

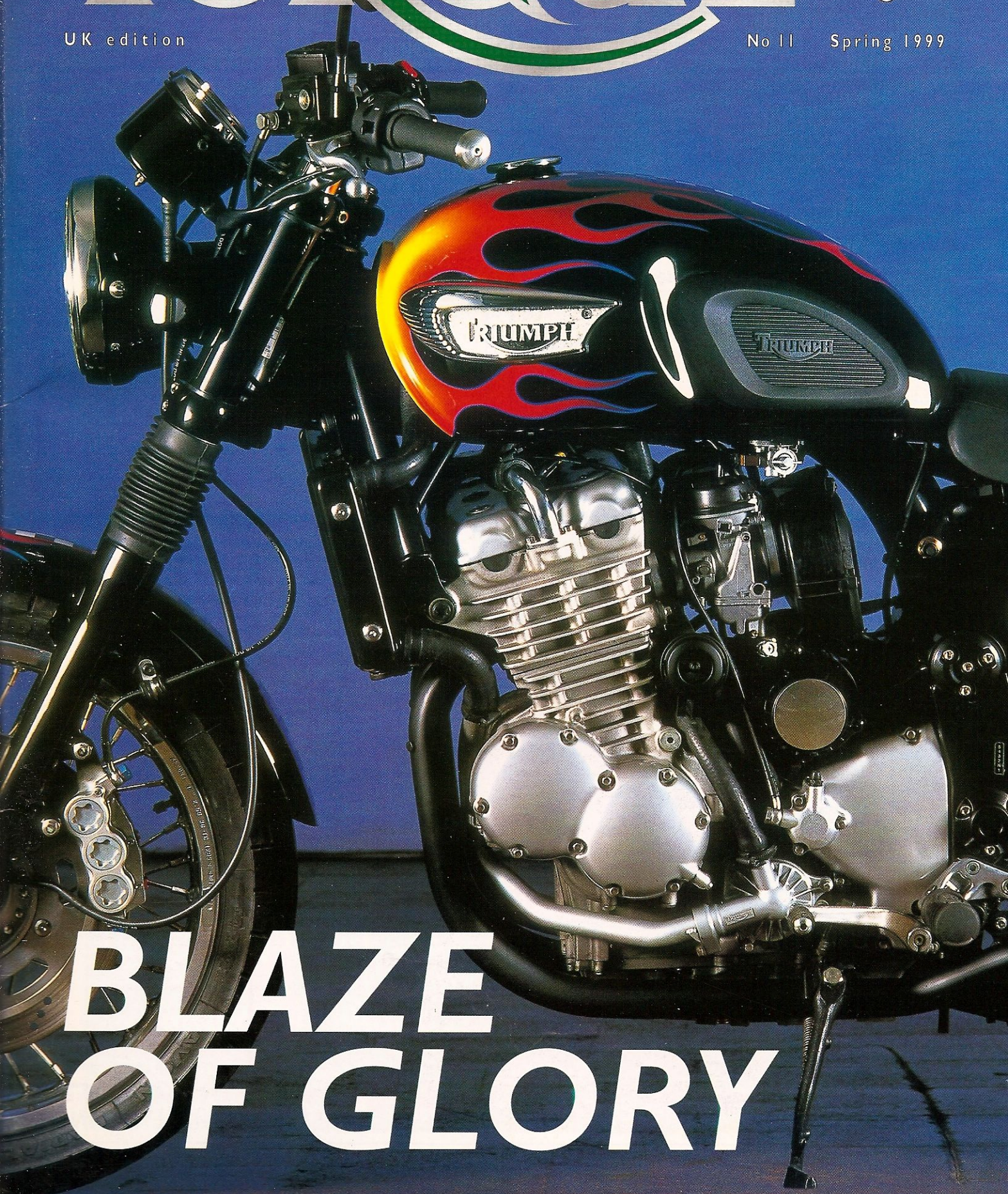
TORQUE

THE MAGAZINE OF THE RIDERS ASSOCIATION OF TRIUMPH



UK edition

No 11 Spring 1999



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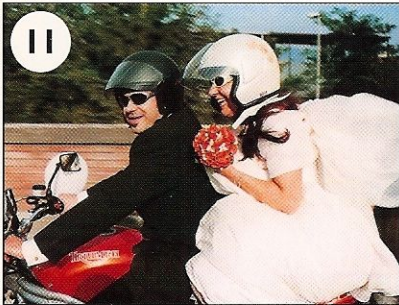


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what's *inside*



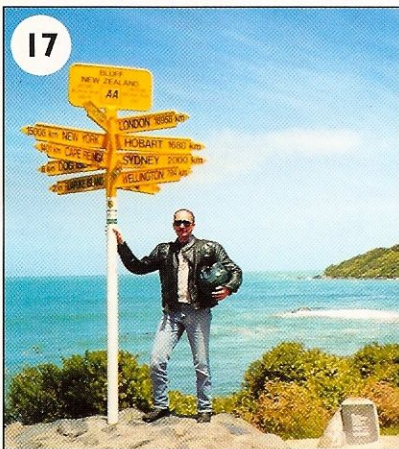
11

4 Triumph News

All the latest news and information from the world of Triumph. See the latest version of the famous Thunderbird and check out the new service schedules.

10 RAT World

Action from RAT members around the world. A wedding on wheels, fun in the sun, and a snowy Beaujolais Run.



17

12 What's Happening?

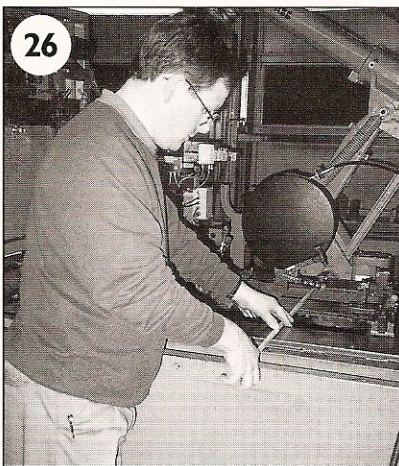
Get your diary out. Our 1999 schedule is already brimming with events to suit all tastes. There's never been a better excuse for riding your Triumph.

17 On Tour

Alex Eggert heads down under to explore the dramatic scenery of New Zealand's South Island and experiences the best day's riding of his life - day after day!

22 Letters

Your news, your views and a photo gallery of members and their bikes. Why not show us yours?



26

26 Factory Tour

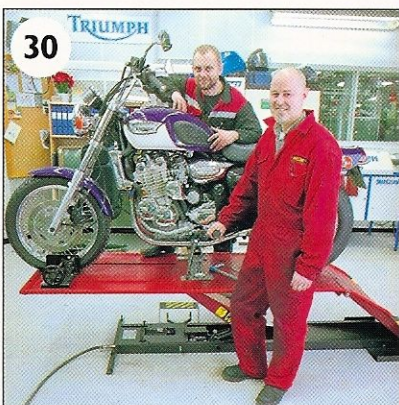
'Kaizen' is the science of improving things. Triumph's own Kaizen engineers explain how they use the system to help build better bikes.

30 Project Trumpet

Swedish style and engineering expertise combine to produce a wild Adventurer.

36 Deals on Wheels

However you use your bike, get the most from your RAT membership by using the cash saving deals we have put together.



30

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Up front

WELCOME to the latest edition of Torque and the start of the best riding season yet for *RAT* members.

In the two years since *RAT* was established we have been working hard to create a club that brings together owners of modern Triumphs from all over the world and offers the widest range of terrific riding experiences.

It's a big world and there's still a lot of work to be done, but I think you will see in this edition of the magazine that we're making real progress.

French and German language readers will see the biggest difference. For the first time we are publishing the whole magazine in three languages, including some pages specifically relating to news from your own region. Members in North America

now also have their own edition of Torque containing special pages dedicated to news and events in the United States and Canada. This is in place of the national newsletters we have previously produced and will hopefully make Torque a more interesting read for everyone.

A look at our 'What's Happening' pages will reveal what we've been planning during the Winter.

To ensure that all members have access to club activities that appeal to their riding tastes, we have worked on three different types of event: *RAT* Runs are leisurely rides designed to allow you to enjoy your bike and discover new roads in company with other Triumph owners; *RAT* Adventures are more testing schedules for those wanting to stretch their horizons; *RAT* Tracks are designed to help riders with



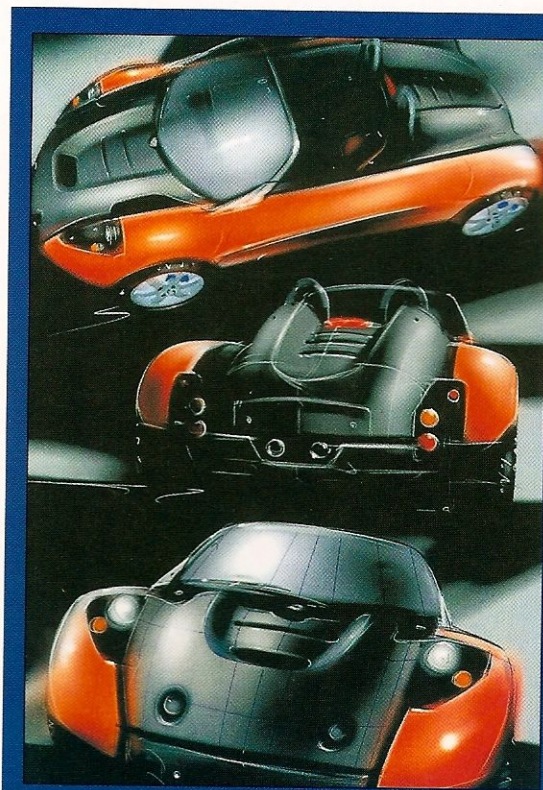
a taste for sports riding to develop their riding skills and confidence.

We are also working to develop the geographical spread of our events and our network of active dealer packs, to provide something close to home for all members and to bring members from different areas together.

Again, it's a big world and there's no magic wand we can wave to get instant worldwide coverage, but we hope that as many members as possible will join us on club events during '99.

Let's get riding!

Neil Webster
International Club Manager



Four wheel Triumph

POWERING Triumph's top tourer isn't the only place to find a Trophy 1200 motor. British sports car constructors Strathcarron have chosen the Hinckley built engine to drive their new four-wheel creation.

Working with their chassis design partner Reynard Motorsport, Strathcarron Sports Cars have developed two versions of the lightweight vehicle - a road car and a race car.

Futuristic styling makes the Triumph powered Strathcarron sports car stand out from the crowd.

In race trim the car weighs just 500 kgs, while extra equipment takes the road car up to a still slimline 600 kgs.

"The Triumph unit is the ideal basis for a sports car engine," said a Strathcarron spokesman. "It is inherently light, compact and powerful and comes with a built-in six speed sequential gearbox. The fact that it is produced in England is a bonus."

Production is scheduled to begin at the Strathcarron's Silverstone factory in September, with the cars selling for under £20,000.

Thunderbird returns

TRIUMPH'S popular Thunderbird model is back! Suspended from the range at the end of last year, the classically styled roadster has been re-introduced for 1999 with a host of new features.

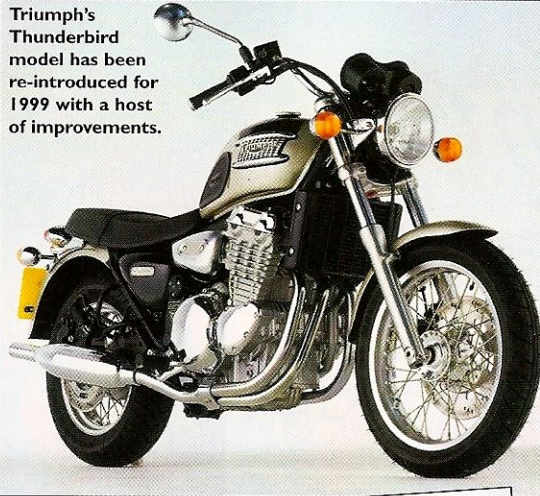
The bike now has a six speed gearbox to provide effortless cruising and improved fuel efficiency from the proven 885cc three cylinder 70PS engine. The engine covers are polished and chromed and the engine itself is powder coated.

A new rear subframe, repositioned sidepanels and a re-contoured seat provide a lower riding position, while tank knee pads are fitted as standard.

The Thunderbird's stunning lines are complimented by a choice of two new exciting two-tone metallic paint schemes and there is a huge range of Triumph accessories available to allow the rider to customise their bike to their own tastes.

The first of the new Thunderbirds went on sale in February.

Triumph's Thunderbird model has been re-introduced for 1999 with a host of improvements.



The revised specification includes a choice of two all-new two-tone metallic paint schemes.

Network growth

CONTINUED growth of the Triumph distribution network has seen the company appoint a distributor in the Central American state of Costa Rica.

Long established Motos Breymann SA are based in the capital, San Jose, and previously imported Meriden-built Triumphs as well as Norton and AJS machines. They also organise bike tours of the country.

The Triumph network now covers 38 countries in Europe, North and South America, Africa, Asia and the Pacific.

Swiss changes

TRIUMPH distribution in Switzerland has been taken over by Triumph France SA.

The Paris-based Triumph Motorcycles subsidiary has been expanded to provide staff dedicated specifically to the complex Swiss operation, which covers three language areas and a network of 30 dealers.

Owners planning to visit Switzerland should note this change in their RAT member's handbook.

Service schedules

SERVICE requirements for all Triumph models fitted with carburettors have been revised to eliminate the need for an intermediate service every 3000 miles. This service was never required on fuel injected models.

The new service schedule now

requires a dealer service at the following intervals (whichever comes first): 500 miles (800 kilometres)/one month; 6000mls (10,000 kms)/one year; 12,000 miles (20,000 kms)/two years; 18,000 miles (30,000 kms)/three years; 24,000 miles (40,000 kms)/four years; 30,000 miles (50,000 kms)/five years.

For example, a rider travelling 4000 miles each year would have their bike serviced according to the time stipulation. A customer travelling 6000 miles in less than a year from the previous service would have their bike serviced according to the mileage stipulation.

Flying start for Sprint

ENTHUSIASTIC press coverage has greeted the new Triumph Sprint following its world press launch at Seville.

Journalists from 11 countries joined the week long tests in southern Spain, testing the all-rounder over a variety of road conditions. The result was massive press exposure for the bike during December and January and a series of follow-up tests that pitched the Triumph against its main rivals in the competitive sports tourer class.

Britain's prestigious 'Bike' magazine and the authoritative

German 'Das Motorrad' both ranked the Sprint top in a four-way shoot-out with the Honda VFR800, Ducati ST4 and BMW R1100S - a terrific accolade for the all-new British machine.

Production of the bike is now in full swing at Triumph's Hinckley factory and many Triumph dealers are offering demonstration rides to interested customers, confident that its combination of comfort and performance will appeal to a wide range of riders.



Trophy to the rescue



Trophy power provides Scania truckers with a rapid response breakdown service. Photo courtesy of Scania (Great Britain) Ltd.

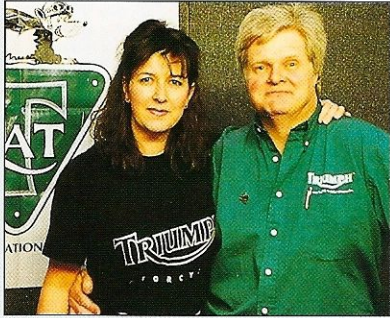
BRITISH trucking company Keltruck have enlisted Triumph power to help them beat the congestion that plagues their region's motorway system.

West Midlands distributor for Scania trucks, Keltruck have equipped a Triumph Trophy 1200 to provide a 24 hour emergency breakdown service. As well as essential tools and basic parts, the bike carries twin 24 volt battery booster power packs capable of jump starting a truck, bus or coach.

"These roads are simply gridlocked for much of the time," explained Keltruck's

Chris Kelly. "For years any truck driver needing help faced a long wait while a service van crawled through the traffic." With most breakdowns caused by simple electrical problems or faults which required only light parts or equipment, the Trophy proved the ideal solution to the problem.

"Even where a service van is eventually required, the rider is able to feed back the precise nature of the problem which means we will have the right parts and equipment to hand when the van does finally make it to the scene," added Mr Kelly.



Boyer Racing's Bill Saker and Triumph fan Jane Pellatt.

It's showtime!

JANUARY saw the annual Road Race and Superbike Show come to Alexandra Palace, London, where RAT took the opportunity to show off the impressive events calendar and benefit deals available to club members during 1999.

Assisted by Boyer Racing of Plumstead, there was considerable

interest in the new club format developed during the winter months (see page 4).

"Response has been fantastic" said UK Club Co-ordinator Lee Parslow. "We've handed out hundreds of event details and application forms, with some Triumph owners even joining up at the show. Interest came from all types of rider, from sports bike owners to guys riding big cruisers, proving that our '99 package has something for everyone."

Top Guns

TRIUMPH'S top UK dealers and salesmen were rewarded for their outstanding efforts in an awards ceremony at the National Motor Cycle Museum in February.

With prizes for customer service as well as sales results, the awards are designed to recognise the dealers' role in Triumph's development.

In top spot for customer service satisfaction, taken from responses to the customer survey mailed to all new Triumph purchasers between October 1997 and November 1998, was Wylie and Holland from Market Drayton.

Kevin Flint from Clay Cross Power Sports in Chesterfield took the honours as Northern Salesman of the Year. Roy Edden from Ideal Garage in Birmingham took the Midlands prize. In the South East, Darren Holman from Hughenden M40 in Oxfordshire scooped the award for the second year in succession with Chris Wood of Three

Cross Motorcycles in Wimborne showing excellent form in the South West.

Most Improved Dealer award for 1998 went to Hughenden M40, their second prize of the day, with the top UK Dealer award being taken by Bridge Motorcycles of Exeter.

Carl Rosner of Croydon took the Best Service Dealer prize and the final award of the day, for support of the TriumphCare insurance programme, went to Fowlers of Swindon.

Presenting the winners with their prizes, Triumph's UK Sales and Marketing Manager Bruno Tagliaferri said: "To have won an award here today is a remarkable achievement, given the quality of our UK dealer base. It highlights the high standards of Triumph dealers and their staff, not just today's award winners but all authorised UK Triumph outlets, giving our customers complete confidence when purchasing one of our motorcycles."



Winners take all. Back row left to right - Stuart Anthony from Bridge Motorcycles, Darren Holman and Mike Cooke from Hughenden M40, John Davies and Roy Edden from Ideal Garage and Triumph UK Sales and Marketing Manager Bruno Tagliaferri. Front row left to right - Ann Wylie from Wylie and Holland, Carl Rosner, Kevin Flint, and Cliff Holland from Wylie and Holland.

RAT Riders Award Scheme

To make your riding more interesting in 1999, the RAT Riders Award Scheme is being piloted in the UK.

Log books will be issued at official UK RAT events in 1999.

You should then present your log book at each regional or national RAT event (dealer pack meetings and runs are excluded), where the organiser will enter a unique stamp to verify your attendance.

There will be a different stamp for each event, making the log book an interesting record of your season's adventures in its own right.

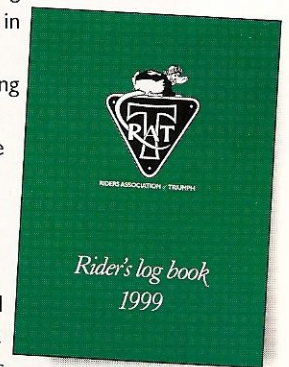
Every member participating in the scheme will qualify for an award - Gold, Silver and Bronze badges will be allocated, depending on the number of stamps in your log book(s).

Up to four stamps earns a Bronze Award, five to seven stamps earns a Silver Award and above seven stamps earns a Gold Award.

There will be a free prize draw for award winners in each category, with a wide range of prizes including a return Hoverspeed channel crossing for a bike and two people and items of Triumph riding gear.

The scheme will only operate in the UK during 1999, but overseas RAT Runs originating in the UK, such as the Beaujolais Run, will qualify. If it is a success it will be extended to cover other countries next year.

The scheme is open to club members only.



PACKchat

**New Pack leader?
Change of venue?
All the latest RAT
Pack updates...**

AT Bridge Motorcycles in Exeter, Earl Richmond has now handed over to Paul Witherford who is looking forward to continuing the excellent contribution made by Earl. Check out Paul on the inside cover of the Winter edition of Torque - fame at last, Paul!

Across to Dorset and **Three Cross Motorcycles** where Pack Leader Chris Wood is now assisted by Nigel Baker - see separate story for full details.

Darren Holman from **Hughenden M40** in Oxfordshire has also gained an extra pair of hands when it comes to organising local RAT events. The 1998 South East Salesman of the Year is helped by pub landlord Pete Janusz, a Daytona 1200 SE owner.

Market Motorcycles of Tring have changed the venue of their regular RAT Pack meetings and the night they meet. They now congregate at the Travellers Rest public house which is in Edlesborough on the A4146. The new meeting date is the second Monday of the month. For information on RAT Runs in the Tring area, phone Nigel Lee at the dealership.

Martin Rice is the new contact for **Balderston Motorcycles**, so give him a call for RAT action in Peterborough.

Webbs of Lincoln now have a calendar of events, as do **Lings** of Watton, Ipswich and Lowestoft.

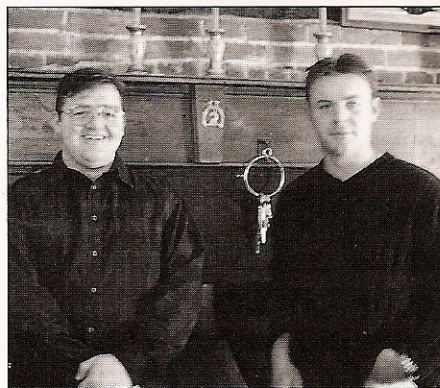
Oxfordshire action

HUGHENDEN M40 of Milton Common in Oxfordshire are launching their own RAT Pack for the start of the 1999 season.

Regular Pack meetings are due to begin soon at the England's Rose pub in Postcombe, where landlord Pete Janusz will assist Pack Leader Darren Holman in organising regular events for RAT members.

"The venue for Pack meetings is superb with excellent facilities for RAT members," said Darren. "With regular activities, numerous factory visits and Pete helping out, Hughenden's Pack will only go from strength to strength," he added.

Building on the success of their recent



Hughenden M40's Darren Holman (right) with England's Rose landlord Pete Janusz.

award for most improved dealer of 1998, Hughenden will host the Triumph roadshow at least twice during 1999, the first visit being April 3 and the second August 14. There will be a barbecue and bar on both dates.

Between September 1 and 6, Hughenden's annual 'Ride Away' will visit the Ardennes Forest region of Belgium, with time spent in Holland.

Streetbike launch



Pack Co-ordinator Graeme Spencer (left) and Malcolm Shelly of Streetbike (centre) with members of the Streetbike RAT Pack.

REGULAR evening and weekend rides are part of the programme put together by the Streetbike of Dudley RAT Pack in the West Midlands

Pack Leader Gary Marshall will be assisted by Pack Co-ordinator Graeme Spencer who has been busy working on ideas and events for Triumph owners in the Dudley area.

"We've had a couple of

factory visits during the winter, and interest is good," said Gary.

"We will be actively supporting the Regional RAT Run programme, especially the Anglesey Camping Weekend where Graeme will lead the Streetbike RAT Pack to the event site.

"All Streetbike customers, RAT members and Triumph owners in the area are welcome," he added.

Hello

THE RAT team now has a full-time UK Co-ordinator.

Lee Parslow (below) is responsible for helping to develop local RAT Pack activities and organising UK events

Contact him at Club HQ on 01455 891515 with feedback and ideas.



Three Cross RATs



Pack Leader Chris Wood (right) with Pack Co-ordinator Nigel Baker.

IT'S been all go in Dorset where Three Cross Motorcycles have been busily arranging their 1999 calendar.

The Wimborne dealer will be organising regular runs and meetings as well as joining in national events. Chris Wood, Three Cross Sales Manager, is Pack Leader and will be assisted by Pack Co-ordinator Nigel Baker, ensuring that local Triumph

owners and RAT members have plenty of action in their area.

"This is a big step forward for Three Cross and local RAT members," said Chris.

"With Nigel assisting, we can ensure that RAT has a real presence in the Dorset area. With the new RAT Run programme, we will be attending some events further afield, too," he continued.

RAT Pack directory

Spring

TOWN	DEALER	NAME	TELEPHONE
Barwell	Windy Corner	Roger Winterburn	01455 842922
Bridgend	M&P Motorcycles	Nick Cowdry	01656 657887
Canterbury	Robinsons of Canterbury	David Powell	01227 766267
Croydon	Carl Rosner Motorcycles	Carl Rosner	0181 657 0121
Dublin	KDI Motorcycles	Paul Wynne	+353-1-4756046
Dudley	Streetbike	Gary Marshall	01384 253464
Edinburgh	Two Wheels	Neil Danskin	0131 667 7305
Exeter	Bridge Motorcycles	Paul Witherford	01392 260200
Fareham	Rafferty Newman	Chris Linney	01329 232424
Glasgow	Scotbike	Jim Kane	0141 945 5055
Hull	Miles Kingsport	Jason O'Neill	01482 323529
Leeds	Eddy's Motorcycles	Eddy Wright	0113 232 6665
Lincoln	Webbs of Lincoln	Peter Littlewood	01522 528951
London	Boyer Racing	Bill Saker	0181 854 8133
London	Metropolis	Andrew Hale	0171 793 9313
Melton Mowbray	Len Manchester Mc's	Arnold Fletcher	01664 562302
Nottingham	Pidcock Motorcycles	Chris Pidcock	0115 969 2200
Oxford	Hughenden M40	Darren Holman	01844 279701
Peterborough	Balderston Motorcycles	Martin Rice	01733 312311
Preston	Bill Head Motorcycles	Andrew Barns	01772 252066
Shepperton	Jack Lilley Motorcycles	Robin Johnson	01932 224574
Tring	Market Motorcycles	Nigel Lee	01442 822599
Watton, Ipswich & Lowestoft	PFK Ling	Paul Barkshire	01473 272789
Wimborne	Three Cross Motorcycles	Chris Wood	01202 824531
Worcester	Skellerns Motorcycles	Jenny Smith	01905 20580

Beaujolais runners

HARDY souls from England, Ireland, France, Monaco and Germany braved freezing temperatures to make November's third *RAT* Beaujolais Run the best yet.

Thirty-eight members made the trip to eastern France to join in the fun surrounding the release of Beaujolais Nouveau. They were rewarded with the usual superb party atmosphere as over 2000 people came together in a huge marquee in the village of Beaujeu for dinner, a spectacular cabaret and all-night dancing.

Fireworks at midnight announced the release of 1998 Nouveau which was voted a success after copious free tastings at the many stands set up by winemakers in the village square.

The biggest national group was the 20 strong British contingent who cheerfully took freezing fog and snow in their stride as



Above: Members from five countries made the trip to eastern France for the annual *RAT* Beaujolais Run.

they covered over 1000 miles of wintry French autoroute.

Plans are already being made for this year's run, which will take place around the launch of

The party atmosphere in the village of Beaujeu has to be experienced to be believed.



Nouveau '99 on November 17. If you want to put your name down for one of the

limited number of places contact Club HQ on +44 (0)1455 891515.

Sun drenched debut

SUN and sea were on the menu for the first *RAT* national meeting in Brazil in November.

Members from the states of Sao Paulo, Minas Gerais, Rio de Janeiro and Santa Catarina met up for the three day bash at Angra dos Reis, near Rio, for ride-outs, parties and a boat trip.

The Brazilians now plan a regular programme of meetings and would welcome visits to their country from members around the world.



Brazilian members from several states came together at their opening national meeting.



Francesco and Patrizia Sestini enjoy their big day with their Speed Triple.

Latin lovers

DEDICATED Italian Triumph fans Francesco and Patrizia Sestini decided they already had the ideal transport for their wedding day - their T509 Speed Triple.

Escorted by members of the Firenze RAT Pack, the couple rode the bike right up to the altar inside the church at Valdarno, Tuscany, to tie the knot.

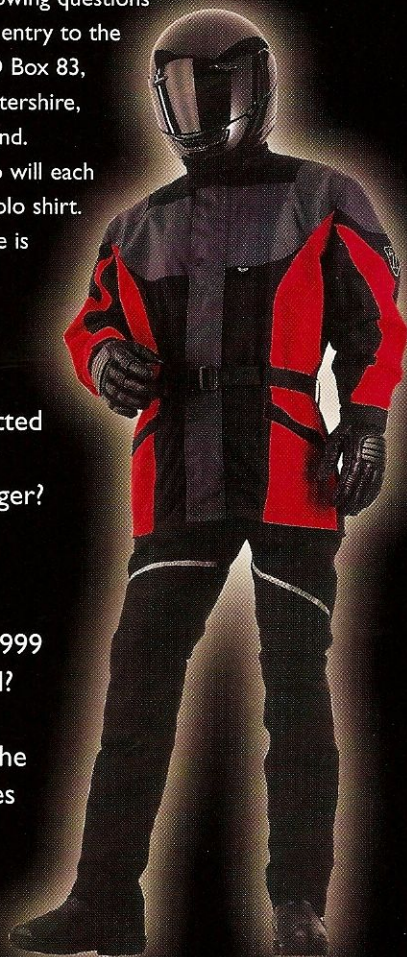
After the ceremony the happy couple were joined by their fellow Triumph fans and the staff of local Triumph dealer, Numero Tre Firenze, for a celebration party in a fabulous country mansion.



A boat trip around the islands of Angra dos Reis and Rio de Janiero was a highlight of the weekend.

Win an all weather suit

WIn one of these fantastic Triumph Frontiers Sympatex all-weather suits in our free to enter, members only competition. Just answer the following questions and send your entry to the Club HQ at PO Box 83, Hinckley, Leicestershire, LE10 3ZP, England. Two runners-up will each receive a RAT polo shirt. The closing date is May 31, 1999.



1. What size engine is fitted in the new Triumph Tiger?
2. When will Beaujolais Nouveau 1999 be released?
3. Where is the Chateau des Tourelles?

TRIUMPH CLOTHING COMPETITION

Answers:

1.
2.
3.

Name:

Address:

Membership number:

Jacket size:

Trousers size:

Lille *delights*

WE will be in France for a Summer Weekend on June 26-27, using the historic city of Lille as our base for two days' riding.

For UK members we have set up a complete package including return Eurotunnel crossings and two nights' bed and breakfast at the Lille Novotel.

The cost for a motorcycle with two people sharing a twin room is £131 per person. Riders travelling alone but willing to share will pay £168; Riders travelling alone who prefer a single room will pay £227.

The crossing will be at 4.50pm on Friday June 25 and returning at 4.50pm on Sunday June 27. To book a place call Amanda Rye at Allez France on 01903 748174.

Riders based on the Continent or travelling independently can book their own accommodation at the Novotel by calling +33 (0)3.28.38.53.53 (fax 3.28.38.53.54) or just meet up at the hotel at 10am each morning. There is no charge to take part in the rides.



Our French Spring Break will be based at the Chateau des Tourelles near Boulogne.

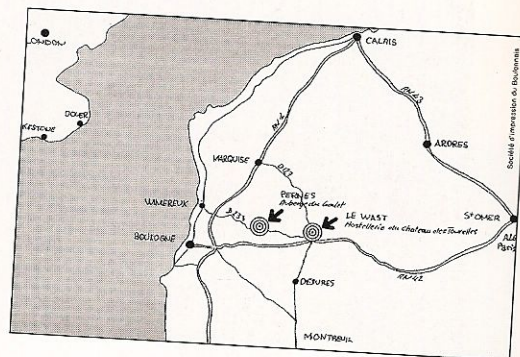
Springtime *in France*

TAKE a Spring Break in Northern France over the weekend of April 10 and 11. Based at the Chateau des Tourelles hotel at Colembert, Le West, off the RN42 near Boulogne, we will be exploring the region with RAT Runs on both Saturday and Sunday.

We will leave the hotel at 10am on both days. No need to book, no charge, just be there! Non-members are welcome, but there will be a prize draw and free refreshments for RAT members.

Owners based on the Continent or travelling independently can book accommodation or dinner at the Chateau des Tourelles by calling them direct on +33 21.33.34.78.

Places on the UK members' weekend package are now all taken, but contact our agents Allez France on 01903 748100 to ask about alternative packages for the



weekend.

If you are travelling from the UK and want to join the main UK group, it will travel on the Hoverspeed Dover-Calais Hovercraft service leaving at 4pm on Friday April 9 and returning at 6pm on Sunday.

Wine weekend

DISCOVER Austria's stunning 'Steierische Toskana' wine country in our Austrian Weekend on May 14-16. Based in the Steiermark, the event includes the chance to tour the vineyards and visit the nearby city of Graz.

For more information and reservations contact Sunflight travel agents on +49 (0)8682 9917, Triumph dealer Steiner on +43 (0)6278 6327 (German speaking) or fax Martin Driehaus on +49 (0)6175 933627.

Champagne special

END the Summer in style with a weekend of the Champagne region of France. We will be staying in the Champagne capital of Reims for two days' riding on September 25 and 26.

To book a full weekend package, including Eurotunnel crossings and two

nights at the New Hotel Europe, Reims, call 01903 748174.

Riders based on the Continent or travelling independently can book their own accommodation at the hotel by calling +33 (0)3.26.47.39.39 (fax 3.26.40.14.37).

Flanders *fun*

CRUISE along the Belgian and Dutch coasts and spend a weekend with fellow Triumph fans at the *RAT* Flanders Rally on May 29 and 30.

Based at the bike-only Groenendijk Motorcycle Loft Hotel, in Oudenburg near Ostend, the event starts at 10.30am on the Saturday morning with a ride through Belgian Flanders, a ferry crossing to Dutch

Flanders, and back. The schedule includes a lunch stop and there will be a barbecue back at the hotel in the evening.

On Sunday there will be a ride along the Belgian coast, with an optional visit to the picturesque medieval town of Bruges after lunch.

The cost for *RAT* members will be around 100 Dutch Guilders, including



A visit to beautiful Bruges will complete the weekend.

overnight accommodation on Saturday, breakfast, barbecue and entertainment. Non-members will pay around 120 Dfl.

For more information,

or to book a place, contact Lida Hoogstraten at Benelux Triumph importers Greenib on +31 (0)71 305 1562. Fax +31 (0)71 305 1569 or email general@greenib.nl

Spanish *rides*

MEMBERS living in or visiting Spain may like to join in a series of regular runs being organised by Spanish club co-ordinator Alberto Vasquez. The rides leave Madrid on most Sundays and Alberto would welcome any new members or visitors.

The group also takes part in some of the larger Spanish motorcycling events. Recent plans included participating in the Siguenza Run on March 7, although the weather got the better of the intention to take part in January's Pinguinos Run. The next major outing is scheduled for the last weekend in April.

Contact Alberto Vasquez or Eduardo on +34 9172 41787 for more information.

Manx *magic*

WE have arranged two chances to explore the spectacular Isle of Man - one for visitors to the famous TT races in June and one for riders preferring to see the sights when the island is less crowded.

If you are visiting the TT, don't miss our Mad Sunday Run on June 6 when we'll be getting away from the crowds with a ride through the hills in the south.

We will meet at The Creek Inn, The Quay, Peel, from 10.30am (free coffee for *RAT* members), leaving at 11am. After a break in Port Erin we will return to The Creek at around 1.30pm (in time for lunch) where there will be a prize draw for *RAT* members. There's no charge. Just turn up.

If you would prefer a quieter visit, we are spending a weekend in the island on May 8 and 9.

Saturday starts with a coach trip around the TT course, leaving the Stakis Hotel on Douglas Promenade at 9.30am and costing £5 per head. After lunch we will take to our

bikes for an afternoon ride through the Manx countryside, leaving the hotel at 2.30pm.

If you would like to have dinner with the group, we will be at Tram's Bistro on Douglas promenade at 8pm. Call +44 (0)1624 645518 to book a place.

On Sunday we will leave the hotel at 10.30am for a ride around the TT course and after lunch will take a trip up Snaefell mountain on the Manx Electric Railway. There is no charge to take part in the rides and there will be a prize draw for members on both days.

Places on the group package for the weekend are now all taken, but if you want to make your own arrangements you can contact the Stakis Hotel on +44 (0)1624 662662 and the Steam Packet Company +44 (0)1624 661661. The package group will take the 11am Liverpool to Douglas Seacat on Friday May 7 and return on the 7.30am Seacat to Liverpool on Monday May 10.

Coming up -

Border Raid Weekend, England and Scotland (July 10-11); Monster Run, Loch Ness, Scotland (August 28-29); Norddeutschland Weekend, Hamburg, Germany (September 10-12). More information in the summer edition of *Torque*, out in June.

Take your pick

GO for thrills by trying your Triumph on a race track.

We have joined forces with track day organisers Track Tamers and Triumph dealers Fowlers of Bristol to offer the chance to ride at a wide choice of UK circuits and dates. The events will be open to other riders, but *RAT* members can take advantage of very special prices.

For more information or to book a place, please contact the organisers. For Track Tamers call Bruce Card on +44 (0)956 859837. For Fowlers' Mallory events call Barry Maunder on +44 (0)117 977 0466, for Castle Combe call the circuit direct on +44 (0)1249 782417. Quote your *RAT* membership number to get the special members' price.

April 14	Castle Combe, Wiltshire	Fowlers. £80	(normally £85)
April 20	Mallory Park, Leics	Fowlers. £75	(normally £85)
April 29	Oulton Park, Cheshire	Track Tamers. £95	(normally £105)
May 11	Mallory Park, Leics	Fowlers. £75	(normally £85)
May 12	Castle Combe, Wiltshire	Fowlers. £80	(normally £85)
May 24	Cadwell Park, Lincs	Track Tamers. £55	(normally £62)
June 9	Castle Combe, Wiltshire	Fowlers. £80	(normally £85)
June 15	Mallory Park, Leics	Fowlers. £75	(normally £85)
June 23	Castle Combe, Wiltshire	Fowlers. £80	(normally £85)
June 28	Cadwell Park, Lincs	Track Tamers. £55	(normally £62)
July 7	Castle Combe, Wiltshire	Fowlers. £80	(normally £85)
July 13	Mallory Park, Leics	Fowlers. £75	(normally £85)
July 21	Castle Combe, Wiltshire	Fowlers. £80	(normally £85)
August 9	Cadwell Park, Lincs	Track Tamers. £55	(normally £62)
August 11	Oulton Park, Cheshire	Track Tamers. £95	(normally £105)
August 11	Castle Combe, Wiltshire	Fowlers. £80	(normally £85)
August 13	Snetterton, Norfolk	Track Tamers. £70	(normally £82)
August 25	Castle Combe, Wiltshire	Fowlers. £80	(normally £85)
Sept 8	Castle Combe, Wiltshire	Fowlers. £80	(normally £85)
Sept 20	Cadwell Park, Lincs	Track Tamers. £55	(normally £62)
Sept 28	Mallory Park, Leics	Fowlers. £75	(normally £85)
Sept 29	Castle Combe, Wiltshire	Fowlers. £80	(normally £85)

Track Tamers are also organising various evening sessions at Donington Park in Derbyshire. Entry £55 (normally £65).

Coming up: Varano De Melegari, Italy (July 17-18). Zandvoort, Holland (August 12). More information in the summer edition of *Torque*.

Factory Open Day

IF you only get to one club event this year, make sure it's the second Triumph Factory Open Day on Sunday July 18.

The factory will open its gates from 11am to 4pm and as well as the chance to look around the factory, talk to staff and see how Triumph build motorcycles. There will be displays, music, competitions, prizes and a host of outdoor activities to watch and take part in, making it a great day out.

All visitors will be welcome - members and non-members - and entry is free to all. There will also be an exclusive lounge area reserved for *RAT* members, a special members-only prize draw and a few other special surprises. Don't miss it!

Fun and feasting in Shakespeare country

MAKE a full weekend of your visit by joining us for our Shakespeare Run and Medieval Banquet evening on Saturday July 17.

We will meet at historic Coombe Abbey near Coventry before leaving for a ride around the highlights of Shakespeare's home county. Coombe Abbey is at Binley, on the B4027 east of Coventry. There is no charge to take part and no need to book.

In the evening, get a real taste of Old England by joining us for a medieval banquet at Coombe Abbey. Our special price of £26.50 (normally

£28.50) per person, includes dinner, drinks and entertainment.

Of course you don't need to take part in the run to come to the banquet, or vice versa - it's up to you.

To book, send a cheque made out to 'Coombe Abbey Park Ltd.', to *RAT* at PO Box 83, Hinckley, Leics., LE10 3ZP, England.

The closing date for ticket applications is June 4. Bookings after that date should be made direct with Coombe Abbey on +44 (0)1203 450450 and will not be eligible for the special price.

Accommodation: Hotels -

WE have arranged special rates at the Coventry Hilton National Hotel, near both Coombe Abbey and the Triumph factory.

A twin or double room will cost £27.50 per person per night, including English breakfast (normal price £41.50 per person). A single occupancy room will cost £39.50 per night, including breakfast.

Call the hotel direct on +44 (0)1203 603000 to make a reservation, quoting 'Triumph'.

Camping -

IF you prefer to camp, the 'Rusted H' camp site is located half way between Coombe Abbey and the Triumph factory. Telephone +44 (0)1455 220630 or send a £5 deposit to Rusted H, Wolvey Villa Farm, Coventry Road, Wolvey, Leics., England.

For further accommodation information contact Coventry Tourist Information office on +44 (0)1203 832303.

Sardinia style

THESE may just be time to sign up for the Sardinia Rally being organised by Italian Triumph importer, Numero Tre, on March 19-21.

Groups will leave Milan, Rome and Palermo on the Friday morning to meet up at the port of Civitavecchia for the ferry to Sardinia.

After touring around the coast of the island the group will return from Porto Torres to Genova on Sunday evening.

Contact Mario Lupano or Mauro Rovoltella on +39 029 35 82000 for more information.

Swedish Bikemeet

TAKE part in Scandinavia's biggest bike event as part of our ride to the Swedish Bikemeet in June. The rally style event runs over the weekend of June 11-13 near Hillerstorp in the south-west of Sweden and last year attracted 8000 people.

To join up with Scandinavian Triumph fans at the event, we have planned a ride taking in the UK, France, Belgium, Holland, Germany and Denmark. We will leave Calais early on Thursday June 10 and arrive at Bikemeet on Friday after an overnight stop in northern Germany.

After enjoying the event we will set back on Sunday afternoon, reaching Calais by Tuesday morning.

Members can join us at any point en route or can meet up at Bikemeet itself, where you can choose to either camp or stay in a hotel.

If you are interested in taking part, contact Club HQ at PO Box 83, Hinckley, Leicestershire, England, LE10 3ZP, (phone +44 (0)1455 891515, fax +44 (0)1455 891450) and we will send you full details of the timetable, route, sea crossings, meeting points and hotel stops on the way so you can make whatever plans you need.

For more information about Bikemeet, visit their website at www.highchaparral.se or call +46 (0)370 82700.

Lakes and mountains

EXPLORE the beautiful lakelands of Austria's Salzkammergut region by joining the Schmidt RAT Pack from Mörstadt in Germany for the weekend of May 21-24.

Starting from the Schmidt dealership in Mörstadt (120kms south-west of Frankfurt, near Worms) at 9am on Friday May 21, the group will head for Austria and a three night stay in a guesthouse near the Wolfgangsee lake.

On Saturday they will tour around the Wolfgangsee, the Mondsee and the Attersee and on Sunday will have a typical country lunch in a mountain hut, returning to Mörstadt on Monday.

There are only 15 places available on the tour. Accommodation costs just 90 DM for three nights, including breakfasts. For information and reservations call dealer Schmidt on +49 (0)6247 5079 (German speaking), or fax Martin Driehaus (English speaking) on +49 (0)6175 933627.

Diary dates

March 14	VIP service at World Ice Speedway Final	Holland	June 25-27	Mount St Helens Run, Washington State	USA
March 19-21	Sardinia Rally	Italy	June 26-27	Anglesey Camping Weekend	Wales
March 21	Pioneer Run, Epsom to Brighton	England	July 3-4	Champagne Tour (from Germany)	Germany/France
April 4	Seattle Warm-Up Run	USA	July 7	RAT Runs, Milan, Rome and Florence	Italy
April 7	RAT Runs, Milan, Rome and Florence	Italy	July 10-11	Border Raid Weekend	England/Scotland
April 9-11	French Spring Weekend, Pas de Calais	France	July 15-18	British in the Blue Ridge Rally, Georgia	USA
April 15-25	SonomaFest, California	USA	July 17-18	Track Days, Varano de Melegari, Parma	Italy
April 18	East of England Run	England	July 17	Shakespeare Run and Medieval Banquet	England
April 18	RAT Party, Mörstadt	Germany	July 18	Triumph Factory Open Day	England
April 25	Brooklands Run	England	August 4	RAT Runs, Milan, Rome and Florence	Italy
April 25	Stanford Hall Run	England	August 6-8	Irish Adventure	Ireland
April 25	Rider Training Day, Ettenheim	Germany	August 12	Track Day, Zandvoort	Holland
May 5	RAT Runs, Milan, Rome and Florence	Italy	August 14	RAT gathering at Malaren Run	Sweden
May 7-10	Isle of Man Weekend	Isle of Man	August 17-21	Northwest RAT Fest, Oregon	USA
May 14-16	Steiermark Weekend	Austria	August 21-22	Harz Mountains Run	Germany
May 21-24	Salzkammergut Weekend	Germany/ Austria	August 28-29	Monster Weekend, Loch Ness	Scotland
May 22	British Day at Chateau Elan, Atlanta	USA	Sept 1	RAT Runs, Milan, Rome and Florence	Italy
May 23	Fehmarn Run, near Hamburg	Germany	Sept 3	Track Day, Anneau du Rhin, Alsace	Germany/France
May 28	Track Day, Anneau du Rhin, Alsace	Germany/France	Sept 10-12	Norddeutschland Rally, Hamburg	Germany
May 30	Vosges Run	Germany/France	Sept 24-26	Champagne Weekend	France
May 29-30	Flanders Weekend	Belgium	Sept 24-26	California RAT Riot, Santa Cruz	USA
June 3	RAT Runs, Milan, Rome and Florence	Italy	October 1-3	Lands End-John O'Groats Run	England/Scotland
June 6	Mad Sunday TT Run	Isle of Man	October 1-3	Abruzzo Run	Italy
June 11-13	Triumph 'Come Home' Rally, Pa.	USA	October 6	RAT Runs, Milan, Rome and Florence	Italy
June 11-13	Swedish Bikemeet	Sweden	Nov 11	RAT Runs, Milan, Rome and Florence	Italy
June 20	Grandfather Mountain Run, Sth Carolina	USA	Nov 16-19	Beaujolais Run	France
June 18-21	New England Tour	USA	December 1	RAT Runs, Milan, Rome and Florence	Italy
June 25-27	RAT-Treffen in Serfaus, Tirol	Austria			
June 25-27	Lille Weekend	France			

For further information please call Club HQ on +44 (0)1455 891515.
www.triumph.co.uk (RAT logon TORQUE, password RAT891515).

Pioneer Run

THE popular London to Brighton Pioneer Run for veteran motorcycles will be the focal point for a RAT Run on March 21.

Our run starts from The Heathside on the A217 at Burgh Heath, Tadworth at 10am, giving you the chance to watch the veterans start from Epsom's Tattenham Corner - first bike away at 8am. We will then head off through the picturesque South Downs to a lunch stop at Goring-by-Sea.

Riders who wish to can then take a short ride into Brighton to see the oldies that make the distance.

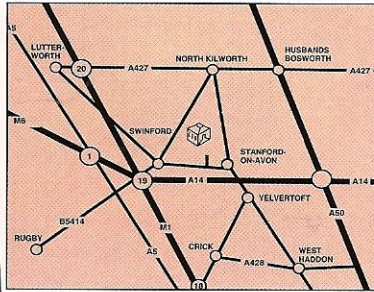
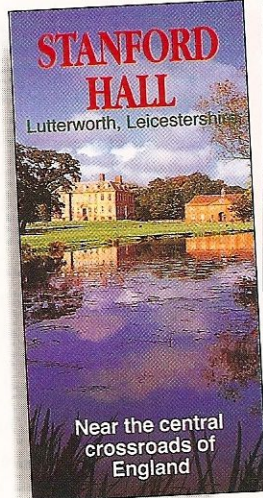
Full of eastern promise

SEE one of the jewels of Elizabethan architecture by joining our East of England Run to Burghley House on April 18.

Starting from the Olde Flying Horse, in Kegworth, Leicestershire, just off junction 24 of the M1, the route will pass through some lovely East Midlands countryside before stopping for lunch in the village of Ketton.

We will then make the short hop to Burghley House itself, where a tour of the grounds is free. You can also visit the house itself for an entry fee and take a look around the historic nearby town of Stamford.

The Olde Flying Horse will open at 10.30am for coffee and the run will start at 11am. A guided return run to Kegworth will be available if required.



Stanford Hall Run

LOVELY Stanford Hall will be the start and finish point for a breathtaking ride across rural eastern England on April 25.

Meeting in the hall's cafeteria for breakfast from 10am, where RAT members will get free coffee and entry to the motorcycle museum, the ride will leave at 11am.

We will follow a superb circular route of over 100

miles, stopping for lunch in a country pub before returning to Stanford Hall, which will be open to the public from 1.30pm.

Anyone wanting to re-enter the grounds will be asked to pay an admission fee.

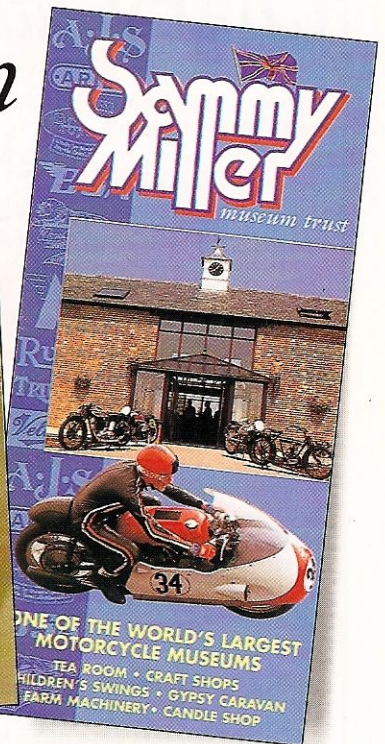
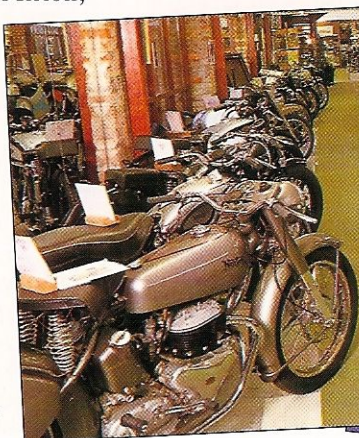
Stanford Hall is near Lutterworth, Leicestershire, close to the junction of M1, M6 and A14.

Heritage Run

VISIT two historic motoring venues as part of our Heritage Run on April 25.

We'll be riding from the Sammy Miller Motor Cycle Museum at New Milton, Hampshire, in the heart of the New Forest, to the famous banked racing circuit at Brooklands in Surrey, where an optional visit to the Brooklands Museum will be part of the attraction.

The Run will leave Sammy Miller's at 11am.

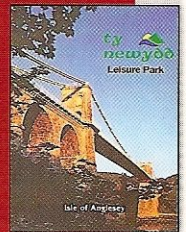


WHAT'S HAPPENING?

Welsh Weekend

EXPLORE the enchanting Isle of Anglesey when we head to Wales for a camping weekend on June 25-27.

We will meet on the Friday evening at the Ty Newydd Leisure Park in Llanbedgoch and spend a couple of days soaking up the spectacular scenery and unique atmosphere of this part of Wales before heading for home.

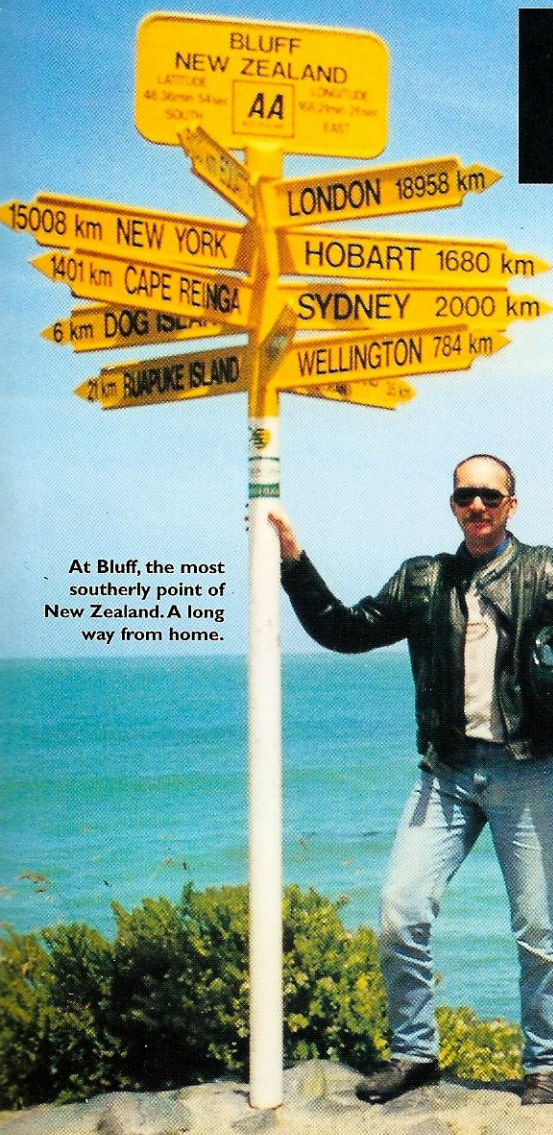


The cost is £4 per person per night. Tent pitches should be booked direct with Ty Newydd Leisure Park, stating you are part of the RAT weekend. Contact them on 01248 450677.

ALL RAT Runs are free to enter and there is no need to book, although there may be additional entry fees to visit a particular attraction. Non members are welcome, but any free refreshments, competitions or other benefits provided will be for members only.

For further information call club HQ on 01455 891515.

New Zealand



At Bluff, the most southerly point of New Zealand, a long way from home.

New Zealand's hidden scenic treasures had long been a magnet for Briton Alex Eggert. He finally made the trip to the other side of the world and discovered his version of paradise.

I'VE wanted to tour New Zealand for years and when I came across the tours being organised by Kiwi Triumph dealer John Fitzwater from Thunderbike Powersports in Nelson, I decided it was time to make a move.

For 5000 NZ dollars John would rent me a Tiger for two weeks and make all the arrangements. I would only have to pay for holiday insurance, fuel and incidentals - like snacks, gifts and speeding fines!

There were only two of us on this tour - myself and Pat, a freelance TV cameraman - but that didn't stop John pulling out all the stops to make the trip the most memorable of my life.

Pat and I collected our bikes on the

Monday morning and set off from John's home town of Nelson along Highway Six. Our destination was the village of Karamea on the West Coast.

The West Coast is famous for its stunning scenery, laid back lifestyle (lots of hippy communes) and wet weather. We didn't see many hippies, but we were not disappointed regarding the scenery or the rain.

The Buller Gorge is amazing. The road clings to the southern side of the valley as the river twists and turns on its way to the Tasman Sea. In places the road actually runs in a notch scored into the side of the cliff, not just on a ledge cut out of the slope.

Once the road reached the coast we

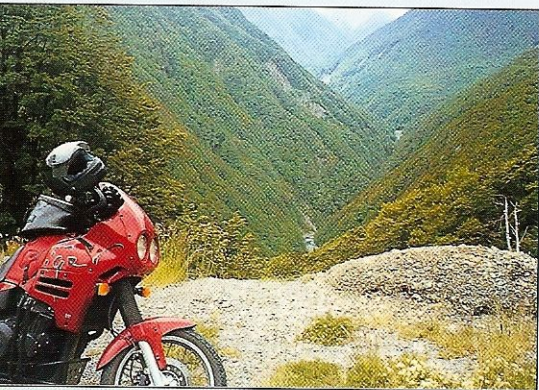
turned north to Karamea, riding along increasingly minor highways through ever more sparsely populated areas, until we reached The Last Resort, the one motel in Karamea, which was itself at the bitter end of the sealed road on the coast.

The amount of things to see and do at Karamea was tremendous - walks through rain forests, caves, cliffs and beaches, even a helicopter tour if we wanted it, but both Pat and I were still so jet lagged that all we wanted to do was to change into dry clothes, have a meal and hit the sack.

The following day started wet, but then the sun came out, the roads dried up and I started to enjoy myself. The



Above: Paradise? The Upper Eglington Valley.



New Zealand's South Island is a land of dramatic mountains, valleys and glaciers.

coastal highway south from Grey-mouth is an absolute roller coaster. Sun glittered on the sea to the right, cloud capped mountains towered to the left. The road was well surfaced and empty of traffic. I had discarded the water-proofs, had a full tank and plenty of time. With my chin on the tank and the throttle on the stop I had what was (temporarily) the best ride of my life.

When I finally stopped for lunch I had the chance to get to know the locals a bit. One was a Maori called Jim. Jim was very friendly. In fact, to a shy Englishman like me he seemed embarrassingly friendly. In a very short time Jim had (a) pleaded for a ride on the back of the bike (gently refused); (b) offered to sell me some of his own marijuana (so that's what they grew round there - gently refused); and (c) invited me to come back to his farm (very firmly refused)!

He showed up the next day at my hotel asking, "where's my English

mate, Alex?" Fortunately, by this time I was long gone!!

The hotel that night was an antique wooden structure of immense character and very few facilities. En suite bathroom? Don't make me laugh. The rooms didn't even have door keys! But it did have an excellent bar and a fascinating library devoted to the history of the local mining community over the preceding century. And the locals were very colourful, though thankfully not quite as colourful as Jim.

It rained again the following day, which forced the cancellation of a planned helicopter flight up to and onto the Franz Josef glacier. It also ensured that the day's riding was tiring and my boots were soaked through to the point where I had to wring out my socks at every fuel stop.

Our route caused us to leave the West Coast behind when we got to Haast, and the run inland was both drier and even more scenic than any-

thing I done so far. The road clung to the shoreline of a lake and then started the climb to the Haast Pass in the Southern Alps. On the other side the rain stopped for good and was replaced by sunshine and blue

skies, though it stayed cool, especially after the sun went down.

A couple of days later found us cruising into Queenstown. Queenstown has to be one of my favourite places in the whole world. The town itself is pretty and clean and its location, at the foot of the Remarkables mountains by the side of Lake Wakatipu, has to be one of the prettiest in the world. It bears comparison with those chocolate box Swiss alpine towns, but (I think) is better.

We had two days in Queenstown because the tour had been scheduled to coincide with the Remarkables Motorcycle Rally, but two days was not enough. I rode as far as I could along the shoreline of the lake, had a go at jet

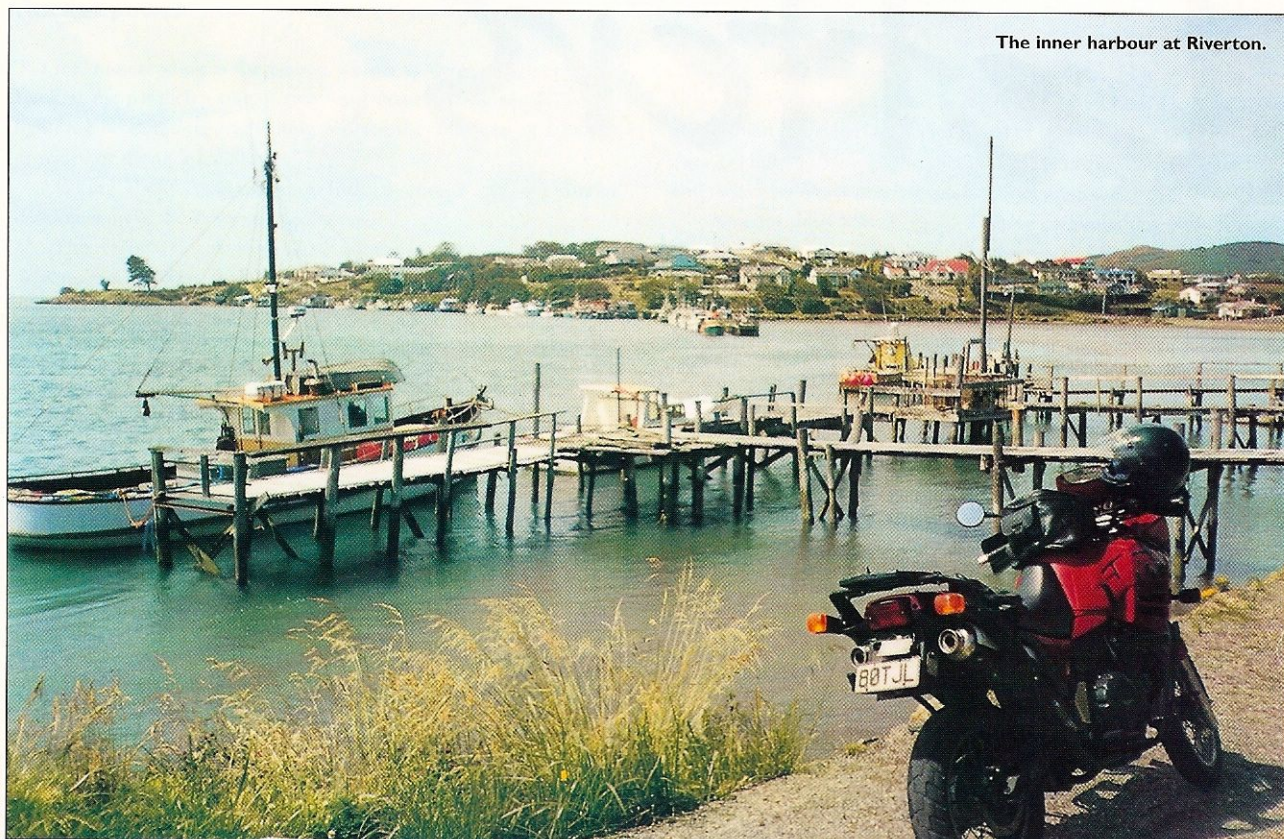


Alex and Pat's Triumphs rest at Bluff.



Lake Waketipu.

The inner harbour at Riverton.



boating and declined to have a go at bungee jumping (invented here) and, of course, I attended the rally which had a brilliant party atmosphere.

I was a bit worried that since Queenstown was about the middle of the tour, the rest of the trip would be a long let down. I needn't have. The next stop was deep in Fiordland, the most remote part of the South Island. The two days we spent there made me forget even about Queenstown.

We based ourselves in the small town of Te Anau, situated almost as prettily as Queenstown. We were on the edge of a region so remote and impenetrable that large parts of it have never been explored. One bit that had been explored was the route to Milford Sound and John had organised a boat trip up the Sound for us.

Once I had dumped my stuff in the motel, I set off and had the most dazzlingly brilliant ride of my life. Forget the West Coast Highway, forget the Haast Pass. The 60 or so miles from Te Anau to Milford are so breathtakingly beautiful, so awe inspiring, that I will

take the images with me to the grave.

There were several places where I had to just stop and stare. The warmth and sunshine helped. It was hypnotic. It was one of those moments that money cannot buy. If I was Bill Gates I would buy Hollyford Valley and Upper Eglinton Valley just to make sure that no-one ever spoiled them. I liked it so much that the following day I did the run again. That run is the reason I am going back to New Zealand again next year.

Oh yes, and the boat trip was brilliant as well! The Sound is maybe two kilometres wide, but the cliffs are so sheer and so high (at 1.4 km they hold the world record) that it felt positively claustrophobic to cruise

between them. Baby dolphins even came out to play. It was a life affirming moment.

After Milford Sound the trip really was a bit of an anti-climax. Though still pretty and memorable, especially when we got to Mount Cook, I was suffering from Scenic Overload.

The South Island has less than a million people in a land the size of England and Wales (or, if you prefer, Florida). Its mountains, hills and valleys have very little traffic. Result? A perfect motorcycling playground.

Would I go back again? - too right! And I firmly believe that if you lot don't also go, at least once in your life, you will grow old and die bitter and unfulfilled people. So there! ■

John Fitzwater can be contacted at Adventure New Zealand Motorcycle Tours & Rentals Ltd by telephone on +64 (0)21 969 071, by fax on +64 (0)21 218 0394 or by email on: metours@thunderbike.co.nz Alternatively, visit their website at: <http://www.thunderbike.co.nz> (where you can enter and win a free tour in return for completing their survey.)

John has a special limited time offer of a ten per cent discount for *RAT* members (conditions apply).

Letters

Rookie racer

AS I picked up my shiny new Triumph T595 in April 1997 I never guessed that I would end up subjecting her to a full season's road racing. However, when I found out a few months later that a race series was being planned for inexperienced riders on road legal machinery, the temptation was too much. I popped a cheque in the post and prepared for the big day.

A few weeks later I found myself at Mallory Park on a cold, damp Sunday morning in March wondering if I had done the right thing. Thankfully I seemed to be surrounded not by steely-eyed hardened racers but by friendly folk who looked almost as anxious as me about sliding their pride and joy into a gravel trap at 100 mph.

When the time finally came for my first race, I was panting so hard that I steamed up the inside of my visor. After six laps, approximately 300 heart-stopping moments, and just under six of the most exhilarating minutes of my life, I crossed the finish line in fifth place.

My second race came about two hours later and I managed to recover from a poor start to once again finish in fifth place. It was only when it came to reloading the van that I realised I was absolutely shattered, but still buzzing from the excitement.

The next meeting proved to be my first

experience of racing in the rain, but thanks to the smooth torque and driveability of the 595 I managed to take two second places and end the day leading the Championship. I must have been the only person in the UK praying for a really wet, miserable summer. Unfortunately, of course, this didn't happen. The remaining meetings were all dry.

The 595's smooth, predictable handling and excellent brakes meant that my confidence grew as the season went on and I found myself able to push harder and harder.

My lap times improved considerably and although Mr Doohan is probably still sleeping well at night, consistent top five finishes meant that I hung on to fourth place in the

Championship.

Throughout the whole year my Triumph did not miss a beat and despite some fairly hard use at the weekends, she could still be relied on as day to day transport during the week.

Any account of the year would not be complete without some fairly major thank yous.

To Triumph Motorcycles, Fowler's in Swindon, Anne Tubby at EMRA and last but not least my long suffering fiancée Marie. You are all absolutely smashing. I would also like to dedicate this article to Ian Osborn, who was killed whilst competing in the August meeting.

Paul Taylor, Swindon, England.



Paul Taylor's T595 leads a double life as a weekend racer and weekday commuter.

Beaujolais fun

MANY thanks for organising the Beaujolais Run in November. I enjoyed the trip from start to finish, even allowing for the foggy start to our journey. At least on the French side of the Channel it was bearable, though cold!

Apart from Neil Webster, the only member of the party I had met before was Kevin from the RAC, but what really impressed and pleased me was that so soon after I met everyone on the ferry I felt we

were a team.

Everyone got on, there was no silly riding, moaning, whinging or anything else untoward. Everyone just moved into place and away.

Definitely not a trip for the faint-hearted, but one I am personally very glad to have completed. I would like to try something different next year, but if I only have time for a November trip, the Beaujolais Run will be on the cards.

David Learmonth, Preston, England.

Rocket power

TO me, motorcycling is the nearest we get to flying a fighter plane. Look at the parallels - one or two seats; powerful engines delivering lightning acceleration; frightening top speeds; the sense of freedom provided by the agile handling.

Taking these comparisons a little further I can see similar developments in the Triumph renaissance.

The early Trident triple had all the torque of a propeller driven World War Two fighter and, like those machines, has evolved into something faster and more agile - the T500 series - the

'jets' of motorcycling.

Since 1993 I have owned ten Triumphs ranging from a Trident 750 to the T595 I bought last year. In my opinion the 1996-7 Daytona 1200 was the best of the lot. With a top speed of 160mph and a tank range of over 200 miles at 54mpg, plus that incredible torque, it felt comfortable and indestructible. A peerless sports tourer.

Now for the T500s. Torque? They've got something else - thrust! The thrust of a jet engine. Turn the throttle and they push you to the horizon - it's a different experience. Pure space age.

Sotiris Tsofilas, Cardiff, Wales.



Pascal Michel's friends take a break on their tour of Ireland at the Hook Head lighthouse.

Travelling man

AS a new member of *RAT*, I would like to tell you how interesting your magazine is. I like the parts about travelling most, as I do travel quite a lot with a group of friends from Brittany in France.

I am an English teacher and after buying a Trident 750 in 1994, Motoman, the local dealer in Quimper, asked me if I could organise a trip to Hinckley. We rode there in

1995 with 16 bikes; Tridents, Thunderbirds, Trophys and Sprints. On our way we had stops at Dartmoor, Stratford-upon-Avon and Warwick, not to mention our very interesting visit to Hinckley and the National Motorcycle Museum in Birmingham.

The following year I organised a ten day trip to Ireland with 12 bikes and 16 friends, then in 1997 another trip to England to see Bath, Oxford, the Cotswolds, Exmoor and Dartmoor again, this time with 18 bikes and 20 people. Last July we spent two weeks

in the USA touring Arizona, Colorado and Utah on hired bikes - unfortunately not Triumphs.

In everyday life I use my Trident as much as I can all year round. The bike is now five years old and has covered 43,000 kilometres. I have never had any major trouble and still thoroughly enjoy riding it.

Pascal Michel, La Foret Fouesnant, France.

Show us yours

Family affair

MY Triumph is one to be proud of - a black bog standard 1997 Tiger. Nothing special, you may think, but that's not the only motorcycle in my life.

I also own a 1943 BSA M20 World War Two bike, an original AJS 7R and a BSA badged 1064cc ohc v-twin that I designed and built myself. Many of the cycle parts are original Triumph, bought direct from the old Meriden factory. It took me six years to complete between 1976 and 1982.

My son Hugo owns a 1970 Bonneville and a 1997 Speed Triple.

It doesn't stop there however. I was born on a farm as the second of 14 children. I have seven brothers and all of them ride mainly British bikes. Altogether I think we own about 35 bikes, including my brother Wim's 1998 Sprint and my brother Kees's 1992 Trophy which has covered 130,000 kilometres.

Kees tells me his Trophy easily sees 240 kph maximum speed - luckily he is a policeman!

Brother Sjeff owns a 1994 Daytona as well



The eight bike mad Heemskerck brothers with their mother and part of their British bike collection.

as two Norton Commandos, a BSA B40 and a KTM enduro bike.

In the family picture you can see a very proud mother with her eight sons. You can also see Hans with his Commando, Frans with his Gold Star, Hugo with his Tiger and Fons with

his Speed Twin. I am second from the left, looking very proud with such a family.

By the way, the new Tiger looks great! I'm checking my old socks now to see if I can find some spare pennies!

Jan Heemskerck, Burgerveen, Holland.

Early 'bird

MY Thunderbird was bought from South Bay Triumph in California in 1995, the first year Triumph returned to the USA. The bike is stock except for a few cosmetic mods, a pair of highway pegs and an aftermarket sports fairing.

I am really pleased with the bike, particularly because of the universal acceptance Triumph has among all riders. I have no problem talking and riding with either the Harley crowd, Japanese bike riders or owners of European bikes.

SD Somaratna, Fort Campbell, Kentucky, USA



Cosmetic mods have personalised this early American Thunderbird.



Spanish greeting

"UN saludo para los 'moteros' Britanicos," says Trident owner Jose Fernandez from Madrid, Spain. I think you can work that one out for yourselves.

Show us yours

Easy rider

I HAVE owned a number of bikes over the last 30 years or so - mostly Triumphs. A posting to England with the US Air Force only fed my habit and helped deplete my meagre bank account.

My current stable of British 'iron' includes a 'chopper' that started out as a 1968 Tiger 650 that fell on hard times. I eventually rescued it from a scrap yard and rebuilt it as it stands today. Together we make an annual pilgrimage to the Vietnam Memorial Chapel in New Mexico for the annual Memorial Day service. It's a labour of love keeping it on the road, but it's a real 'time machine' to ride - which I do on a weekly basis.

My newest Triumph is the 1996 Trident 900. Whereas the chopper is a lifelong love affair, the Trident was pure lust as first ride. The handling, responsiveness, the classic lines - it had everything that caused me to fall in love with motorcycling in the first place. It's a beautiful piece of work.

I ride it to and from work every day and usually manage to slip in a weekend run through the mountains to Santa Fe on a regular basis. I am already poring over the maps to plan a longer run for the Spring.

I eagerly devour every edition of Torque



Decades apart in style and performance, but both loved by American Dever Langhoff.

and proudly display my *RAT* membership pin on my leathers - which inevitably draws comments from my biking buddies who belong to HOG (Harley Owners Group). The merits of rodents versus pigs is always a lively part of our

discussions.

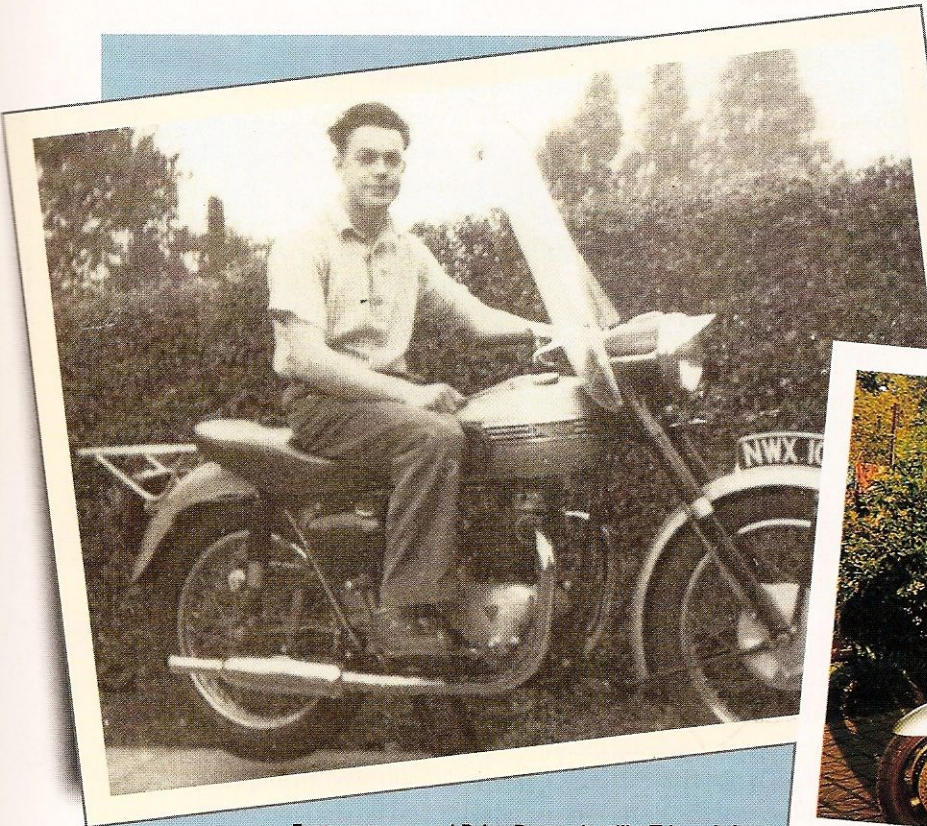
Keep up the good work and God Bless Triumph (the Queen can take care of herself!).

Dever Langhoff, Albuquerque, New Mexico, USA.

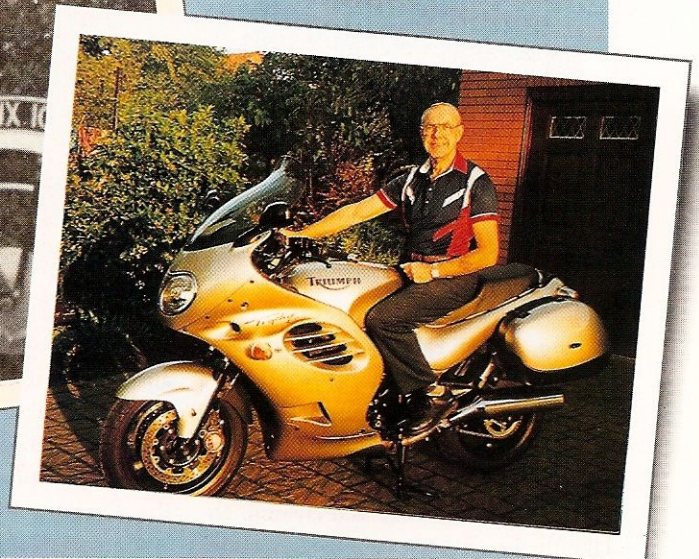
Rolling back the years

THE first photo was taken in 1959 and shows me with my 1953 Triumph Tiger 110. The second picture was taken 40 years later - still faithful to the marque with my new Trophy 1200. It flies along - just like the years have done!

Brian Bonser, Goole, England.



Forty years on and Brian Bonser is still a Triumph fan.



Kaizen = *Continuous Improvement*

There is always a better way and Triumph never stops looking for it. Using a mixture of common sense and a Japanese science, the factory's Kaizen team are on a relentless hunt to reduce waste and inefficiency. Kaizen Supervisor Peter Ager tell us how it works.

TRIUMPH is fully committed to the principle of continuous improvement. We have always taken the approach that we must constantly strive to improve everything we make and everything that we do. Our competitors - and our customers - will not let us sit on our laurels.

This process of continuous improvement is called 'Kaizen'. It is a Japanese word that means improvement. The Japanese didn't invent it - they just saw what everybody else did, gave it a name and made a science out of it.

Just imagine what life would be like if things did not improve. No CDs, only 78rpm records (ask your mother). No television, no central heating, no microwave oven. But worst of all we would all still be riding around on rigid framed motorcycles with girder forks, sidevalve engines, three speed gearboxes and a top speed of 60mph. Slow and safe, but often unreliable.

Try some Kaizen at home: Take a minor problem that wastes time, say a poor kitchen layout. You may have the kettle on one side of the kitchen, coffee jar on the other side and the cups somewhere else. Time is wasted walking from one place to another and moving kettle, coffee and cups around. Using Kaizen principles this waste of time and energy would be eradicated.

All the coffee making items would be stored together so that coffee can be made without walking or stretching. To take the process one step further, store

the utensils in open-fronted cupboards. It may not look very neat, but it saves time opening doors and allows a quick stock check every time you pass.

The solution may seem obvious, but how often have you done something one way simply because that's the way it's always been done?

Here at Triumph we try to search for a better way.

Production is typically divided into four elements: Man/woman power; Work method; Materials; Machines. Each area will have elements of waste that need to be reduced. This type of waste isn't rubbish or scrap, but something extra or surplus.

We can use Kaizen to cut this waste, allowing us to reduce the workload, create space and make the job easier and safer. It will also help us improve efficiency and the quality of the product.

How does Kaizen work?

The process involves examining and re-evaluating a specific work area. It is important to fully understand the current situation by carrying out a detailed study of a workstation.

All aspects of the job are studied: The way the operator picks up, holds and uses a tool; the walk route; the posture; the movement and storage of parts and materials. The objective is to balance workloads so that everyone in the department is doing the same amount of work.

How do you do it?

Identify a problem or process that needs improvement. Watch the process carefully to find out what actually happens and make detailed notes. It is usual to watch what happens for at least three complete cycles or one hour.

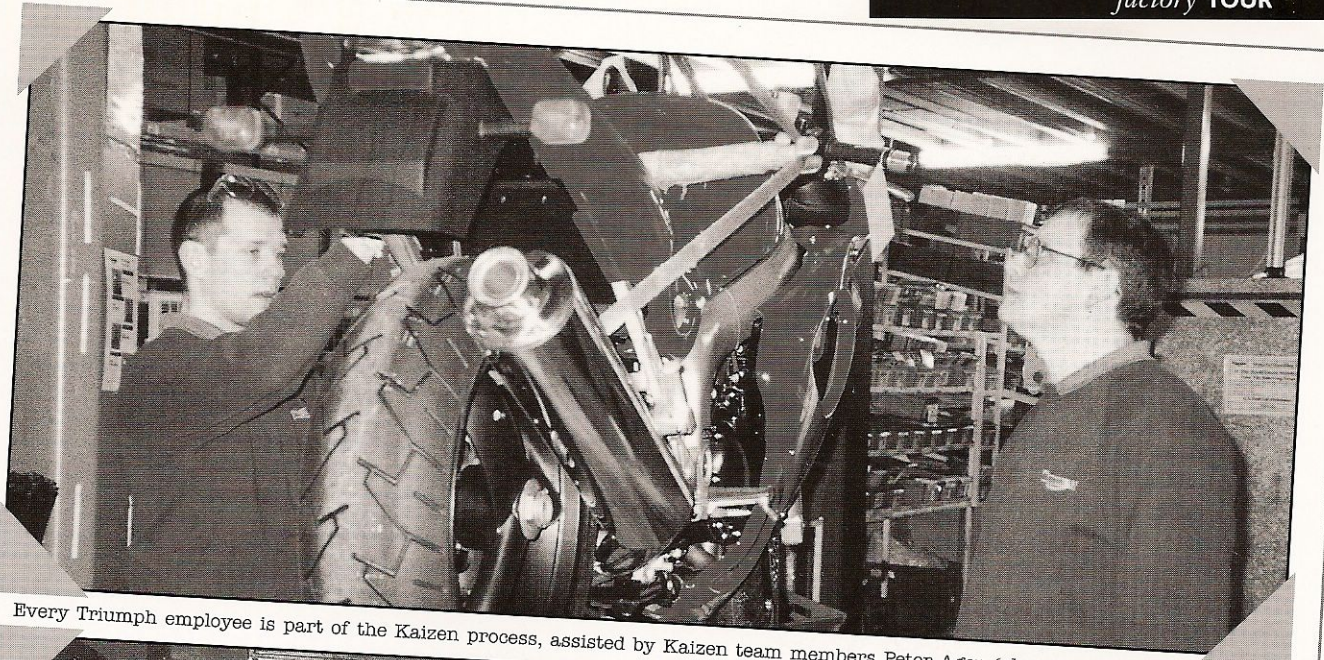
Draw a plan of the work area and mark on it the exact route walked. Note the distance in metres or paces and then time each part of the process. Look at the way the work is done and try to identify waste. List as many improvement ideas as possible, even the improbable or unlikely ones.

Choose the quickest/simplest/cheapest/easiest changes and get everyone to agree. Then carry out the changes and evaluate the results. Did an improvement take place? What are the savings?

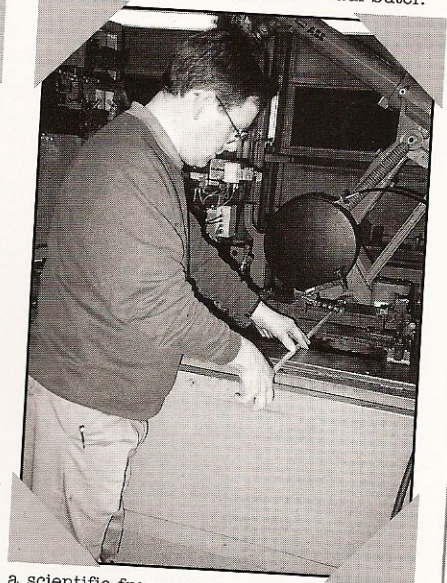
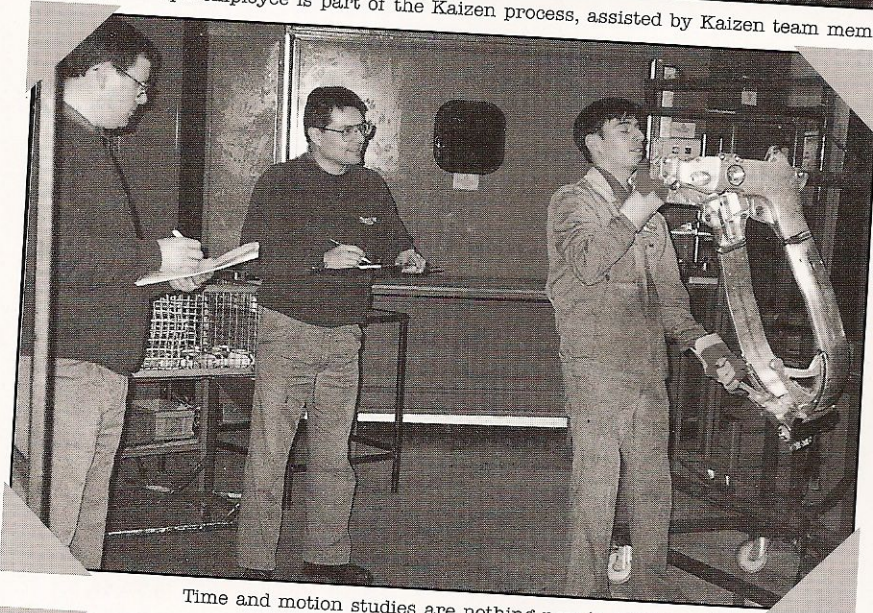
Now draw out the new walkroute. This will show you how much walking has been cut out. Monitor the change over time to confirm the improvement.

The Kaizen department is responsible for helping other departments carry out their own improvements. This will include improving their work area, processes, tools and equipment, racking, posture, handling techniques, etc. Its main objectives are to reduce waste time and materials, to make jobs easier, safer and more productive; to improve product quality and save time and cost.

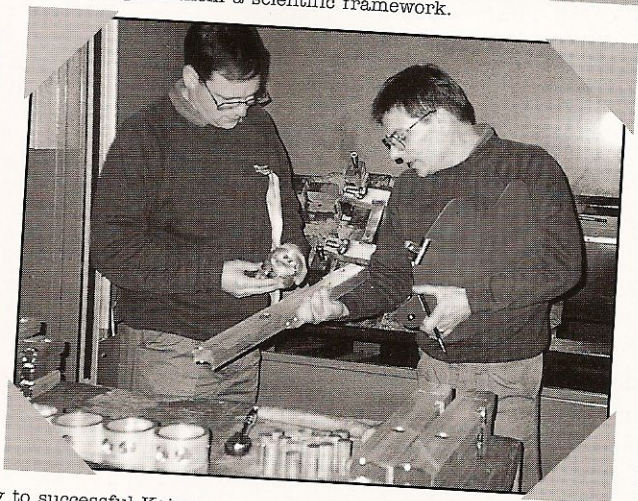
The Kaizen department is small, consisting of Peter Ager and Paul Suter,



Every Triumph employee is part of the Kaizen process, assisted by Kaizen team members Peter Ager (above right) and Paul Suter.



Time and motion studies are nothing new in industry. Kaizen gives them a scientific framework.



Detailed assessment is the key to successful Kaizen.

but we have over 500 Triumph team members on site who have the ability to carry out Kaizen in their own areas.

Paul and I have been with the company for 18 months. I brought 13

years' experience with British Aerospace and six years with Toyota, while Paul has a wide range of engineering experience, having spent the last six years with a vehicle parts

manufacturer in a maintenance and machine shop environment.

So who carries out Kaizen? We all do. Everyone at Triumph is committed to Kaizen!

NEW ARRIVALS



Explorer Jacket & Pants

A lightweight water resistant, windproof and breathable jacket and pants. The jacket is fully functional with the following features:

- Removable Quilted Liner
- Removable CE Protectors
- 3M® Night Reflective Tape
- Sleeve Width Adjusters
- Multiple Exterior Pockets
- Teflon® Coated Fabric

Black Jacket

SIZE	PART NO
XS	M9630098
S	M9630198
M	M9630298
L	M9630398
XL	M9630498
XXL	M9630598

Red Jacket

SIZE	PART NO
XS	M9631098
S	M9631198
M	M9631298
L	M9631398
XL	M9631498
XXL	M9631598

Black Pants

SIZE	PART NO
XS	M9640098
S	M9640198
M	M9640298
L	M9640398
XL	M9640498
XXL	M9640598

Explorer Gloves

Lightweight gloves to match the Explorer and Frontiers jackets.

- Waterproof, Breathable and Windproof
- Leather panels on palm and finger areas
- Kevlar Palm Panels

Available in Black, Red and Yellow

COLOUR	SIZE	PART NUMBER
Black	XS	M9062098
	S	M9062198
	M	M9062298
	L	M9062398
	XL	M9062498
Red	XS	M9062598
	S	M9063098
	M	M9063198
	L	M9063298
	XL	M9063398
Yellow	XS	M9063498
	S	M9063598
	M	M9064098
	L	M9064198
	XL	M9064298
Black	S	M9064398
	M	M9064498
	L	M9064598
	XL	M9064498
	XXL	M9064598

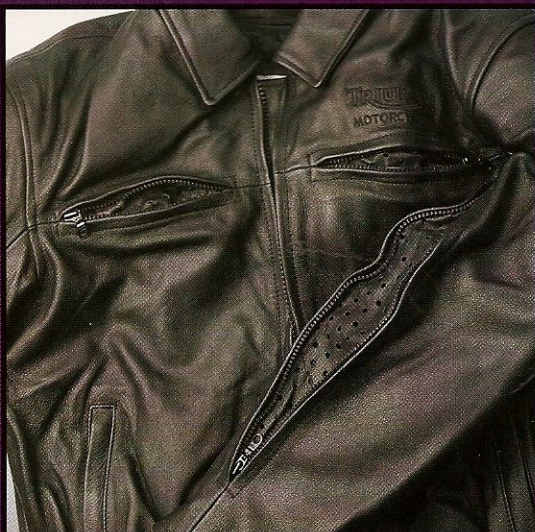


Horizon Vented Leather Jacket

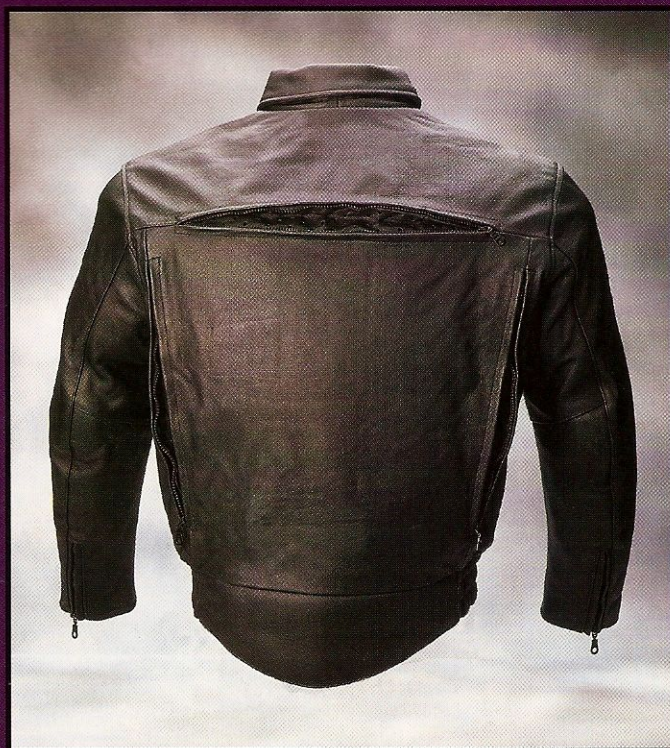
The most versatile leather jacket ever produced by Triumph. The jacket has a huge array of useful features:

- Soft Brazilian Cow Hide
- Zip-out Windproof Aluminum Liner
- Airtex[®] Lining
- Hidden Zip Ventilation Panels
- Removable Hard Cup Inserts – Shoulder, Elbow/Forearm
- Stud Down Collar
- Velcro Adjustable Collar

Any climate from summer or winter this jacket will fit the bill, the original all rounder!



SIZE	PART NUMBER
S	M9670198
M	M9670298
L	M9670398
XL	M9670498
XXL	M9670598



No limits

It took the staff at Sweden's MCM magazine some time to get round to their long-awaited Triumph project, but once they had started it was hard to know when to stop!

LET'S build something hot based on a Hinckley Triumph," said the editor when the first of the new generation Triumphs arrived in Sweden. As usual nothing happened, but we didn't forget the idea and little by little our thoughts began to take shape.

The breakthrough came when we enrolled Triumph tuning guru Sixten 'Sigge' Ehrling for inspiration and assistance. With his encouragement we chose an Adventurer as the basis for the project and began work.

Starting with a set of photographs, we cut and pasted, added drawings and rubbed them out until we had achieved the style we were looking for. We ended up with a mixture of cafe racer, streetfighter and dirt tracker.

The first step was to remove all unnecessary details such as the rear footpegs and hangers and the 13 kilo rear mudguard. The result was a drop from 225 to 185 kilos. It was exciting to see how easy it was to give the bike an entirely new appearance. Just fitting lower handlebars and a new tailpiece behind the seat transformed it. The tail we used is the original Triumph accessory part for the Thunderbird Sport.

We decided to dechrome the bike as much as possible and to sandblast

and anodise for a satin finish. This wasn't possible with the cam covers which became porous and ugly when subjected to chemical treatment, so we had to paint them instead. Cycle parts were sent off to spray painter Hakan Lindberg to be finished in our own design.

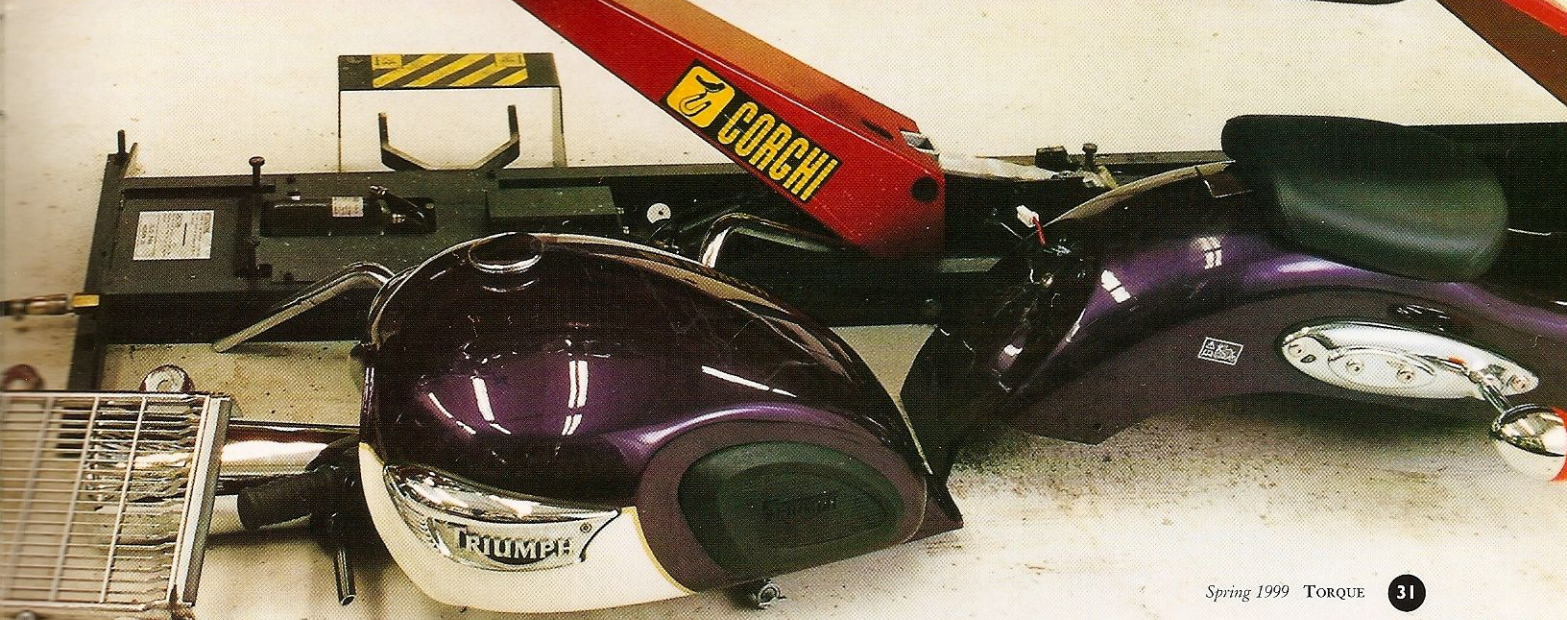
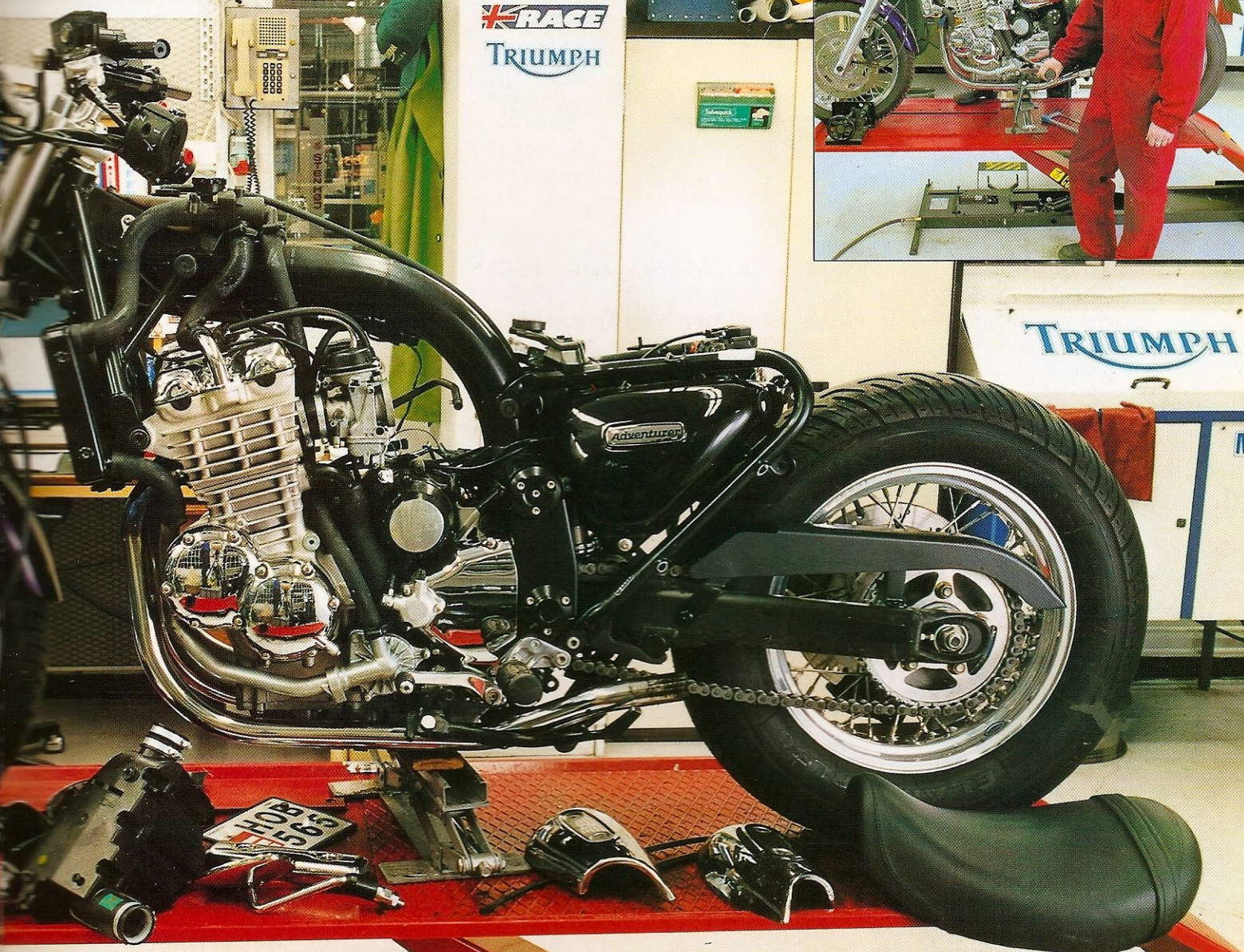
A worried Hakan soon phoned back to check if chequers and flames were really necessary. We reassured him and he eventually came back with his own design featuring Woody Woodpecker with flames and a cigar. As Sigge is a big cigar fan, this seemed perfect. When the parts arrived it was like Christmas! The results exceeded our wildest fantasies.

The original budget only had room for a cosmetic rebuild, a paint job and an exhaust system, but things can easily get out of hand. Sigge arrived one day with a package of parts wrapped in waxed paper stamped with the word 'Triumph'. He smiled and slowly unwrapped the paper to reveal a pair of camshafts for a Super III Daytona - the hottest Triumph before the launch of the T595. Of course we would need a new igniter, throttles and needles, but what the hell.....?

The original exhaust pipes were



MPH



No limits

mated to empty megaphones designed by Urban Soderberg of URN Racing in Stode, near Sundsvall. "It won't be any good," grumbled Urban. "It will be darned noisy, but power won't benefit."

Noisy? Fine! We weren't bothered about the performance and they looked so beautiful with their Sigge-designed brackets. The plan was to have the pipes black chromed, but our platers haven't had time yet, so we are left with spray painted items that look a bit tatty between repaintings.

Costs were now spiralling as we enlisted Acke Rising of ISR to help us stop the bike. He made six-piston calipers for the front, matching them to the original fittings. He also designed, made and fitted a new small two piston caliper rear brake unit that fitted neatly behind the swinging arm.

A new rear subframe was made by

Sigge and looks absolutely original. Even the original toolkit sits underneath the rear end that features a modified Tiger inner mudguard. The rule was to use original Triumph parts as much as possible.

For the wheels we chose an Akront 4.25x17 inch rim for the rear and fitted a Pirelli Dragon 160/70-17 tyre. The original Akront rim was retained up front.

Next came the dyno test. Urban was right. The noise was incredible! The famous triple roar was just right, but when AVA MC's head mechanic

Roger gave it a go, he recorded a measly 47.5 hp at the rear wheel. The huge crowd of people who had been attracted by the thunderous roar, in expectation of 150 hp, did not make things any easier. At least it sounded like 150 hp! Bitterly disappointed we returned home to continue work.

Super III inlet rubbers were fitted, together with Dynojet needles and Hey Presto!, we found another 40 hp! We had calculated on 85-90 hp at the rear wheel, so 87 wasn't far off. The only fly in the ointment was a big power drop in the upper mid range,

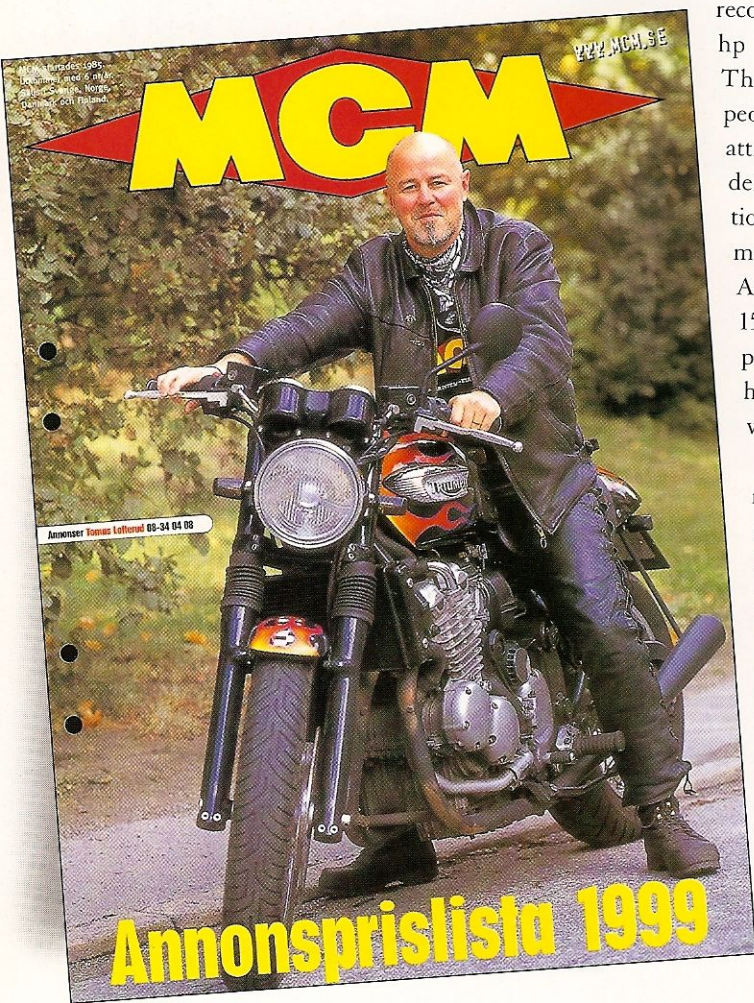
something we haven't been able to cure despite much experimenting with needles and throttles. The best result was achieved with original Adventurer throttles. The exhaust system is the probable culprit, as well as the smaller air filter, but the budget has been spent for now, so we will have to wait for more cash before seeking a solution.

Our first trip was an attempt to ride to the Swedish Bikemeet (around 350kms), but the amazing noise and a growing police phobia had me seeing a microphone in every bush. At around halfway it was relegated to the trailer and to childish (but fun!) 'soundshows' at the Bikemeet itself.

Before the next ride we fitted baffles from an old Triumph into the megaphones and fitted a balance pipe between the middle and left exhaust pipes. That moved the power drop 1000 rpm up the scale and produced a very exciting 'Ketchup Effect' throttle response - Nothing-Nothing-Full On! Strange how the road narrows at a top speed of 225km/h!

Ground clearance is exceptional and the steering is light and quick, thanks to moving the stanchions half an inch up through the forks. Comfort is acceptable and a 650 kilometre trip proved no problem.

So what did it all cost? The exact cost is difficult to assess, but it was probably around 80-90,000 Krona (£6-£6750). Of course there was no real need to have a professional paint job, tune the engine and change the brakes etc., but where do you draw the line?



Story and photographs courtesy of MCM magazine.

GENUINE BRAKING SYSTEMS

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

(Ride Magazine - September 1998)

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 - September 1998)

By chance or design?

At Triumph Motorcycles we place total product development focus on ensuring operating unison between systems.

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 brake pads to the disc.

TESTING

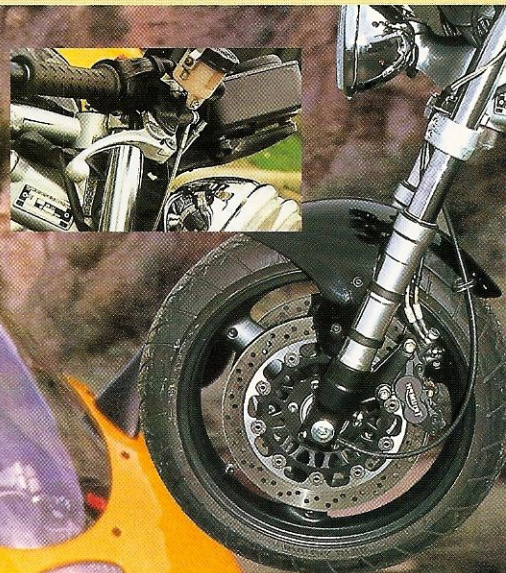
At Triumph, testing is compiled using both data logging and subjective techniques.

Great effort is placed to ensure the feel of the lever is positive and accurate, yet sensitive, providing an effective ratio between brake lever movement and deceleration achieved.

The pad and disc material 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 ensure the fitment of Triumph genuine parts, and with continuous effort to monitor prices, you can always be assured of value for money.



*Triumph Genuine Parts
Available through your authorised Triumph dealer*

Thunderbird

- Nylon panniers
- Grab rail & luggage rack
- Chrome radiator end caps
- Chrome radiator guard
- Chrome outriggers



Tailor made for your custom

RIDING one of Triumph's traditionally styled roadsters is already a stamp of your individuality. Now you can take your statement a step further by tailoring your bike to your own personal taste with the range of genuine Triumph accessories.

Whether you ride a Legend, Thunderbird, Thunderbird Sport or an Adventurer there is a massive range to choose from and most of the parts will fit all bikes in the range.

All Triumph accessories have met the same rigorous testing standards as our motorcycles and guarantee top performance and great style. Fitting Triumph accessories will also not affect your warranty cover.

Your Triumph dealer can advise on what is suitable for your bike and will be happy to fit any Triumph accessories you choose.

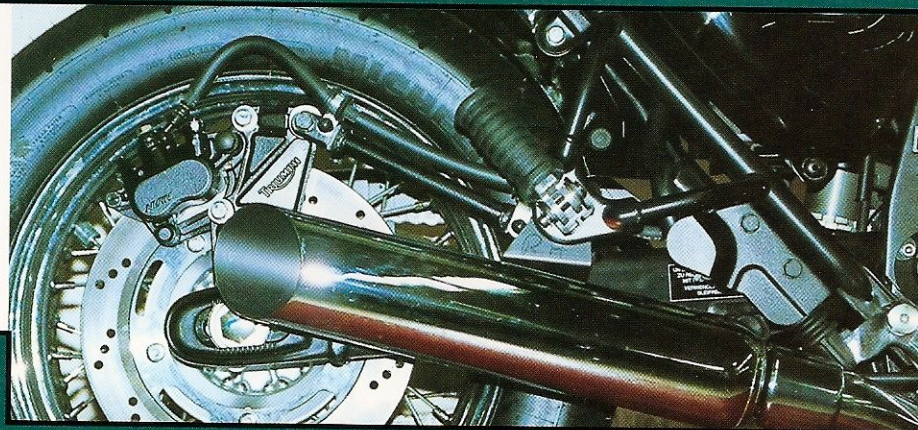
Adventurer

- Leather panniers
- 'Off Road' exhaust
- Veto+ alarm system



Adventurer

- Slash cut silencers
- New from Triumph
- US custom styling
- 3.5 inch diameter
- Deep chrome finish
- Deep tone sound



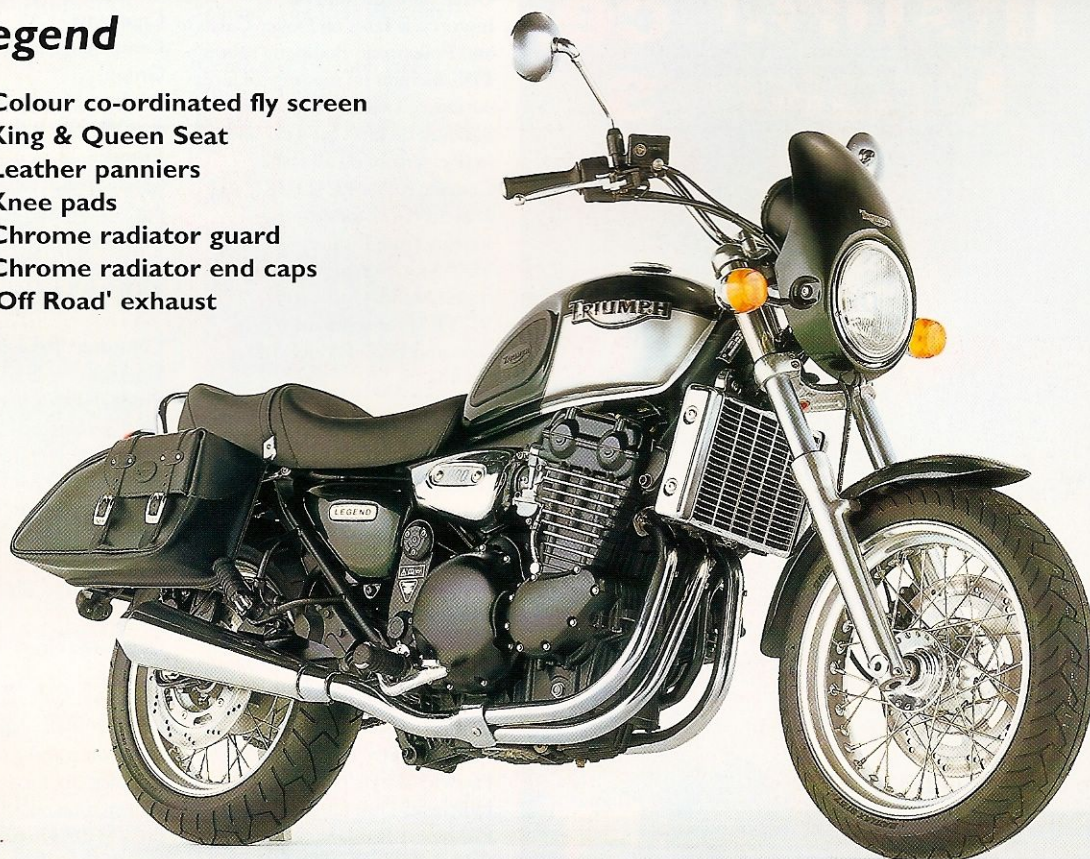
Thunderbird Sport

- Chrome master cylinder cover
- Chrome clutch cover
- Chrome outriggers
- Chrome radiator guard
- Chrome radiator end caps
- Summer screen
- Sissy bar & rack
- High pillion seat
- Tank bag



Legend

- Colour co-ordinated fly screen
- King & Queen Seat
- Leather panniers
- Knee pads
- Chrome radiator guard
- Chrome radiator end caps
- 'Off Road' exhaust



Deals on wheels

In Brief ...

Insurance and financial -

Company: Fernet Insurance Brokers Ltd.

Product: Motorcycle and general insurance.

Offer: 15% discount on 'TriumphCare' cover, special arrangements on other cover.

Contact: Fernet on 01708 768613. Applies to UK only.

Company: Fernet Insurance Brokers USA.

Product: Motorcycle, auto, watercraft and snowmobile insurance.

Offer: Varies based on state.
Contact: Fernet USA on 1-800-391-8144. Applies to USA only.

Company: RAC.

Product: Breakdown assistance.

Offer: 10% discount on RAC membership. Members already with TriumphCare Assistance RAC cover can save 50% on full RAC membership for close family members. This includes FREE Joint Cover for the TriumphCare holder and covers

you and your family for breakdowns with any vehicle.

Contact: RAC on 01454 209006 for TriumphCare holders; 0800 716976, quoting ref. MC0012, for other members
Applies to UK only.

Company: Protecta Insurance.

Product: Motorcycle insurance in New Zealand.

Offer: Preferential rates for RAT members.

Contact: (09) 377-6872. Fax (09) 379-6779.

Sea crossings -

Company: Hoverspeed.

Product: Hovercraft and SeaCat crossings, Dover-Calais. SeaCat crossings, Folkestone-Boulogne and Dover-Ostend.

Offer: 30% discount on motorcycle fares on Dover-Calais and Folkestone-Boulogne routes. 15% discount on motorcycle fares on Dover-Ostend route. 15% discount on fares for a car and up to five persons on all routes.
Contact: 0990 240241 (UK); +33 (0)800 191 777 for crossings starting from France; +32 (0)59 559955 for crossings starting from Ostend. Quote code ST/TRM for standard return fares and EX/TRM for 5-Day returns.

Company: P&O Stena Line.

Product: Ferry crossings. Dover-Calais, Newhaven-Dieppe and Portsmouth to Le Havre or Cherbourg.

Offer: 30% discount.
Contact: 0990 980980 from UK, +44 1304 863000 from elsewhere, quoting ref: TMS 50531 Retail Promotions.

Company: Stena Line.

Product: Ferry crossings between Harwich-Hook of Holland, Holyhead-Dun Laoghaire, Fishguard-Rosslare, Stranraer-Belfast and various Scandinavian routes (information on request).

Offer: 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.

Contact: +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.

Company: P&O North Sea Ferries.

Product: Ferry crossings between the Hull and Rotterdam or Zeebrugge.

Offer: 10% discount.

Contact: 01482 377 177 in the UK, 0181 255 555 in Holland, 050 543 430 in Belgium, quoting the 'Riders Association of Triumph' and your membership number.

Company: Isle of Man Steam Packet Company.

Product: Ferry crossings to Isle of Man.

Offer: 10% discount on selected crossings.

Contact: Phone +44 (0)1624 645645.

Hotel accommodation -

Company:

Campanile/Clarine/Bleu Marine Group.

Product: Hotel accommodation in over 400 hotels throughout Europe.

Offer: Special rates, typically 10 per cent below published tariff.

Contact: +33 (0)1 64 62 46 36 quoting the reference TRIUMPH.

Company: Stakis Hotel, Leicester, England.

Product: Hotel accommodation. Ideal for factory visits.

Offer: Special rates. Bed and breakfast £29 per person, dinner, bed and breakfast £39. £15 single supplement. Includes use of health club.

Contact: 0116 263 0066.

Company: Hotel Regina, Serfaus, Austria.

Product: Hotel accommodation.

Offer: 10% discount, free swimming and garaging.

Contact: Bookings and information on +43 (0)5476 6253, fax +43 (0)5476 6739.

Company: Vista Palace Hotel,

INSURANCE

FERNET Insurance Brokers



- Discount for RAT membership
- Security discounts
- No claims discounts
- FREE accessory cover
- Optional low mileage discount
- FREE European cover
- FREE legal protection
- FREE uninsured loss recovery
- Age of bike discounts



07000 FERNET
3 3 7 6 3 8

01708 768613

Monte Carlo.

Product: Hotel accommodation.

Offer: A de luxe room for the price of a standard room, equal to 13.5% discount.

Contact: Vista Palace Hotel on +377 92.10.40.00, fax +377 93.35.18.94.

Company: Errotaldekoborda, Chambres d'Hôte.

Product: Farmhouse accommodation in Pays Basque, France.

Offer: 10% discount.

Contact: Philippe and Murielle Daux. +33 (0)5 59 54 29 77 or +33 (0)6 11 50 03 63, or write to Errotaldekoborda, route des Ventas, 64310 Sarc, France.

Company: Auberge de la Benvenuto.

Product: Hotel in Provence, France.

Offer: Discounts to 10% depending on season.

Contact: Auberge de la Benvenuto, 13520 Les Baux de Provence, France. +33 (0)4 90 54 32 54, fax +33 (0)4 90 54 42 58.

Company: Hotel Palmspring, Bad Peterstal, Black Forest, Germany.

Product: Hotel accommodation.

Offer: 10% discount.

Contact: Mr and Mrs Erdrich, +49 (0)7806 301. Fax +49 (0)7806 1282.

Company: Best Western New Zealand.

Product: Hotel and motel accommodation in New Zealand.

Offer: 10% discount on production of RAT membership card.

Contact: (09) 520-5418. Fax (09) 520-5413.

Triumph rental -

Company: Fowlers of Bristol.

Product: Triumph hire in the UK.

Offer: 5% reduction on published rates.

Contact: +44 (0)1179 770466.

Company: Triumph Hellas.

Product: Triumph hire in Greece.

Offer: 5% reduction on published rates.

Contact: Triumph Hellas on +301 976 5917 (phone) or +301 976 5918 (fax).

Vehicle rental -

Company: Avis Rent-A-Car.

Product: Car hire worldwide.

Offer: Discounts up to 10% plus special offers.

Contact: Avis Rent-A-Car on +1-800-331-1212. Quote AWD number T307700.

Company: Cruise

America/Cruise Canada.

Product: Motor home rentals in the USA and Canada.

Offer: Discounts up to 20%.

Contact: Cruise America on +1-800-327-7799.

Organised tours -

Company: Rocky Mountain Motorcycle Holidays.

Product: Tours of the Canadian Rockies on Triumph motorcycles

Offer: 10% discount.

Contact: +001 604 938 0126, +001 604 938 0125 (fax).

Company: Biketours Thailand.

Product: Tours of Thailand using Triumph motorcycles.

Offer: 15% discount.

Contact: +662 731 1995, +662 731 1971 (fax).

Company: Adventure New Zealand Ltd.

Product: Tours of New Zealand using Triumph motorcycles.

Offer: 10% discount.

Contact: +64 (0)3 548 7888 (phone), +64 3 548 9982 (fax).

Company: Triumph Hellas.

Product: Guided touring holidays in Greece and Turkey, including Triumph hire if required.

Offer: 5% reduction on published rates.

Contact: Triumph Hellas on +301 976 5917 (phone) or +301 976 5918 (fax).

Company: Big Rock Ltd.

Product: Guided sports bike tours to Europe.

Offer: 10% discount.

Contact: +44 (0)1285 656588

Company: Vrij Uit

Motorvakanties.

Product: Motorcycle tours in Europe.

Offer: 5-10% discount.

Contact: +31 (0)23 5696 630 or fax +31 (0)23 5696 515.

Company: BikeFun Tours.

Product: German led guided tours of Provence, Corsica, Bali and Poland.

Offer: Discounts between 5-11.5%.

Contact: +49 (0)48 25 1695, quoting reference 'Triumph RAT Club'.

Company: Himalayan Roadrunners Ltd.

Product: Guided tours in Bhutan, Nepal, India and Thailand.

Offer: 5-10% discount, depending on destination.

Contact: USA - Toll free 1-888-RideHigh; UK - 0171 627 2030.

Literature and video -

Company: RAC Publishing.

Product: Maps, atlases and guides.

Offer: 25% discount for RAC members, 15% discount for non RAC members.

Contact: 0800 550055.

Company: Project Moto Ltd.

Product: Motorcycling videos.

Offer: 10% discount.

Contact: Project Moto Ltd., 5, Kinburn Street, London SE16 1DN, England. Telephone +44 (0)171 231 6331 or 0956 419257.

Company: EMAP National Publications.

Product: 'Bike', 'Performance Bikes' and 'RiDE' magazines.

Offer: 20% discount on subscription rates.

Contact: +44 (0)1858 435337 quoting reference NA25/A23 for 'Bike', NO36/01L for 'RiDE' or NH2i/H26 for 'Performance Bikes'.

Company: Motorrad Reisen und Sport.

Product: Subscriptions.

Offer: 10% discount or free Zippo lighter.

Contact: Heinrich Bauer, LAPIS KG, Industriest. 16, 50735 Köln, Germany, reference RAT-Club.

Training courses -

Company: Shire Training.

Product: Motorcycle training in the UK.

Offer: Special courses for

RAT members at 10% discount.

Contact: Shire Training on +44 (0)1480 464689.

INSURANCE

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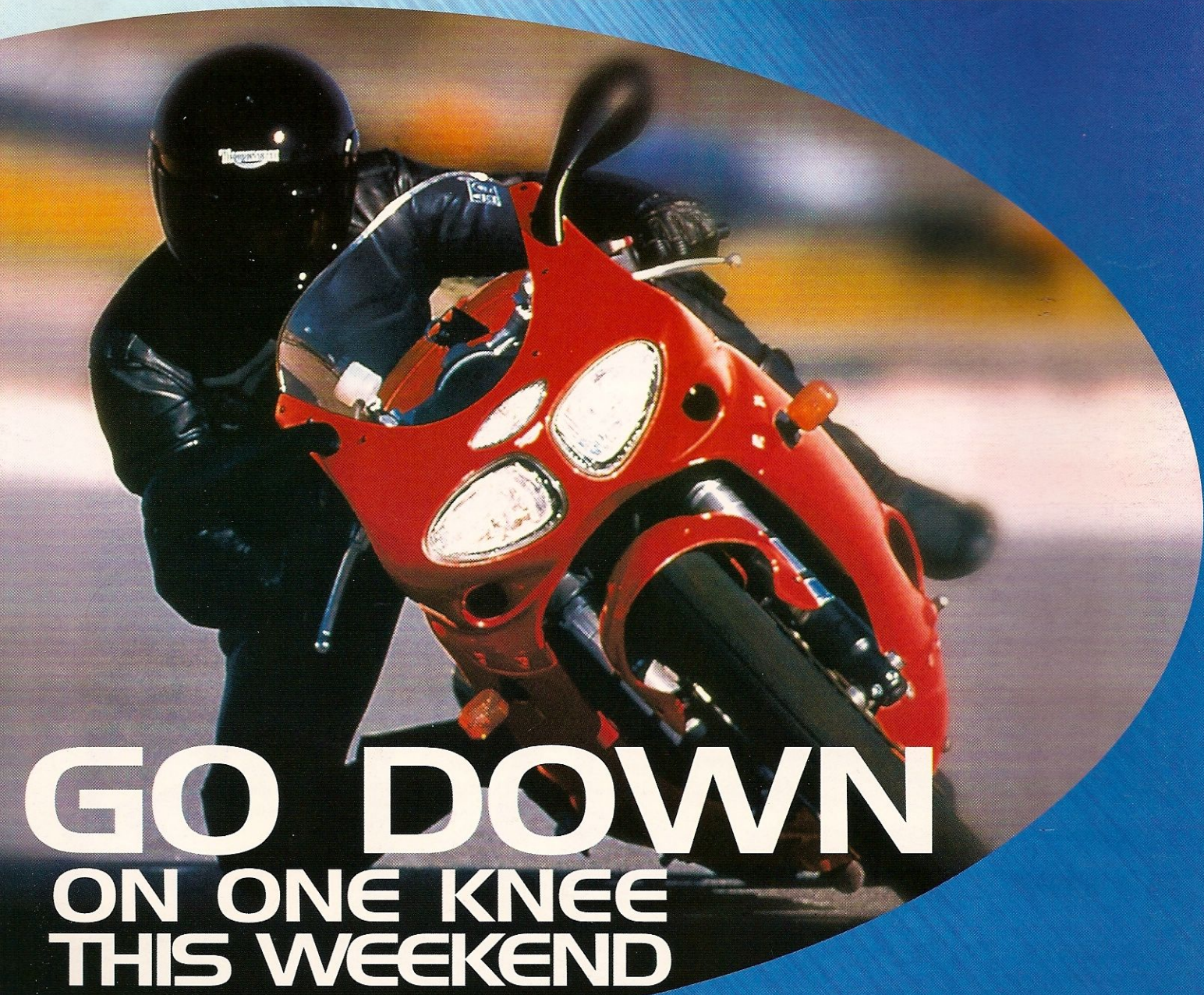
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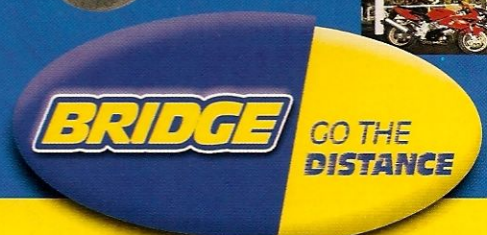
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