!

Over two days, not only did we give the bike the best possible preparation for the

- but it ran!

I didn't ride a lot in Nepal. I became relaxed and intoxicated by the addictive charm of the people, or was it the altitude and all that fine 'Mount Everest' whiskey? Whatever the cause, I loved it. Time to admire the scenery, watch people, and reflect on life.

Also time to have a local fabricator build me two huge metal panniers for enough fuel and water to cross the forthcoming deserts.

By the time I moved on from Nepal to India I'd linked-up with two English bikers who were also heading home (from New Zealand). It made a nice change. Comforting to have company amongst the crowds and someone to share my experiences.

Many people told me I'd either love or hate India but I can't say I felt either emotion. I enjoyed the experience and riding through their crazy traffic but I didn't like the inescapable crowds. Some of them would even follow us into our hotel rooms to stare.

It's impossible not to have some physical contact with man, beast or machinery (or all three in my case!). I did, once, ride after dark in India and once again came close to going home in a box. Can anyone explain why Indian trucks don't use headlights after dark - not even when overtaking another unlit truck?

I was glad to leave India. I felt that the Tiger was being worked too hard with the constant braking and acceleration to avoid trucks and ox carts - especially as it rarely dropped below 40 degrees C.

It was pleasant to find that I immediately liked Pakistan with its interesting and friendly people. It was also great to find a road where I could use the Triumph's torque again - the famous 'Karakoram Highway', rising through great scenery to 4700 metres at the Chinese border in the Himalayas.

I knew this would be the last cool air I'd feel for a while but nothing could have prepared me for the temperatures we soon encountered in the deserts of southern Pakistan and over the border into southern Iran. Fifty to 55 degrees C with the wind

burning any uncovered skin. It was literally blistering!

The bike was running so hot that I expected it to stop any minute - and suddenly it did. I wasn't surprised because in Australia, every time the air temperature rose above 45 C, the bike would not run if it had less than half a tank full of fuel. One day it stopped 12 times but would continue again after a few stationary minutes.

This had been attributed to a partially blocked fuel tank vent and subsequent fuel vaporisation.

Well, when it stopped in the Iranian desert (which was very, very scary) it would not restart. Thinking the aforementioned problem was to blame I made a masterful system of air ducts from plastic water bottles to increase air flow around the carbs. It didn't work.

That evening, following a short ride in the back of an Iranian's pick-up truck, I traced the fault to a blocked in-line fuel



An Indian shepherd meets a Tiger between Varanasi and Agra.

filter. It was fitted to filter the poor quality fuel but had now dissolved into a solid mass!

It was now time to head for home. I made a few stops to help a Danish duo fix their ailing Enfield Bullets and to soak up the Mediterranean sun before returning to those familiar European roads.

It was in southern Italy that I met a couple heading for Spain on their perfect, shiny-clean, brand new yellow Tiger. After admiring their new Tiger and my battle-scarred version they asked where I had been.

Explaining just what I had seen over the previous two years made me happy and proud. Who knows, maybe I inspired them and they didn't stop in Spain? I hope they carried on!

Two years away and time to step off the Tiger. I didn't want to end our adventure and the Tiger didn't seem to either. It ran like a dream all the way back. It has completed 59,000 miles in all conceivable conditions and after a quick scrub it really doesn't look that far from new.

Needless to say, I've got the maps out again too!



They wouldn't let Dylan park the Tiger outside in Tabriz, Iran, so it resided in hotel reception - room and parking for \$3.

long journey home but also managed to rebuild a genuine Triumph delivery crate around the Tiger for its flight to Nepal. All this, and not a single 'Baht' charged for their time.

It's ironic that the greatest generosity is still to be found in poorer countries where material gains remain secondary to true enthusiasm. At the other end of the spectrum, flying the bike from Bangkok to Kathmandu proved to be one of the most stressful tasks that I encountered - a catalogue of attempted rip-offs!

Finally, with a few extra grey hairs but proud not to have paid any 'baksheesh', the bike was unpacked and filled with the 'super' mix of half-petrol and half-kerosene that is Nepali fuel. It ran terribly



# STEP-IN

Triumph have developed two outerwear garments that will help keep the rider more comfortable during the winter months. The Sympatex® Aspen Suit and Chevron Oversuit use unique step-in step-out systems, making the garment very easy to use.

## Sympatex® Aspen Suit

Following 18 months of development work in conjunction with Sympatex® Technologies GmbH, Triumph has produced a product for all seasons. The step-in and step-out design allows the rider to put the suit on and remove with ease and speed. The garment is 100% waterproof, very breathable and windproof, thanks to the Sympatex® performance membrane. Following hours of development and testing, the suit is also ventilated for those warmer days. The Aspen Suit also features CE 95 approved inserts in the shoulder, elbow and knee, 3M reflective features across the shoulder and back and is fully constructed from heavyweight Cordura®. A fully removable quilted lining also aids heat retention.

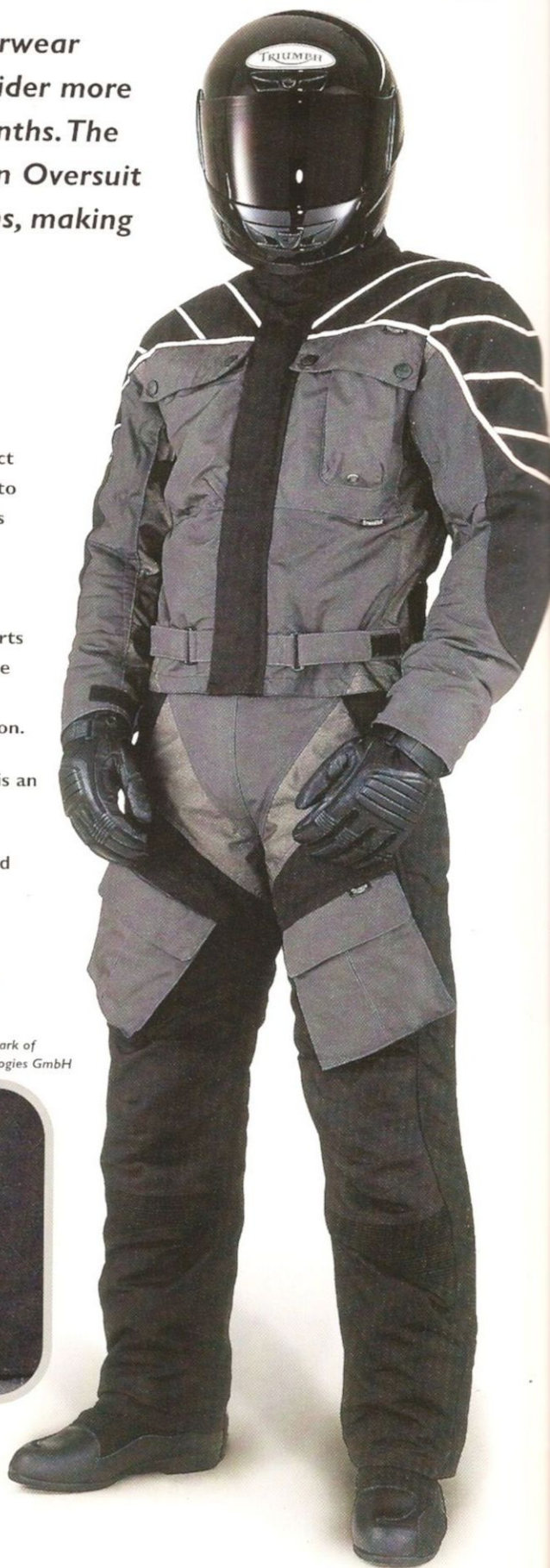
Whether you are a city commuter or enjoy sports touring, this is an essential piece of motorcycle clothing.

The Sympatex® Aspen Suit will be available from your authorised Triumph dealer from early January 2001.

Size	Part Number
XS	M2040000
S	M2040100
M	M2040200
L	M2040300
XL	M2040400
XXL	M2040500

**SYMPATEX®**

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# STEP-OUT

## Chevron Oversuit

Imagine the scene: You are out riding on what seemed to be a clear spring morning, when part way through your journey you encounter adverse weather conditions. You are wearing your leather suit, so you stop at the side of the road to put your waterproof oversuit on. The ideal solution would be to get in to the suit very quickly, before you get too wet. However, you have to remove your boots and balance yourself why you put the garment on.

Triumph have developed a waterproof oversuit that is perfect for this situation. Two full-length zips allow the rider to step into the product and zip the oversuit together with a minimum of hassle. The garment is constructed from nylon, and features highly visible 3M reflectives and a storage bumbag. The oversuit comes in black, red or yellow, and is currently available from your authorised Triumph dealer.



Black		Red		Yellow	
Size	Part Number	Size	Part Number	Size	Part Number
XS	M9990100	XS	M9991100	XS	M9992100
S	M9990200	S	M9991200	S	M9992200
M	M9990300	M	M9991300	M	M9992300
L	M9990400	L	M9991400	L	M9992400
XL	M9990500	XL	M9991500	XL	M9992500
XXL	M9990600	XXL	M9991600	XXL	M9992600



# 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.

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# Discount deals

## ● RATs in the Rockies

ROCKY Mountain Motorcycle Holidays and Triumph Canada are again joining forces to organise a week-long 'RATs in the Rockies' tour that will this year run between May 27 and June 3.

The trip starts in Whistler, British Columbia, and takes in seven days on the twisty mountain roads of the Rocky Mountains of western Canada.

Triumphs can be provided for hire, with models including Speed Triples, Sprint ST and RSs, Trophys and Tigers as well as the new Bonneville. As a special comparison, a 1970 Bonneville will also be available to try.

The price includes transfers from Vancouver, accommodation and meals, maps, guides and a chase vehicle for bags. The special price for RAT members is \$CDN 2150 if you are using your own bike; \$CDN 3500 if you want to hire a bike. Passengers can come along for \$CDN 1000.

Contact Mike Ciebien at [mike@rockymtnmoto.com](mailto:mike@rockymtnmoto.com) or see [www.rockymtnmoto.com](http://www.rockymtnmoto.com) for information and bookings. Mike can also help if you need to arrange flights.



## ● Highlights of Ancient Greece

GREEK tour operators Triumph Bike Tours are offering a massive 20 per cent saving for RAT members taking part in either their Peloponnese or Alexandrian tours next Summer.

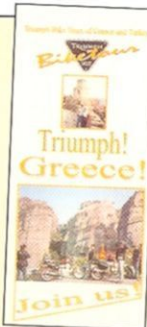
The Peloponnese Tour runs from June 1 to June 11, with the Alexandrian Tour starting on August 24 and finishing on September 5. You can either use your own bike or hire a Triumph from the organisers for an unforgettable holiday in this ancient and beautiful country.

Special RAT prices for the Peloponnese Tour are \$2400 per couple, \$2120 solo, including bike hire, reducing to \$1920 per couple, \$1696 solo using your own bike.

The Alexandrian Tour costs \$2720 per couple, \$2400 solo including bike hire; \$2200 couple, \$1920 solo using your own bike.

Triumph Bike Hire can arrange shipping of members' bikes from the UK for £250-£300 depending on the collection point.

Contact Deb Stagonakis at [tritours@arafin.gr](mailto:tritours@arafin.gr), telephone +3 0294 94905 or check out [www.triumphbiketours.com](http://www.triumphbiketours.com) for more information.



## ● California Triumph hire

MEMBERS planning a riding holiday in California can now take advantage of reduced cost Triumph hire.

We have arranged a ten per cent RAT members' discount rate with San Francisco based Dubbelju Motorcycle Rentals who offer

Triumph Legends for hire. The offer is valid for rentals of three days or more between March and the end of October..

Current rates are \$109 per day for 1-6 days, \$99 per day for 7-13 days and \$89 per day for 14-30 days (plus a \$25 cleaning fee for rentals of three days or more). These may change for

the 2001 season. One-way rentals between San Francisco and Los Angeles, Denver and Seattle are also available, as are group rates.

Contact Dubbelju on 415-495-2774, fax 415-495-2803, email [dubbelju@dubbelju.com](mailto:dubbelju@dubbelju.com) or see [www.dubbelju.com](http://www.dubbelju.com) for more information.

## ● Savings for Kiwi members

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

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

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

## ● Costa Rica Adventure

EXPERIENCE the excitement of riding in Costa Rica with a series of tours being organised by French RAT member Herve Descamps. The 11 day tours include flights from France, hotels, guides and bike hire (unfortunately Triumphs aren't available) and fuel. Herve (who speaks good English) has organised several RAT events in France and is offering a 15% discount for RAT members. Contact him on +33 4.66.85.42.96, by fax on +33 4.66.85.40.57 or by email at [herve.hdp@wanadoo.fr](mailto:herve.hdp@wanadoo.fr).



## ● Cut price crossings

REDUCED fare ferry crossings are available for RAT members on a range of sea crossings. Choose your route and operator and call the numbers listed, quoting the relevant references. To obtain a discount it is necessary to pre-book before you travel.

### ● STENA LINE ferries offer discounts on

crossings between Harwich-Hook of Holland, Holyhead-Dun Laoghaire, Fishguard-Rosslare, Stranraer-Belfast and various Scandinavian routes (information on request). Special fares on Harwich-Hook routes depending on date and time of travel (call for details), 20% off published brochure fares on Irish routes and 10% off published



prices on Scandinavian routes. Discounts subject to availability. Call +44 (0)990 204402 stating account number BC047. For Irish Sea reservations also quote Reduction Code RAT. For Scandinavian reservations also quote Reduction Code RST.

### ● P&O STENA LINE ferries offer members 30% savings on their Dover-Calais crossings.

Call +44 (0)87 0600 0600 quoting reference TMS 50531 Retail Promotions.

### ● HOVERSPED offer 30% reductions on their Dover-Calais, Folkestone-Boulogne, Newhaven-Dieppe and Dover-Ostend



routes. Members crossing by car save 15%. Call 08705 240241 (UK), 0820 00 3555 (France), 059 559911 (Belgium). Quote reference ST/TRB for standard return fares, EX/TRB for five-day return fares. Use the suffix TRC for car fares.

### ● P&O NORTH SEA FERRIES offer a 10% saving on crossings between Hull and Rotterdam or Zeebrugge. Call 01482 377 177 in the UK, 0181 255 555 in Holland or 050 543 430 in Belgium, quoting 'Riders Association of Triumph' and your membership number.

● Fernet insurance: Save 15% on TriumphCare insurance with Fernet, see their ad. on page 15.



# Bonneville Reborn



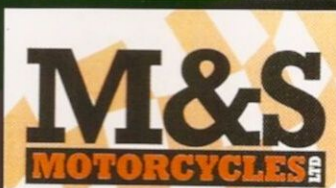
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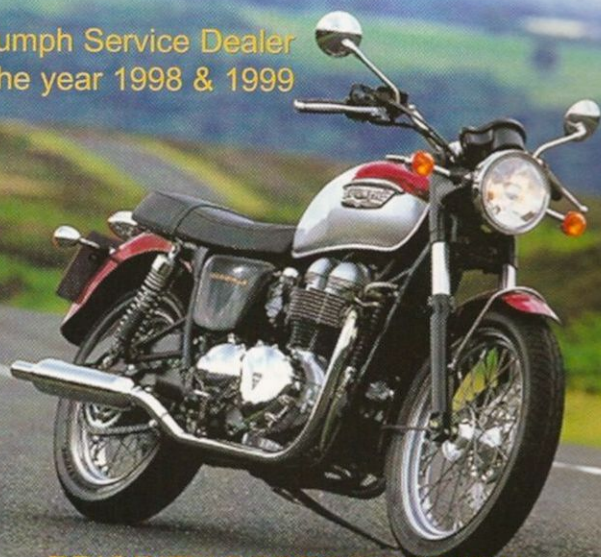


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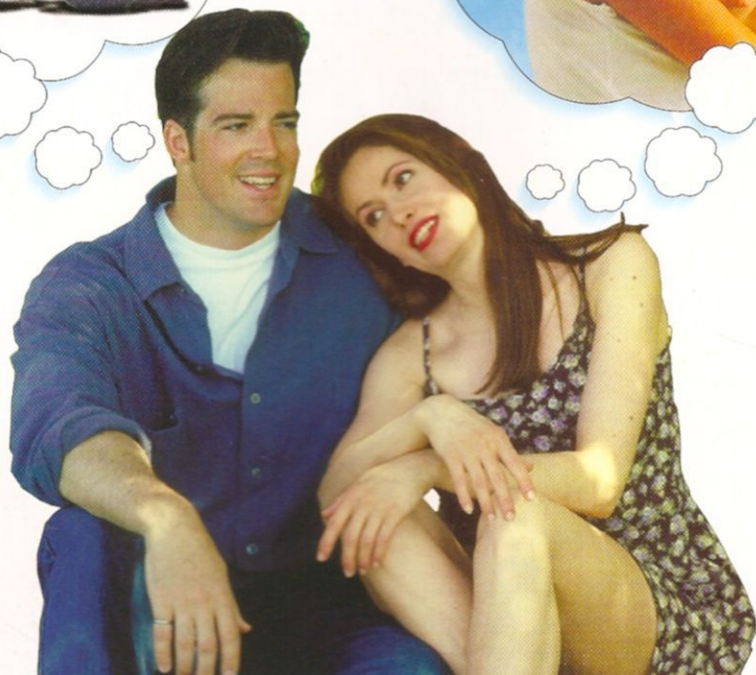
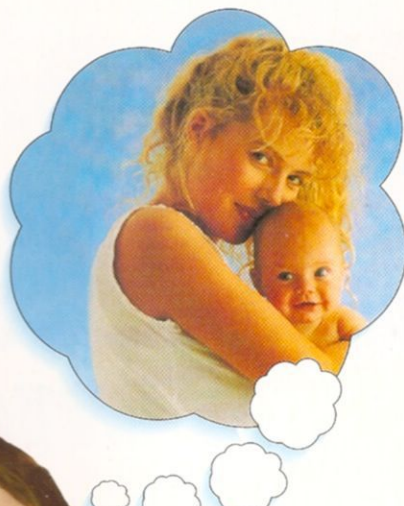
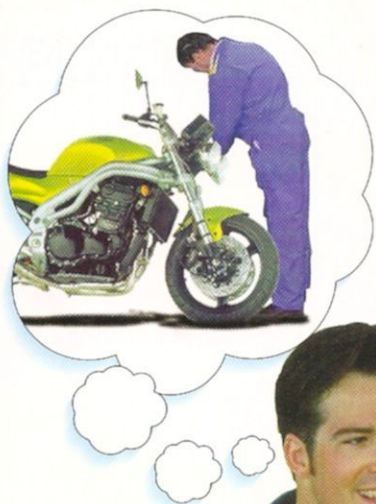
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