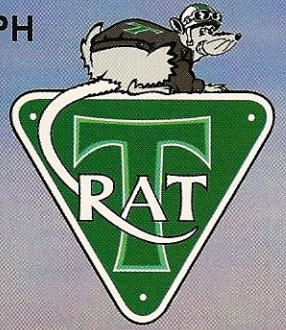


# TORQUE

THE MAGAZINE OF THE RIDERS ASSOCIATION OF TRIUMPH



No 12

Summer 1999



# TIGER TALES

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## C O N T E N T S

## We're here to help

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## Up front

THIS issue of Torque brings you full details of our second Triumph Factory Festival which will be held over the weekend of July 17 and 18.

We have planned a terrific programme of activities, including a road run around Stratford-Upon-Avon on the Saturday, a spectacular medieval English banquet on Saturday evening and an open day at the Triumph factory on the Sunday. We're expecting a bumper turn-out of RAT members and friends to make this event the highlight of the year, so don't miss it!

If you want to join us at Saturday evening's banquet, don't forget that you need to reserve a ticket in advance. There will be no tickets available on the day. See inside for details.

The Open Day itself has a packed programme with a Triumph stunt rider, mini moto racing, displays, games, competitions and prizes, plus of course the chance to look around the Triumph factory itself.

Even if you can't make the Factory Festival, our ever-expanding programme of events should offer something to whet most riding appetites, so why not get your riding kit out and join us while the sun's still shining?

Details of the main events we have planned for the Summer and Autumn are contained in this edition of Torque, but if you have access to the internet, check out the latest information by going to the RAT pages on the Triumph website. You'll find the Triumph site at [www.triumph.co.uk](http://www.triumph.co.uk), enter the password and logon TORQUE and RAT891515 to get into the RAT members' area.

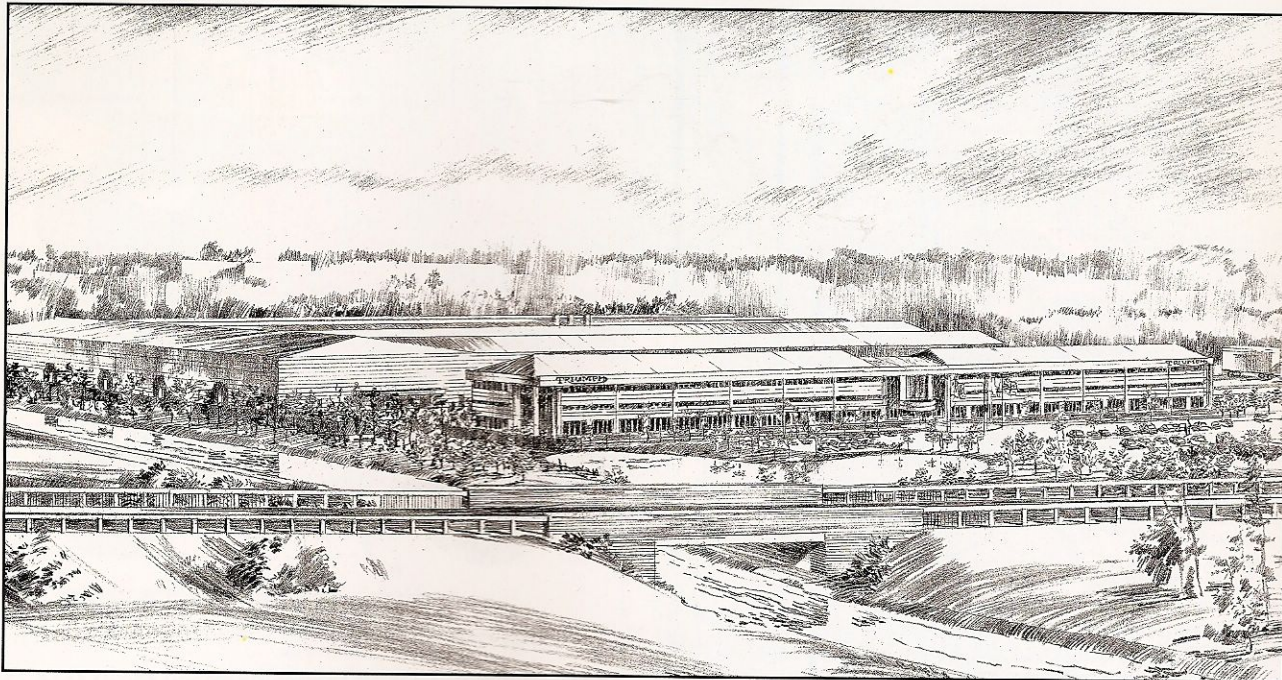
If you need any further information, don't hesitate to contact either Club HQ or your national RAT manager. Their details are listed opposite.

I'll be taking part in as many events as I can this Summer, so I look forward to meeting as many members as possible.

See you out there!

Neil Webster, International Manager, RAT.





## Work starts on new factory

**B**UILDING work has begun on a new Triumph factory that will give the company the capacity to double its production over the next few years.

The 40 acre site is adjacent to the company's existing 10 acre factory at

Hinckley in Leicestershire, and will take potential annual production to almost 40,000 machines.

Groundwork on the site got underway during March, with construction due to begin during the Summer. The first produc-

tion facilities will be in place by the end of the year.

The new state-of-the-art facility will work alongside the existing factory, allowing Triumph to expand both the model range and increase production while integrating the

latest production processes and machinery.

Phase one of the development will involve moving production of frames and swinging arms into the new unit, phase two will be to relocate painting and assembly operations.

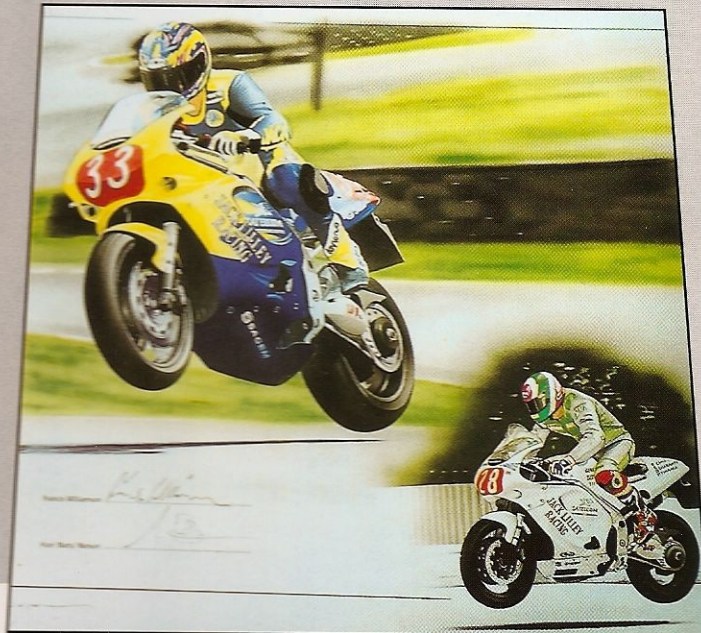
## Wall to wall racers

Win one of these terrific signed prints

**C**ELEBRATING the success of their Triumph racing ventures on both mainland UK and the Isle of Man, Jack Lilley Racing have commissioned a limited run of 500 prints showing riders Francis Williamson and Alan Batson in action aboard their race prepared Daytonas.

You can buy your own copy from either Clive Wood of Jack Lilley Racing or Steve Lilley at Jack Lilley Motorcycles in Shepperton, priced at £18 for RAT members (usual price £20). Call Clive on +44 (0)1243 841549 or Steve on +44 (0)1932 224574.

We have one of these great prints to give away. For the chance to win, please send your name, address and RAT membership number on a postcard marked 'print draw' to: PO Box 83, Hinckley, Leics, LE10 3ZP, England. The first card drawn after the closing date on 31 July 1999, will be the winner.



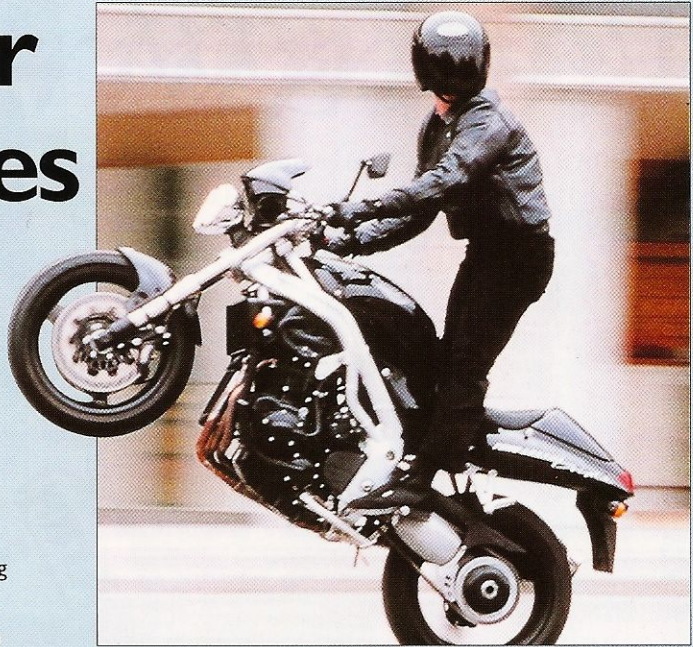
# Star role for Speed Triples

FILM star Tom Cruise will be Triumph powered in his latest blockbuster film.

The speed loving American and his co-star Steve Zahn will be seen using Triumph Speed Triples in 'Mission Impossible 2' which is currently in pre-production at the Fox Studios in Sydney, Australia.

Ten Speed Triples are being used in the filming, which will take 12 weeks. The bikes will be the only transport the heroes Cruise and Zahn are seen using during the picture.

The film is due for release in the United States in November.



Triumph Speed Triples will provide all-action transport for the stars of 'Mission Impossible 2'.

## Thunderbird accessories

DESPITE several detail changes to the 1999 Thunderbird model, many existing Triumph accessories are still suitable for fitting to the bike.

All the chrome items featured on pages 22 and 23 of this year's Triumph accessories brochure will fit the 1999 Thunderbird, with the exception of the chrome chain guard (part number A2058021 - for machines up to VIN number 55072), the chrome side stand (A9738007) and the chrome side-panels (A9730015).

The nylon panniers (A9518003), lower handlebar kits (A9700030 and A9700031), front mudguard extension kit (A9701040) and knee pads (A9710005) featured on pages 24-25 all fit the new Thunderbird.

Due to the new Thunderbird's redesigned rear subframe, new leather pannier kits have been developed for use with the bike. Kit number A9518009 includes a standard Legend TT seat, while kit number A9518010 includes a Legend TT 'King and Queen' style seat. Consult your dealer if you are unsure which are the correct

panniers for your bike.

Of the items featured on pages 26 and 27 of the catalogue, the following will fit the 1999 Thunderbird:

King and Queen seat (A9708016), Polished grab rail (A9700000), Chrome grab rail (A9708000), Polished luggage rack and grab rail (A9700005), Polished sissy bar and rack (A9950050) and Chrome sissy bar and rack (A9950055).

Of the items on

pages 28 and 29, the following are suitable for the machine: Silencer (A9730001), Centre stand (A9950063), Veto alarm (A9802003), Summer screen (A9700060) and Roadster screen (A9700070).

Copies of the catalogue can be obtained from official Triumph dealers.



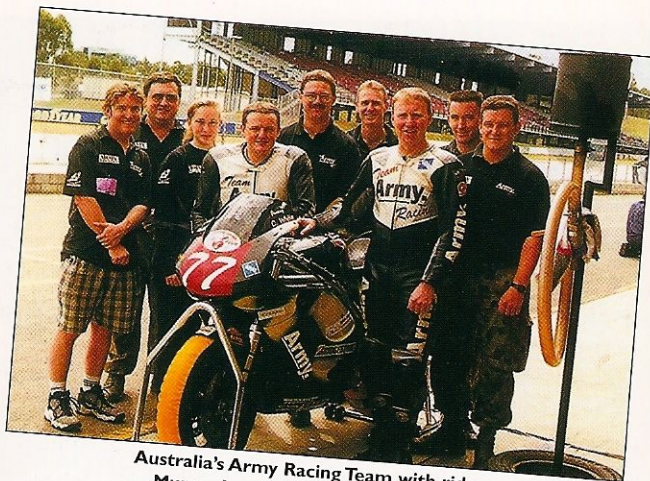
# Aussie grit

AUSTRALIA'S Army Racing Team enlisted the help of a Triumph Daytona T595 when they planned their assault on last year's Eastern Creek Six-Hour endurance race.

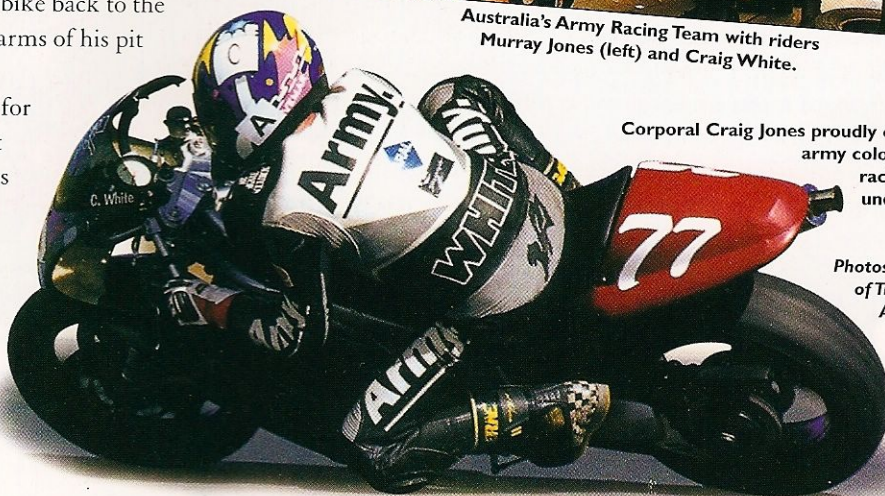
Riders Craig White and Murray Jones had battled from 24th on the start grid to 16th place until White - a corporal in the army - crashed, breaking a couple of ribs. Despite the injury he managed to ride the bike back to the pits before collapsing into the arms of his pit crew!

Jones was now on his own for the remaining three hours, but fought heat exhaustion, cramps and dehydration to go the full distance and finish within 75 per cent of the race winners' distance - a terrific effort.

White also contested the 1998 Formula One and BEARS series and is planning another Triumph-mounted effort in 1999.

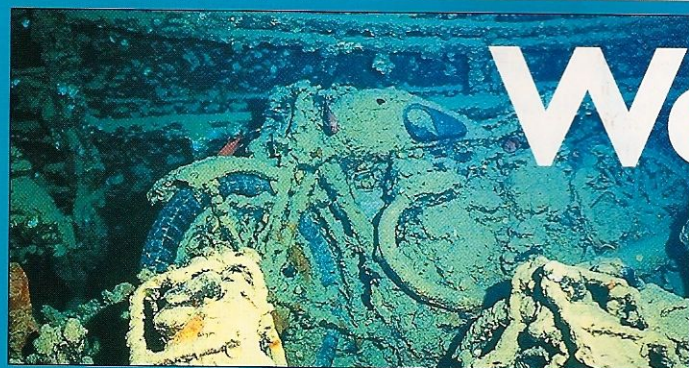


Australia's Army Racing Team with riders Murray Jones (left) and Craig White.



Corporal Craig Jones proudly carries the army colours while racing down under.

Photos courtesy of Triumph Australia.



These bikes were discovered at the bottom of the Red Sea, surrounded by live ammunition.

So you thought you had to ride in wet conditions? These photos were taken by diving instructor and Thunderbird owner Dave Cartwright near the mouth of the Suez Canal in the Red Sea.

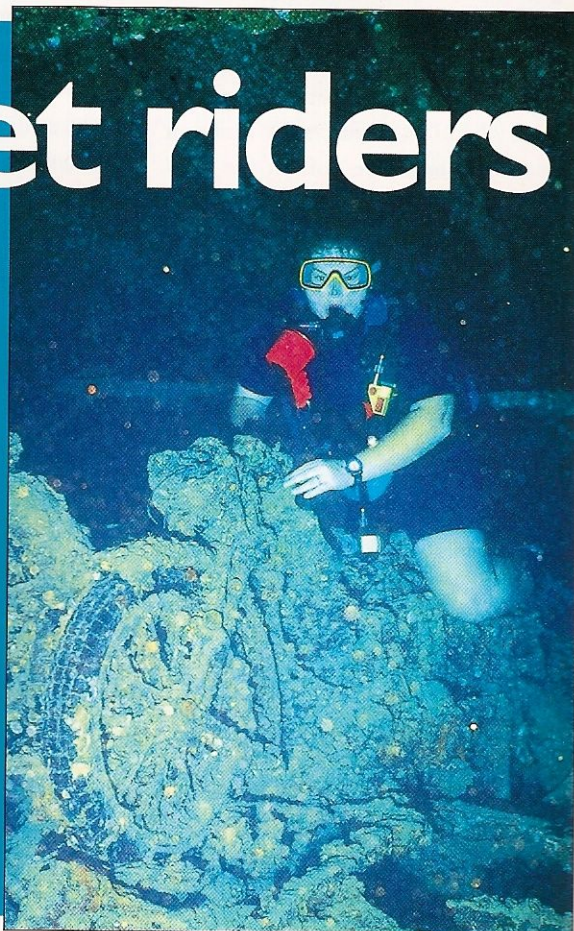
The bikes were part of a cargo of vehicles and ammunition being carried by HMS Thistlegorm when it was torpedoed while waiting to sail up the canal during the Second

World War.

It was originally discovered by famous diver and naturalist Jacques Cousteau during the 1950s, but details of its position were later lost and it was not relocated until six years ago.

The motorcycles are part of a batch of 50 BSA models on the ship. They are accompanied by half-tracks and jeeps and a large amount of still dangerous live ammunition.

# Wet riders



# Sales Triumph

TWO new models, excellent press reports and 'T' plates in March have all contributed to a massive increase in UK Triumph sales.

Industry statistics show that Triumph sales in the UK were up 45 per cent in the first four months of 1999 when compared to the same period last year. March was the most successful single month yet for Triumph in the home market.

Much of this success is owed to the brilliant Sprint ST which has been greeted with unanimous press ac-

compliments. The all-new Tiger has also proved itself a winner with its striking looks and all-round capabilities.

"1999 has been a wonderful year so far. Customers have been excited by two fantastic new machines they could purchase at the start of Spring with a new registration prefix," said Triumph UK Sales Manager Bruno Tagliaferri.

Test rides on both machines are available at Triumph dealers, who can also provide a 32 page reprint featuring road tests on the new Sprint and a 16 page Tiger test supplement.

## It's in the can!

RECENTLY launched Greene King Triumph Ale is now available in cans.

Following the success of the draught beer, you'll soon be able to buy it with your weekly shopping as it will be appearing on supermarket shelves nationwide.

Look out for the distinctive cans in their green livery.

## Dealer update

- LONDON dealer Metropolis Motorcycles have recently opened a second branch in the City, giving Triumph owners even more choice in the capital.

Building on the success of their Albert Embankment site, the impressive new outlet will offer the full range of Triumph motorcycles, clothing and accessories as well as full

workshop facilities.

You can find the new shop in Dowgate Hill, London, EC2, opposite Canon Street Station or phone 0171 236 1913.

- CATERING for customers in the Stockport area, The Motorcycle Centre has been re-appointed as a Triumph dealer, expanding the existing Triumph dealer line up in Greater

Manchester. You can call them on 0161 480 3346 or pay them a visit at 2-4 Carrington Road, Stockport, where they'll be pleased to help.

- TRIUMPH sales in Cheshire are being passed from one family to another! After 21 years in the motor cycle industry, Tommy Robb has decided to retire and his Warrington based dealership will now fly the 'Fowlers' banner.

As Fowlers are already established Triumph dealers, with outlets across England, Triumph riders can rest assured they will continue to receive a high level of customer service.

- BALDERSTON Motorcycles of Peterborough have recently opened their new showroom, with Triumph's UK Sales Manager Bruno Tagliaferri on hand to do the ribbon-cutting honours. Balderston's can be contacted on 01733 312311.



UK National Sales Manager Bruno Tagliaferri (centre) opening Balderston's new Peterborough showroom.



## Tiger power for Pinsent

- TOP south east salesman Darren Holman of Hughenden M40 just doesn't know when to stop. Having recently netted the prestigious Triumph award, Darren recently sold a new Tiger to rower and Olympic Gold Medallist Matthew Pinsent, pictured on the right.



Gaydon gathering. Around 50 members made it to the Heritage Motor Centre for the first RAT Run of the year.

## History ride

**B**LUSTERY February weather didn't stop the first RAT Run of 1999 being a resounding success.

Around 35 Triumphs set off from The Moat House Hotel in Stratford-upon-Avon after club members had enjoyed free bacon rolls and coffee.

From Stratford, the group wound their way through 60 miles of Warwickshire and Worcestershire countryside before gathering at the impressive Heritage Motor Centre, near Gaydon in Oxfordshire

Once inside, a RAT polo shirt and sweat shirt were raffled off in a free members-only prize draw. To finish the day on a high, most club members took advantage of the reduced entry rate and spent the afternoon among the museum's massive collection of British cars before heading for home.

"Considering the weather conditions, I only expected 20 bikes today, so for 35 motor cycles and nearly 50 people to take part in the first RAT Run of the year is fantastic," said UK Club Co-ordinator Lee Parslow. "How many will we have in July?"

# Springtime in France

**N**ORTHERN France welcomed a party of British and French members for a Spring break in April.

Two days were spent exploring the highlights of the region, with overnight stops and two excellent dinners in a private room

at the Hostellerie du Chateau des Tourelles at Le Wast, near Boulogne.

Saturday's route covered 100 miles of superb winding roads and sweeping bends including lunch in Montreuil-sur-Mer. The whole party then retired to the village bar in Le Wast for early evening drinks before dinner.

Sunday morning was greeted by sunny Spring weather as the party left for a gentle morning ride for coffee in Le Touquet and lunch in Wimereux. The final ride of the weekend along the breathtaking cliff-top road linking Boulogne and Calais provided a fitting finale to an excellent spring break.

The next UK party being led to France by Club Manager Neil Webster will visit Reims in September to explore the Champagne region. Why not make plans to come along and enjoy the fun? See 'What's Happening?' for details.

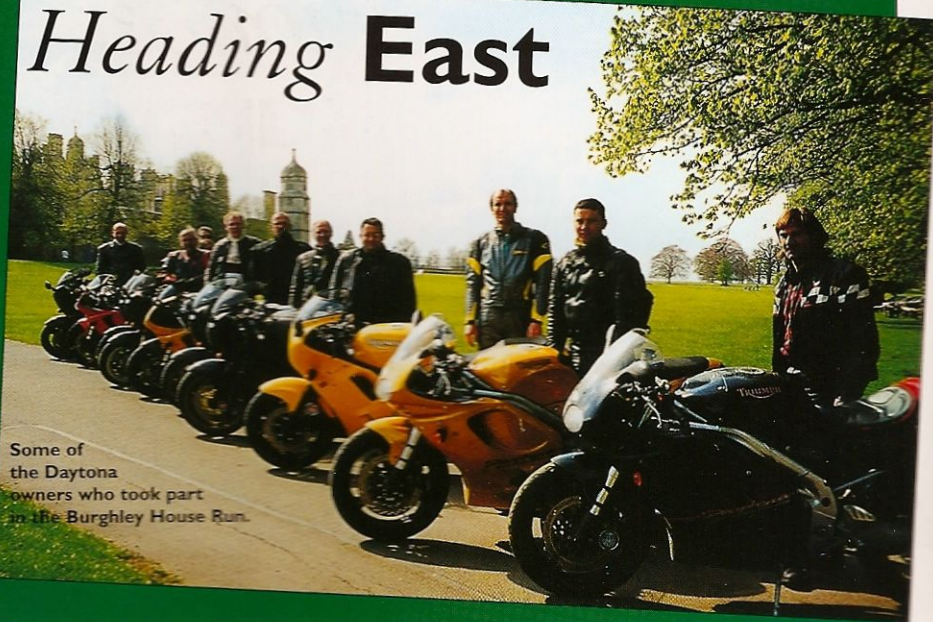


The lovely Hostellerie du Chateau des Tourelles at Le Wast near Boulogne was the base for the club's French Spring Break in April.

**H**IDDEN highlights of the East Midlands were on the menu for two runs in April. The first run featured a cross country run up the Welland Valley and under the impressive Seaton railway viaduct on our way to the Elizabethan Burghley House in Stamford. The following week's run featured a longer circular route starting and finishing at Stanford Hall, near Lutterworth, and taking in parts of Leicestershire, Rutland, Lincolnshire and Northamptonshire.

Around 50 people took part in both runs, with machines ranging from Legends and Thunderbirds to Daytonas and new Sprints.

## Heading East



Some of the Daytona owners who took part in the Burghley House Run.



# Brooklands bonanza

**M**ORE than fifty Triumphs gathered at the dramatic banked Brooklands circuit in April at the end of the club's run to the historic Surrey track.

Setting off from Sammy Miller's motorcycle museum in Hampshire, club members followed an interesting route through the New Forest before heading north to the legendary Brooklands site where they were met by *RAT* packs from Kent and Hertfordshire.

*RAT* members enjoyed free coffee before



Brooklands provided an atmospheric destination for one of the biggest *RAT* Runs to date.

wandering around the impressive Surrey venue savouring the nostalgia and mild weather.

Proving the popularity of the day, regular *RAT* Runner Brian Goldsmith commented:

"This is the biggest *RAT* Run yet."

Check out the diary dates list elsewhere in this issue to make sure you miss none of the action!

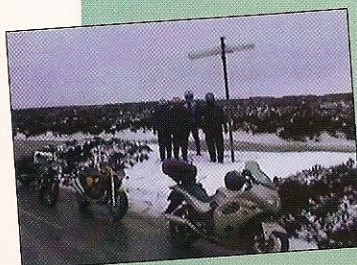


Club members enjoying the sunshine in Sussex.

## Cold comfort

**N**OTHING stops the Streetbike *RAT* Pack from enjoying their regular ride-outs, not even a covering of snow. "It was a bit cold and the road conditions were a bit dicey in places, but we still enjoyed the run," said Streetbike Pack co-ordinator Graeme Spencer, after returning from this ride through the Black

Country. For *RAT* action in the Dudley area, give Gary Marshall a call at Streetbike on 01384 253464.



## Pioneer Runners

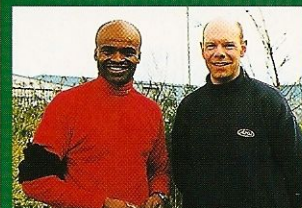
**T**ERRIFIC scenery and a roller-coaster ride to the seaside saw *RAT* members from all over England enjoy the Pioneer Run, held in March.

Setting out from Burgh Heath, Surrey, the ride followed a route through the South Downs countryside finishing at Madeira Drive, Brighton where pre-1915 motorcycles of all kinds had gathered following their annual trek to the coast.

Changeable weather conditions added to the variety of the day which included a prize draw for club members with *RAT* regalia given to the two lucky winners

## PACKchat

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



**MARKET Motorcycles** of Tring have changed venues. The ever-growing Hertfordshire pack now meet at The Coach and Horses in Newgate Street Village on the second Monday of the month. Newgate Street Village can be found just off the B157, north of Cuffley. Call Nigel (pictured, right with Kriss Akabusi after a recent factory visit) on 01442 822599 for further information.

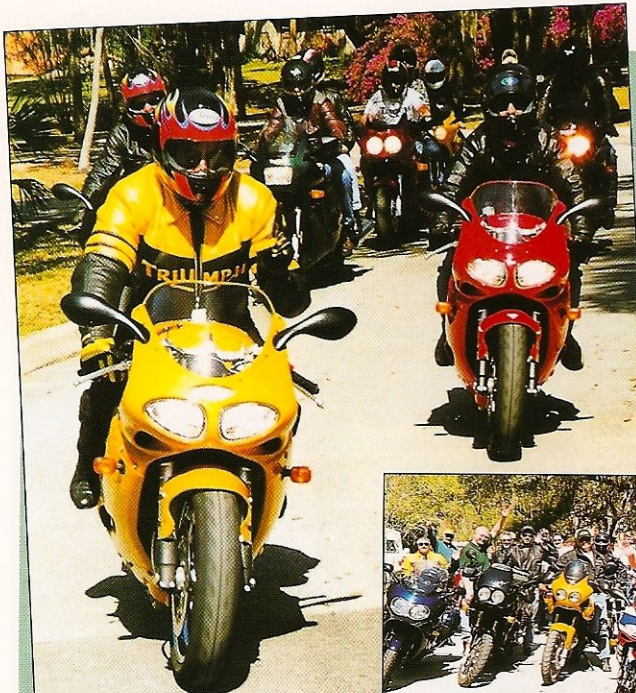
**BOYER Racing's** London-based pack are off to Germany in August. Leaving Dover on the fifth, they are visiting Reims, the Black Forest, Montbeliard, Troyes and Compiègne before returning home on August 15th. Phone Bill Saker on 0181 854 8133 to book your place.

**RAFFERTY Newman's** *RAT* pack now meet at The Robin Hood in Durlay. Catch them there on the first Wednesday of the month. Phone Chris Linney on 01329 232424 for top *RAT* action in Hampshire.

**MEMBERS** in Humberside should head to the Molescroft pub in Beverley on the second Monday of the month where they will find the **Miles Kingsport** pack. Call Jason O'Neill on 01482 323529 for details.

**FOLLOWING** their recent launch, the **Streetbike** *RAT* pack are going from strength to strength. Regular evening and weekend rides are planned. Call Gary Marshall on 01384 253464.

**'EDDY'S Motorcycles'** Leeds-based pack have changed their club nights to the second and fourth Mondays of the month. They will continue to meet at the Old Red Lion, A64 York Road. Pub landlord Paul Armer is himself a T595 owning *RAT* member, so a warm welcome is guaranteed. The pack are planning a wide range of runs during the summer, including and 'Mystery Run' on June 6 that you might just be in time to catch (meet at the Old Red Lion at 10.30am). More information about the pack and its plans from Paul on 0113 273 5573.



A great turn out of around 50 Triumphs and warm Spring sunshine made the Daytona Run a success.



# Florida feel at Daytona

TABLE griddled pancakes and fresh Florida seafood were on the menu at the *RAT* Breakfast Run and Party held during Daytona Speed Week in March.

A great turn out of around 50 Triumphs met up opposite the famous Daytona International Speedway for the Saturday morning Breakfast Run and soon headed out to the beautiful De Leon Springs Park in lovely Spring sunshine.

A rest halt at the park's lakeside restaurant saw members tuck into pancakes cooked on table mounted griddles, before the party set out for the longest and most twisty leg of the route, through the park to the town of Deland.

After a short afternoon rest, over 100 members met up for the evening's *RAT* Party at a waterside outdoor restaurant on Ponce Inlet. Fresh crab claws, clams, vegetables and salt potatoes and laid back live music gave the evening a real 'Florida feel' and set the perfect scene for the evening.



Table griddled pancakes topped the menu at the lakeside cabin breakfast stop.

## Kiwis head for Taupo

NEW Zealand is the latest country to join in the *RAT* movement. Their first run was organised in early May and saw Triumph owners from Auckland, Wellington and Palmerston North converge on Taupo race circuit.

As well as the chance to visit the track, riders were also able to bathe in the town's hot pools before enjoying lunch.

For more information contact Raewynne Gardiner at [raewynne@northacc.co.nz](mailto:raewynne@northacc.co.nz) (fax 09276 4065).

# Guitar heroes

INTERNATIONAL adventure beckoned the San Diego *RAT* Pack as they headed south of the border to Ensenada, Mexico, for their March run.

Pack member Dave Collins had arranged a tour of the Fender guitar

factory in the town and led the way into Mexico and down the superb 60 mile coastal route from Tijuana to Ensenada.

The hour-long factory tour was followed by lunch at the seaside Estero Beach Hotel before the group broke for home.



Heavy metal time for the San Diego *RAT*s as they tour the Fender factory in Mexico.



Italian RAT members enjoyed a superb Spring weekend in Sardinia.



# Island adventure

ITALIAN Triumph fans sailed to the island of Sardinia for their annual Spring weekend in March.

Three groups left from Milan, Rome and Palermo to meet up at the port of Civitavecchia for the overnight crossing to Cagliari in Sardinia. They then spent two days riding the island's thrilling coastal roads before sailing back to the mainland on Sunday evening.

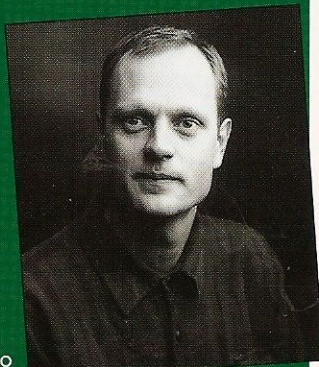
The Italians' Autumn rally will be staged in the Abruzzo region over the weekend of October 1-3.

## New man in Norway

THERE'S a new man at the helm of RAT activities in Norway. Simon Dimmock has recently joined Triumph Norway and is keen to bring members together for rides, runs and meetings.

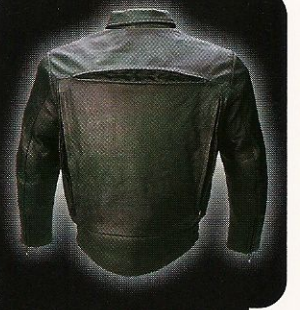
Plans include organising a party to join the Triumph gathering at Swedish Bikemeet in June and taking part in the RAT Lakes and Coast Run in western Sweden in early September.

Simon can be contacted at by email at [simon.dimmock@colbjornsen.no](mailto:simon.dimmock@colbjornsen.no) or by fax on 067 113 470.



Simon Dimmock is the new National RAT Manager for Norway.

## WIN a Triumph leather jacket



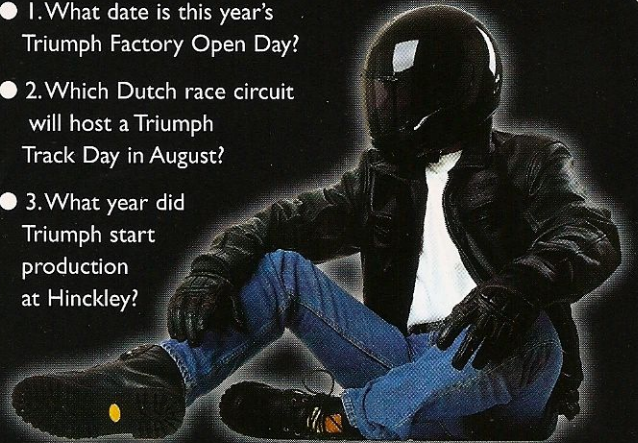
Win one of these fantastic Triumph Horizon ventilated leather jackets in this great free to enter members-only competition. Just answer the questions below and return your entry to Club HQ at PO Box 83, Hinckley, Leicestershire, LE10 3ZP, England.

Two runners-up will each receive a RAT polo shirt. The closing date is August 31, 1999.

Entries for our competition to win a Triumph Frontiers all-weather suit closed on May 31. Results will be announced in the next issue of Torque, out September 1.

### QUESTIONS

- 1. What date is this year's Triumph Factory Open Day?
- 2. Which Dutch race circuit will host a Triumph Track Day in August?
- 3. What year did Triumph start production at Hinckley?



### TRIUMPH CLOTHING COMPETITION

Answers:

1. ....  
 2. ....  
 3. ....

Name: .....

Address: .....

Membership number: .....

Jacket size: .....



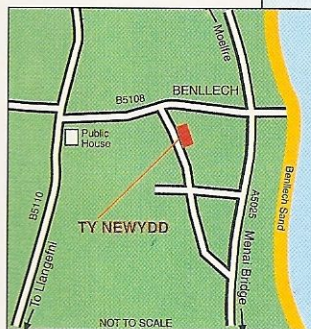
WHAT'S HAPPENING?

# Anglesey action

THERE'S still time to join us when we head for Anglesey for a camping weekend in North West Wales on June 25-27.

We're meeting up on Friday evening at the Ty Newydd Leisure Park in Llanbedgoch, which will be our base for the event. The programme for Saturday includes a tour of the island, leaving at 10.30am, and an evening's fun at the Leisure Park. There will be another guided run before everyone heads for home on Sunday, and there is also the chance to watch moped racing at Anglesey's Ty Croes circuit.

Camping costs £4 per person per night and tent pitches should be booked direct with Ty Newydd Leisure Park, stating you are part of the RAT weekend. Contact them on 01248 450677.

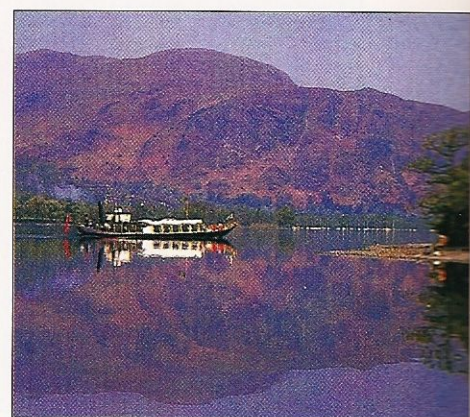


# Lakes weekend

THE dramatic scenery of North West England provides the backdrop for our Lake District weekend on August 14 and 15.

Leaving the Lancaster Posthouse (0345 404040) at 10.30am on the Saturday, we'll spend the next two days riding through this glorious National Park, with plenty of stops and opportunities for soaking up the atmosphere.

Saturday's overnight stop will be at the Travelodge in Penrith (0800 850950) from where we'll leave for Sunday's ride through the lakes and mountains at 10.30am the next morning.



Coniston Water will be just one of the highlights of our Lake District Weekend.

# Border raid

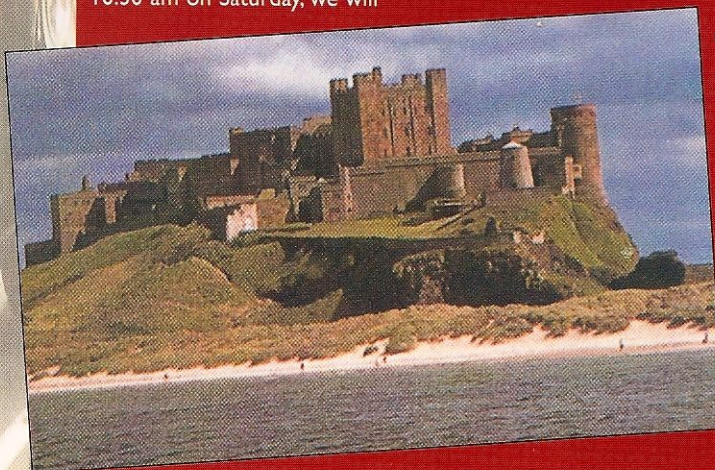
BROODING castles and historic battlegrounds will never be far away when we explore the Border country of Scotland and England on July 10 and 11.

Starting from the Kings Arms Hotel, Berwick-upon-Tweed (01289 307454) at 10.30 am on Saturday, we will

pass impressive Bamburgh Castle before winding our way along the frontier. After a stop in Jedburgh for lunch, we will ride towards Galashiels where the day's ride will finish at the Abbotsford Arms Hotel (01896 752517).

Sunday will see us leave the hotel at 10.30 am and head across the Southern Uplands into Dumfries, Galloway and Gretna before breaking for home.

Historic sites such as Bamburgh Castle will feature in our 'Border Raid'.



# Devon cream

COMING up at the end of the season is our Devon Cream weekend on October 9-10.

We will be based at the Finlake Holiday Park, near Chudleigh, and as well as RAT Runs scheduled for both days, we will be able to enjoy a historic vehicle

event which is also being held at Finlake that weekend.

Caravans and lodges can be booked at Finlake (call Linda on 01626 853833) and we are negotiating special rates with a local hotel. Full details in the Autumn edition of Torque, out early September.

# Wander in the Wolds

WE head for the glorious Lincolnshire and Yorkshire Wolds for two days' great riding over the weekend of July 31 and August 1.

Meeting at the Lincoln Travelodge (0800 850950) at 10.30am on Saturday July 31, we will head out across the rolling countryside for a lunch stop in Louth. From there, we will ride north, crossing the Humber Bridge to finish the day at the Lairgate Hotel, Beverley (01482 882441) from where Sunday's ride will start.

We'll meet for coffee at the



The rolling hills of Lincolnshire and East Yorkshire will be the backdrop for our Wolds Weekend.

Lairgate at 10am on Sunday before leaving at 10.30am to enjoy some superb Yorkshire roads, visiting

Flamborough Head and Pickering where the weekend will finish with afternoon tea.

# Run with *the* RATs

## RAT Runs *diary*

DATE	TITLE	START PLACE	TIME
June 26	Anglesey Run (day one)	Ty Newydd Leisure Park	10.30 am
June 27	Anglesey Run (day two)	Ty Newydd Leisure Park	10.30 am
July 10	Border Raid (day one)	Kings Arms Hotel, Berwick upon Tweed	10.30 am
July 11	Border Raid (day two)	Abbotsford Arms Hotel, Galashiels	10.30 am
July 11	Black Country Run	Station Hotel, Dudley	10.30 am
July 17	Shakespeare Run	Coombe Abbey, Coventry	10.30 am
July 17	Medieval Banquet (pre book)	Coombe Abbey, Coventry	7.00 pm
July 18	Triumph Factory Open Day	Triumph factory, Hinckley	11.00 am
July 25	Sammy Miller Museum Run	M25 Clackett Lane Services (westbound)	10.30 am
July 31	Wolds Weekend (day one)	Lincoln Travelodge	10.30 am
Aug 1	Wolds Weekend (day two)	Lairgate Hotel, Beverley	10.30 am
Aug 7	Irish Adventure (day one)	Glenmalure Hotel, Avoca	10.30 am
Aug 8	Irish Adventure (day two)	Aberdeen Arms, Lahinch	10.30 am
Aug 14	Lakes Weekend (day one)	Posthouse Hotel, Lancaster	10.30 am
Aug 15	Lakes Weekend (day two)	Penrith Travelodge	10.30 am
Aug 28	Loch Ness Weekend (day one)	Dumbarton Travelodge	10.30 am
Aug 29	Loch Ness Weekend (day two)	Haughdale Hotel, Inverness	10.30 am
Sept 5	Duxford Air Museum Run	Posthouse Hotel, Hemel Hempstead	10.30 am
Sept 19	Cheddar Gorge Run	Posthouse Hotel, Fareham	10.30 am
Oct 2	Lands End to John O'Groats (day one)	Lands End Hotel, Cornwall	9.00 am
Oct 3	Lands End to John O'Groats (day two)	Dumfries Travelodge	9.00 am
Oct 9	Devon Cream Weekend (day one)	Finlake Holiday Park, Chudleigh	10.30am
Oct 10	Devon Cream Weekend (day two)	Finlake Holiday Park, Chudleigh	10.30am

AS well as our two-day RAT weekend events (and you're always free to join us for just one day if you can't make both) we also have a strong calendar of one day RAT Runs planned for the Summer.

Hosted by a local RAT Pack they are a great chance to take in some superb routes and places to visit while meeting other Triumph fans.

All RAT Runs are guided and route sheets will be issued before the start, so you can choose to either ride with the group or go at your own pace.

There is no charge and no need to pre-book. Just turn up! Members will get free refreshments, entry to a prize draw and of course a unique stamp for their RAT Rider's Log Book (you can collect one at the start if it's your first RAT Run).

Check out the diary dates and call 01455 891515 if you need any further information.

**There is no need to book for these events (except the Medieval Banquet in July), just turn up at the start. For weekend events feel free to come along for one or both days. You should book any accommodation you need direct with the hotel or campsite.**

# UK *track days*

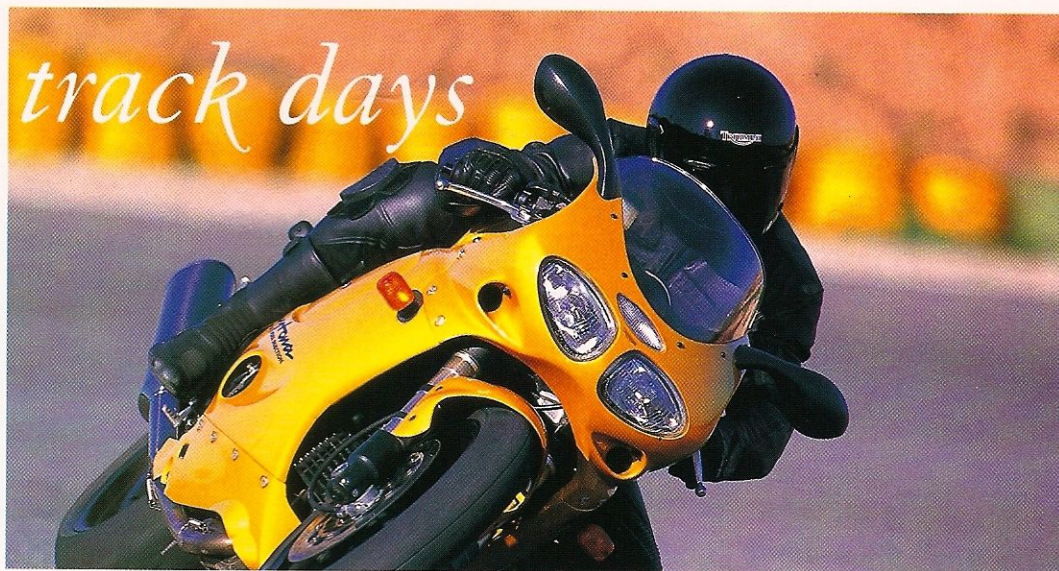
**M**EMBERS with a taste for sports riding have an extensive programme of cut price track action to choose from in the UK.

The club has arranged season-long discounts with track day organisers Track Tamers and Fowlers Motorcycles, with over 16 dates at six different circuits still to come between early June and late September. These days aren't exclusively Triumph, but offer the widest choice of dates and real savings for RAT members.

Choose from top level tracks such as Mallory Park, Cadwell Park, Snetterton, Donington Park and Castle Combe and use your RAT membership to save up to 15 per cent.

For more information or to book a place, please contact the organisers direct, quoting the 'Riders Association of Triumph' and your membership number.

For Track Tamers call Bruce Card on +44 (0)956 859837. For Fowlers' Mallory events call Barry Maunders on +44 (0)117 977 0466, for Castle Combe call the circuit direct on +44 (0)1249 782417. The deals are available to riders from all countries.



Taste the thrill of riding your bike on a track at one of our circuit events.

## Discount track day schedule

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)
Aug 9	Cadwell Park, Lincs	Track Tamers. £55	(normally £62)
Aug 11	Oulton Park, Cheshire	Track Tamers. £95	(normally £105)
Aug 11	Castle Combe, Wiltshire	Fowlers. £80	(normally £85)
Aug 13	Snetterton, Norfolk	Track Tamers. £70	(normally £82)
Aug 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 for RAT members £55 (normally £65).

## Dutch *action*

**H**OLLAND'S famous seaside Zandvoort circuit will welcome us for a Triumph Track Day on August 12.

The former home of the Dutch Formula One Grand Prix is on the

North Sea coast, near Haarlem, and will be open from 9am to 5pm, with a barbecue to round off the day.

The cost for RAT members will be around 75 Dfl. Non-members will pay around 125 Dfl. The barbecue will be

20 Dfl per person.

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

# Triumph *Factory Festival*

COME to the home of Triumph by joining us for the RAT Factory Festival weekend on July 17 and 18. With a packed two-day programme including a riding tour of Shakespeare country, a medieval banquet and the second Triumph Factory Open Day, it's the event that no Triumph fan should miss.

## SATURDAY JULY 17

### Shakespeare Run

VISIT the heart of England in Saturday's run through Shakespeare country.

Collect your route card from the Abbeygate suite at Coombe Abbey Hotel on the B4027 at Binley, east of Coventry any time between 10am and 11am, then follow a 100 mile route that takes in Stratford-upon-Avon and key Shakespeare related sights such as the writer's birthplace, Anne Hathaway's Cottage and Mary Arden's House.

There will be plenty of time to look around before continuing past Warwick Castle to the finish at Coventry's Hilton National Hotel for a prize draw.

Entry is free and RAT members and associate members will be given vouchers for coffee and biscuits at signing on and the rest stop and prize draw tickets. There is no need to book.



Visit Shakespeare's birthplace.

### Medieval Banquet

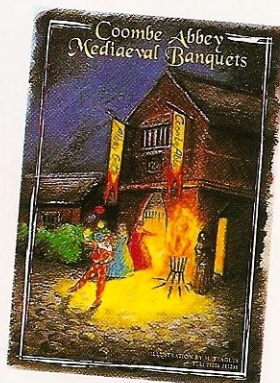
HISTORIC England remains the theme for the evening's Medieval Banquet being held in Coombe Abbey's Great Hall.

The Abbey's 'monks' will lead us into the hall's Drinking Chamber at 7pm followed by an atmospheric evening of traditional English eating, drinking and entertainment in the Great Hall.

Tickets include a four course dinner with wine and mead and cost £28.50 each.

**Tickets are limited so must be pre-booked.**

Call Coombe Abbey on +44 (0)1203 450450.



### Accommodation:

#### Hotel:

We've arranged a special deal with the Coventry Hilton National Hotel (+44 (0)1203 603000).

A twin or double room will cost £27.50 per person per night, including breakfast. A single occupancy room will cost £39.50. Quote 'Triumph' when you book.

The hotel is at the junction of the M6, M69 and A46, north east of Coventry.

There will be a free courtesy bus service from the hotel to Coombe Abbey and back for the medieval banquet on Saturday evening.

#### Camping:

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.

## SUNDAY JULY 18

### Triumph *Factory Open Day*

TRIUMPH'S Hinckley factory will throw open its gates between 11am and 4pm on Sunday July 18 for the second Factory Open Day.

Tour the factory, see Triumph stunt rider Frederic Desbouchages and try your hand at mini moto racing.

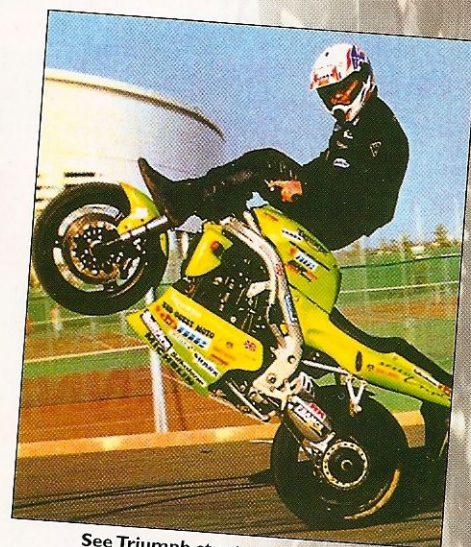
There will be a barbecue, competitions and games and even a bouncy castle for the kids. All visitors are welcome and entry is free to all.



Last year's Open Day attracted hundreds of visitors.

#### The packed programme of events includes:

- Factory tours
- Triumph stunt rider Frederic Desbouchages
- Mini moto racing
- Bucking bronco contest
- Barbecue
- DJ, competitions and prizes
- Bouncy castle
- Displays and demonstrations
- The biggest concentration of Hinckley Triumphs in the World



See Triumph stunt ace Frederic Desbouchages in action.

The Triumph factory is situated on the Dodwell's Bridge Industrial Estate at Hinckley, Leicestershire, just off the A5, two miles north of the M69.

## Champagne *special*

**E**ND the Summer in style at our Champagne Special weekend on September 25-26.

We will be based at the New Hotel Europe in the region's capital, Reims, and will leave to explore the region and its famous vineyards at 10am on both Saturday and Sunday mornings. You can join us on either or both days or you can stay at the hotel with other *RAT* members by calling +33.3.26.47.39.39 to reserve a room.

Members based in the UK can book a full weekend package including return Eurotunnel crossings and two nights' bed and breakfast accommodation by calling Amanda Rye at Allez France on 01903 748174.

Prices are £97 per person for a motorcycle with two people sharing a room, £136 for riders travelling alone but willing to share, or £264 for solo riders who prefer a room of their own.

This group will cross to France on the 4.50pm Eurotunnel shuttle on Friday September 24 and return by the 4.50pm shuttle on Sunday September 26. Club Manager Neil Webster will meet the group at the tunnel check-in and escort it to the hotel.

There is no charge to take part in the rides and all are welcome, with free prize draws for *RAT* members on both days.

## Lille *postponed*

**P**LEASE note that the Lille Weekend scheduled for June 26-27 had been postponed.

We will now hold a club weekend in this area in the Spring.

## Monster *weekend*

**D**OES the Loch Ness monster exist? Maybe you will find the answer by taking part in our Monster Weekend around Scotland's most famous Loch on August 28 and 29.

We will meet up at the Travelodge motel at Dumbarton for a 10.30am start on Saturday August 28 (call 0800 850950 if you want to book a room for Friday night). We then head for the Highlands past Loch Lomond, Glencoe, Loch Linnhe and Fort William before stopping for lunch at the Loch Inn at Fort Augustus.

Keeping our eyes peeled we will then



The beautiful Scottish Highlands will be the backdrop for our Loch Ness Monster Weekend.

Loch Ness Trail  
Follow A 82

skirt Loch Ness itself as we head for Inverness and an overnight stop at the Haughdale Hotel (phone 01463 233065 to make a reservation).

Sunday morning sees us leave the hotel at 10.30am to ride through the spectacular Grampian Mountains before we reach the end of our route in Pitlochry.

You can meet up in the hotels we have chosen, pick your own accommodation or simply turn up in time for the start of the rides. There is no charge to take part and there will be a prize draw and free refreshments for *RAT* members on both days.

## Norddeutschland *Rally*

**T**HE lovely village of Holm near Hamburg will again host this year's *RAT* Norddeutschland Rally on September 10-12.

The weekend gets underway on Friday afternoon with demonstration rides on the latest Triumph models and there will be music, food, drink and games around the camp fire on the rally site during the evening.

A fantastic road tour during Saturday will take visitors around the Hamburg region before another party evening on the rally site.

There is camping available on site and a choice of hotels nearby. A shuttle bus service will run between the hotels and the rally site and an emergency repair service will be operated by local Triumph dealer Motorrad Ruser.

The event is open to all visitors, with special competitions and prizes for *RAT* members. There is no charge for entry.

For more information contact German National *RAT* Manager Martin Driehaus on +49 (0)6175 933 661 or local pack leader Dietmar Pinck on 040-819-672-80 (fax 040-819-60178).



# Swedish Lakes and Coast

**A**TENTION all Scandinavian members! Don't miss our first Swedish RAT Run on September 4 and 5.

Hot on the heels of the gatherings at Bikemeet and the Malaren Run, we will be exploring the lakes and coastline of the west of the country, making it the ideal chance for Norwegian and Danish members to join their Swedish neighbours for a terrific weekend's riding. Members from other countries are of course also welcome to take part.

We will meet up at the railway station car park in

Karlstad, central Sweden, for the start at 10am on Saturday September 4. If you want to arrive on the Friday, the Plaza Hotel (+46 541 00 200) is nearby.

Saturday's ride will skirt the western shore of beautiful Lake Vänern, including a stop to visit the old locks and aqueduct at Håverud. We then head for the coast and an overnight halt at the Stenungsundbaden yacht club. (Call +46 303 83100 if you want to book a room. The 'Leisure Weekend' rate includes dinner.)

Sunday's run starts from

the yacht club at 10am and loops back round lake Vänern including a guided tour of the Trollhättan Hydro-electric plant, before finishing back in Karlstad.

With great riding, stunning scenery and the chance to meet other Triumph fans, we hope you will help us make this first Scandinavian RAT Run a success. There is no charge to take part and there will be free refreshments and prize draws for RAT members on both days.

For more information contact Club HQ or Joakim Lindblad on +46 705 133 170.

## Aussie change

**A**USTRALIA'S annual New Triumph Rally will change locations for 1999. The event moves from its usual site at Mount Beauty, to The Station Resort at Jindabyne in the Snowy Mountains and will be held on November 13 and 14.

Triumph Australia's Colleen Dooley says that future plans involve alternating between the Jindabyne and Mount Beauty sites.

## End to End

**C**Ross the UK from toe to tip in two days when we stage our first Land's End to John O'Groats Run on October 2 and 3.

It will take two days of hard riding to cover the 874 miles from the most distant tip of Cornwall to Scotland, but if you like a challenge, this is the one for you.

We will leave the Lands End Hotel at 9am on Saturday October 2 heading north, with an overnight break at the Dumfries Travelodge motel. Sunday's ride starts at 9am and takes us through the length of Scotland to the most northerly point of the UK.

Feel free to join us for just one day or for both.

For accommodation at the Lands End Hotel call the 'End to End Club' on 01736 871501 ext. 346. The Dumfries Travelodge is on 0800 850950 and the Norseman Hotel in Wick is on

01955 603344.



End to end in two days? No problem!

# Beaujolais Run

**E**XPERIENCE something special by joining us on our Beaujolais Run to the launch of Beaujolais Nouveau 1999 in November.

The launch takes place in the village of Beaujeu in eastern France, at midnight on November 17 and we will be part of the incredible 3000 strong crowd partying the night away in a huge heated marquee.

A bus transfer from our hotel takes us to the party, which starts with a superb four course dinner with unlimited wine, accompanied by marching bands and flag waving processions, and continues with a spectacular cabaret show.

We will then join a mass torchlit parade to the town square for a midnight firework display and ample free tastings of the new wine, before returning to the marquee for dancing until the small hours when our bus will return us to the hotel.

We can't guarantee the weather, but we can guarantee a unique event that everyone should try at least once!

### Getting there -

An escorted group will be riding down through France on November 16 and 17. There are four ways to join us:

- 1. On the 1.30pm hovercraft crossing from Dover to Calais on Tuesday November 16.
- 2. At the Hotel Mercure, Reims, on the evening of November 16.
- 3. At the Hotel Mercure, Reims, at 10am on Wednesday November 17.
- 4. At the Hotel Campanile, Belleville (near the A6 exit for Belleville), at 6pm on November 17.

### Tickets -

We will provide a package that includes overnight hotel accommodation with breakfast at the Hotel Campanile, Belleville, on November 17, plus bus transfer and tickets to the Nouveau party. The cost is £80 per person.

Places are limited, so if you would like to reserve a place, please send a cheque to Club HQ at PO Box 83, Hinckley, Leicestershire, England, LE10 3ZP.

### Travel -

You should make your own reservations for any sea crossings or hotel accommodation you require en route (not including November 17 at the Campanile, Belleville). The party being escorted from the UK will take the 1.30pm hovercraft from Dover to Calais on November 16, returning at 11.30am on November 19 (call 0990 240241 quoting discount code EX/TRM to book). Tuesday night's halt will be at the Hotel Mercure, Reims (+33 (0)3.26.84.49.49). On the return leg on Thursday November 18 we will stop at the Hotel de la Paix, St Quentin (+33 (0)3.23.62.77.62).

For more information call +44

(0)1455 891515

# Irish adventure

JOIN us for a wild weekend in Ireland as we head out to the west coast for two days' brilliant riding in August.

We will start out from the Glenmalure Hotel near Avoca in the Wicklow Mountains South of Dublin at 10am on Saturday August 7. Those wishing to stay overnight on the Friday call +353 (0)404 46188 to book a room.

Our route will take in some terrific country roads as we ride through the heart of the country during Saturday, including a lunch stop at a country pub. Saturday night will be spent at the friendly Aberdeen Arms at Lahinch, south of Galway on the western coast. Call +353 (0)65 708 1100 to book a room, but be quick as this is a very busy time of year. There are however plenty of alternative guest houses and hotels nearby.

Sunday's plans include taking a different route back to

the east, leaving around 10am and allowing plenty of time to return home or catch an evening ferry crossing.

Irish Triumph distributor Bikeworld will host the event and a party will be led from the UK by International Club Manager Neil Webster.

This group will be crossing on the 18.25 Stena Line crossing from Holyhead to Dun Laoghaire on Friday August 6 and will return on the 20.45 crossing on Sunday. Call Stena Line on +44 (0)990 204402. RAT members are entitled to a 20 per cent discount. Quote reference BC047, reduction code RAT when you book.

There is no charge to take part in the weekend, but you should make your own ferry and hotel arrangements.

For more information contact Bikeworld RAT co-ordinator Pete Coyle on +353 (0) 1478 4422.

## International dates

Date	Event	Country
June 11-13	Triumph 'Come Home' Rally, Pa	USA
June 11-13	Swedish Bikemeet Run	Sweden
June 18-20	St Michaelisdonn Rally	Germany
June 18-21	New England Tour	USA
June 20	Camargue Run, Nimes	France
June 20	Grandfather Mountain Run, Sth Carolina	USA
June 25-27	Anglesey Weekend	Wales
June 25-27	Tirol Weekend, Serfaus	Austria
June 25-27	Mount St Helens Run	USA
July 2-4	Canadian Rally at Sport Bike '99, Ontario	Canada
July 3	T500 Challenge, Hockenheim	Germany
July 7	Rat Runs, Milan, Florence and Rome	Italy
July 10-11	Border Raid Weekend	England/ Scotland
July 15-18	'British in the Blue Ridge' Rally, Georgia	USA
<b>July 17-18</b>	<b>Triumph Factory Festival</b>	<b>England</b>
July 31-Aug 1	Wolds Weekend	England
Aug 4	RAT Runs, Milan, Florence and Rome	Italy
Aug 6-8	Irish Adventure	Ireland
Aug 12	Zandvoort Track Day	Holland
Aug 14-15	Lakes Weekend	England
Aug 15	T500 Challenge, Oschersleben	Germany
Aug 17-21	Northwest RAT Fest, Oregon	USA
Aug 21	Malaren Run, Stockholm	Sweden
Aug 21-22	Harz Mountains Weekend	Germany
Aug 28-29	Loch Ness Monster Weekend	Scotland
Sept 1	RAT Runs, Milan, Florence and Rome	Italy
Sept 4-5	West Coast Run	Sweden
Sept 10-12	Norddeutschland Rally, nr Hamburg	Germany
Sept 19	T500 Challenge, Dahlemer Binz	Germany
Sept 24-26	Champagne Weekend	France
Sept 24-26	Californian RAT Riot	USA
Oct 1-3	Lands End to John O'Groats Run	England/Scotland
Oct 1-3	Abruzzo Rally	Italy
Oct 6	RAT Runs, Milan, Florence and Rome	Italy
Oct 10	Heide Run	Germany
Oct 16-17	Salt Road Run, Languedoc	France
Nov 13	Autumn Party, Morstadt	Germany
Nov 13-14	New Triumph Rally, Jindabyne	Australia
Nov 16-19	Beaujolais Run	France

For the latest information on all club events, see the RAT pages on the Triumph website -

[www.triumph.co.uk](http://www.triumph.co.uk) (username TORQUE, password RAT891515).

For further information please call Club HQ on +44 (0)1455 891515, fax +44 (0)1455 891450.

## Swedish Bikemeet

If you're quick you can still join us at the massive Swedish Bikemeet rally over the weekend on June 11-13.

Bikemeet attracted over 8000 visitors last year and takes place at the High Chaparral theme park near Varnamo in southern Sweden. The programme and includes a weekend of events, exhibitions, competitions and rock concerts.

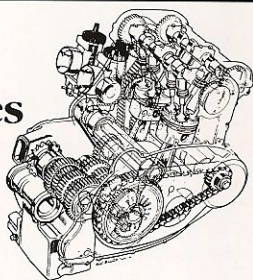
Entry costs 200 SEK and there will be reserved Triumph parking and a RAT members gathering with free refreshments and souvenir pin badge.

You can either meet us at Bikemeet or join the group being led from the UK by club manager Neil Webster which leaves Dover by hovercraft at 9am on Thursday June 10 and makes an overnight stop at the Ringhotel Jensen in Lubeck in northern Germany.

For meeting points and approximate times contact Neil Webster on +44 (0)1455 891515.

## John Wilcox Competition Engines

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

Extensive facilities include:  
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#### TRIUMPH PERFORMANCE KITS!

All 98 bhp models, Speed Triple, Sprint, Trophy, Trident, Daytona  
 Stage1 - 110bhp, Stage2 - 120 bhp

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4 Cylinder Engines 1000cc/1200cc  
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T509 & 595 kits available soon...

For more information contact:

Tel: Hinckley (01455) 230576 Fax: (01455) 238715  
 See our updated 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)

# Taste for *adventure*

**The rugged hills north of Marseille are rough, tough and ideal Tiger country. Neil Webster headed for the south of France to get a taste of adventure.**

WITH the Mediterranean Sea simmering deep blue and delicious on one horizon and snow capped mountains glistening on the other, I climbed off the new Triumph Tiger and realised that here was something special.

It wasn't that Hinckley's rugged all-rounder had just fired me up a snaking mountain road at an amazing pace - which it had. Or that it had scratched round hairpin bends and shrugged off steep climbs over pock-marked, worn-out tarmac with equal ease - which it had.

It was the fact that here I was with the sun going down at the end of a full day's winter riding and I still wanted to climb back on and ride away towards those distant mountains.

The Tiger just begs to

head off in search of adventure.

The site of this revelation was high on a hillside in the South of France during planning for the Tiger's world press launch earlier in the year. After plenty of searching, here was perfect Tiger country - a mix of smooth sweeping bends and tortuous mountain tracks, in a compact loop of less than 100 miles easily covered in a short day's ride.

If you are ever in the area around the Paul Ricard circuit north of Marseille, take the time to give it a try.

Start out from the village of Le Beausset, in the heart of Bandol wine country between the ports of Marseille and Toulon, and head north up the fast, snaking N8 as it scales the limestone massif to the plateau that is home to



# Taste for *adventure*

the Paul Ricard race circuit.

The smooth, grippy tarmac provides a spiritual home to the thousands of sports bike fans who make the annual pilgrimage to the Bol d'Or 24 hours race and spend much of the weekend grinding their footrests away as they tear up and down the hillside.

Blasting along the straight past the circuit's front gates you can often get your first feel of the Mistral wind that scours this area for much of the year as it funnels down the Rhone valley to the sea.

Resist the temptation to break too hard as the road sweeps through a blind right hander at the end of the straight and drops down through a series of increasingly tight twists and turns past the bizarrely located OK Corral wild west theme park nestling incongruously among the pine woods.

As the road levels out at the bottom of the hill, the village of Cuges-les-Pins makes a tempting coffee stop, but resist for a while and plunge onwards, up and down another series of twists and turns leading deep into the valley between Mont Cruvelier and the Col de l'Ange.

As the road opens out again take the right fork towards Gémenos. Now would be a good time to take a rest, perhaps in one of the little cafes around the tinkling fountains in the village square. A stop will also give

you time to gather your thoughts, because after the last few miles of fast and furious bend swinging something very different lies up ahead.

The grey-white limestone cliffs that tower behind Gémenos town hall provide the clue. You're heading for some serious hill climbing.

Clinging to the wall round the sequence of tight, blind, right hand bends, you can brake hard and accelerate strongly as you head out of the village. Past the town's park and over a small bridge to the other side of the narrow valley and you start to climb.

Tricky, roughly surfaced uphill hairpins lead to a series of testing left handers as the road cuts into the hillside, then suddenly it opens out again and a string of well surfaced left and right hairpins carry you up and up.

Use the wide bars to steer in tightly then get the power down early to fire you off towards the next turn, bend after bend until the road starts to deteriorate again towards the summit, this time into little more than a roughly surfaced single track pathway that picks its way skyward.

It's challenging, it's exhilarating, it's tiring, but keep at it - the reward for all this effort is just around the corner.

Look back over your shoulder and you can see the road snaking for miles back down the valley. Go on a little further and suddenly a whole new vista opens out before your eyes.

You're at the Col d'Espigoulier - the point where the road edges round

the south-western tip of the Massif de la Sainte Baume to the northern slope. Stop on the verandah and soak up the breathtaking panorama laid out before you.

Strain for an elusive sight of Africa as you gaze past Marseille and out over the Mediterranean, then move your viewpoint round towards the southern Alps that guard the north-eastern horizon. Two worlds laid out before you - each one tempting you to climb aboard and ride off into the distance.

Take it easy round the northern side of the massif. The surface is good, but the bends are tight and with a stone cliff face to your right and a low wall guarding a sheer drop to your left, here's not the place to make a mistake - especially in the morning when the dark damp patches of moisture draining from the hillside can easily disguise icy traps waiting for an over-confident rider.

By the time you reach the village of Plan d'Aups you will be ready for another stop and maybe something to eat. Try the family run 'Lou Pebre



# Taste for *adventure*

d'Ai' restaurant which has a welcoming open fire in the cold months and excellent local dishes such as a herby rabbit casserole.

You're out in the open now as you skirt the northern base of the massif along a fast, undulating road that still harbours some deceptively tight turns to catch out the unwary. Ease off past the monastery at la Sainte Baume and take the right fork at the end of the straight, following the line of the massif through the forest towards Mazaugues.

The medieval streets and passages of Mazaugues are hardly wide enough for a car to pass through, so take care as you pick your way through before climbing out of the village through two first gear hairpin bends.

Join the main D5 south at la Roquebrussanne before turning right into the village at Méounes-les-Montrieux and heading back towards Paul Ricard.

The road is more open now - fast and sweeping, with a couple of tighter turns that call for hard braking. Avenues of trees line the road to Signes in typical French style and before you know it you are skirting the back wall of the Paul Ricard circuit and preparing for the drop down the hill to Le Beausset and a final coffee.

You might only have covered around 80 miles, but they are such demanding miles that I guarantee you will be ready for that coffee.

But more importantly, you will have experienced such changes of terrain and such a sequence of scenery that I bet you can't resist coming back for another try one day. It's the sort of ride that makes motorcycling worthwhile.

Try it on a Tiger and you will also find out why that's the bike I've chosen as my own transport this Summer. I wonder where we'll end up? ■



R A T R E G A L I A



Look good on the open road

RAT REGALIA

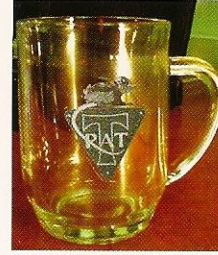
# RAT



## Cap

Green - £10.00

Two tone - £15.00



## Tankard

Price: £15.00



## Wall Clock

Price: £12.00



## Keyfobs and Lighters

Bonded Keyfob: £4.00

Acrylic Key Ring: £2.00



## Pen

Rollerball Pen: £5.00

Baron Pen: £1.50



## Coaster

Price: £3.00



## Fridge Magnet

Price: £3.00



## Flask

Price: £15.00



## Polo Shirt

Available in White or Green, all sizes available - XXL £1 extra

Price: £18.00 (white), £20.00 (green)



## Jacket

Black (M,L,XL,XXL) -

Price: £100.00



## Paperweight

Engraved Paperweight

Price: £10.00



# REGALIA



**Mouse Mat**

Price: £7.00



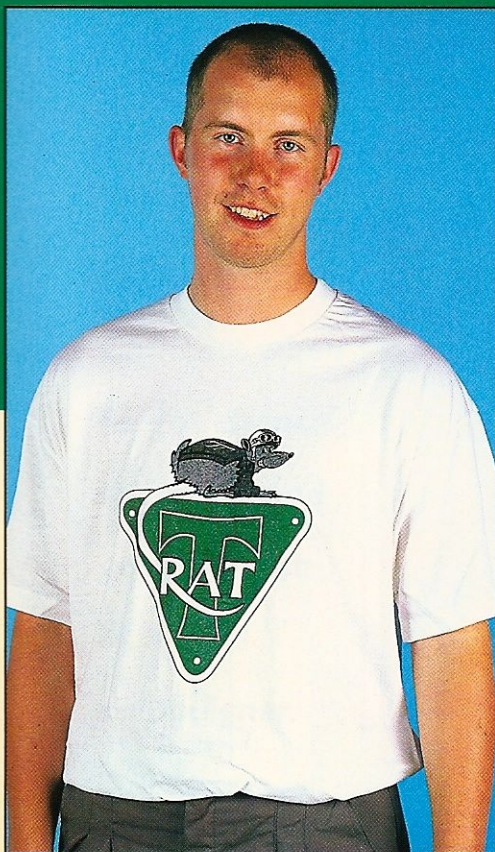
**Wallet**

Price: £6.00 (Green )



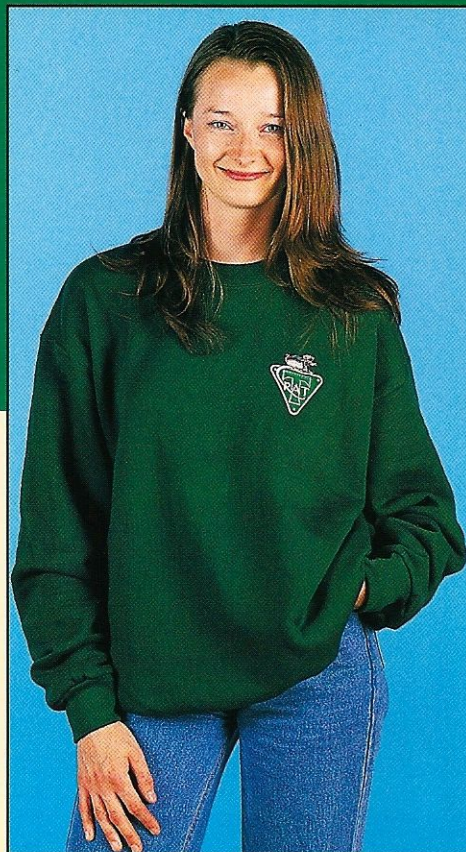
**Belt Buckle**

Price: £15.00 (Green )



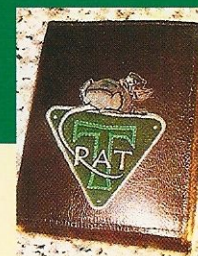
**T-shirt**

Price: £10.00 (White /XL )



**Sweatshirt**

Price: £25.00 (Green L, XL ,XXL ), XXLs £1 extra  
Price: £23.00 (White L, XL ,XXL ), XXLs £1 extra



**Wallet**

Driving Licence  
Wallet: £12.00



**Pin Badge**

Price: £3.00 (Green )

**Binder  
Back issues**

Binders: £7.45 (Green)  
Torque Back Issues: £3.00



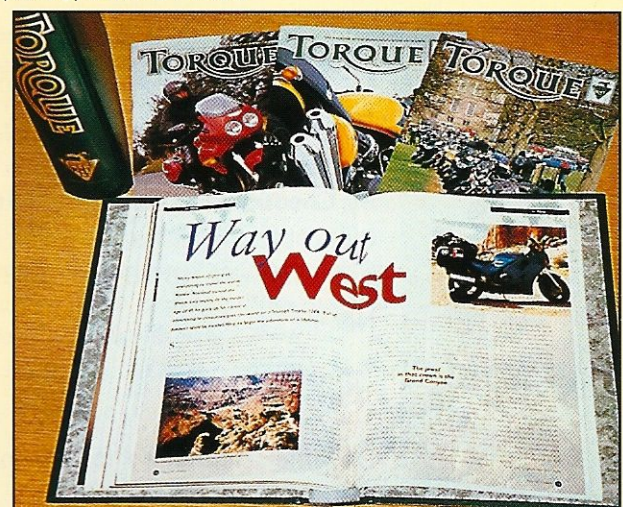
**Pennant**

Triangular: £10.00  
Shield: £15.00



**Telescopic Umbrella**

Price: £12.00



# RAT REGALIA ORDER FORM

Please send me the following items.

	Price	P/packing	Size	Colour	Quantity	Total Price
Green Cap	£10.00	£.....	.....	.....	.....	£.....
Two Tone Cap	£15.00	£.....	.....	.....	.....	£.....
Sweatshirt (white)	£23.00	£.....	.....	.....	.....	£.....
Sweatshirt (green)	£25.00	£.....	.....	.....	.....	£.....
Polo Shirt (white)	£18.00	£.....	.....	.....	.....	£.....
Polo Shirt (green)	£20.00	£.....	.....	.....	.....	£.....
Jacket	£100.00	£.....	.....	.....	.....	£.....
T-shirt (small logo white)	£10.00	£.....	.....	.....	.....	£.....
T-shirt (small logo green)	£12.00	£.....	.....	.....	.....	£.....
T-shirt (large logo white)	£10.00	£.....	.....	.....	.....	£.....
Mug	£8.00	£.....	.....	.....	.....	£.....
Wall Clock	£12.00	£.....	.....	.....	.....	£.....
Mouse Mat	£7.00	£.....	.....	.....	.....	£.....
Acrylic Key Ring	£1.50	£.....	.....	.....	.....	£.....
Lighter	£2.00	£.....	.....	.....	.....	£.....
Bonded Key Fob	£3.00	£.....	.....	.....	.....	£.....
Telescopic Umbrella	£12.00	£.....	.....	.....	.....	£.....
Leather Bonded Coaster	£3.00	£.....	.....	.....	.....	£.....
Pennant (triangular)	£10.00	£.....	.....	.....	.....	£.....
Pennant (shield)	£15.00	£.....	.....	.....	.....	£.....
Baron Pen	£1.50	£.....	.....	.....	.....	£.....
Rollerball Pen	£5.00	£.....	.....	.....	.....	£.....
Hip Flask	£15.00	£.....	.....	.....	.....	£.....
Fridge Magnet	£3.00	£.....	.....	.....	.....	£.....
Engraved Paperweight	£10.00	£.....	.....	.....	.....	£.....
Tankard	£15.00	£.....	.....	.....	.....	£.....
Driving Licence Wallet	£12.00	£.....	.....	.....	.....	£.....
Wallet	£6.00	£.....	.....	.....	.....	£.....
Belt Buckle	£15.00	£.....	.....	.....	.....	£.....
Pin Badge	£5.00	£.....	.....	.....	.....	£.....
Binder	£7.45	£.....	.....	.....	.....	£.....
Back Issues	£3.00	£.....	Issued	.....	.....	.....

Please allow 28 days for delivery

**Postage and Packing** ( to include recorded delivery and insurance where possible )

**Orders up to total value £15.00** ( UK £1.00, Europe £2.50, States £3.00, Rest £4.50 )

**Orders up to total value £50.00** ( UK £2.00, Europe £3.50, States £4.00, Rest £5.00 )

**Orders £50.00 and over** ( UK £4.00, Europe £5.00, States £6.00, Rest £8.00 )

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Number .....    Expiry Date .....

Signature .....

**By Cheque: Payable to RAT Direct** ( Cheques drawn on UK banks only )

By Post to RAT Direct, PO Box 70, Ruislip, HA4 9YH, England

or by Tel: +44 (0) 181 582 0433 or Fax: +44 (0) 181 582 0434

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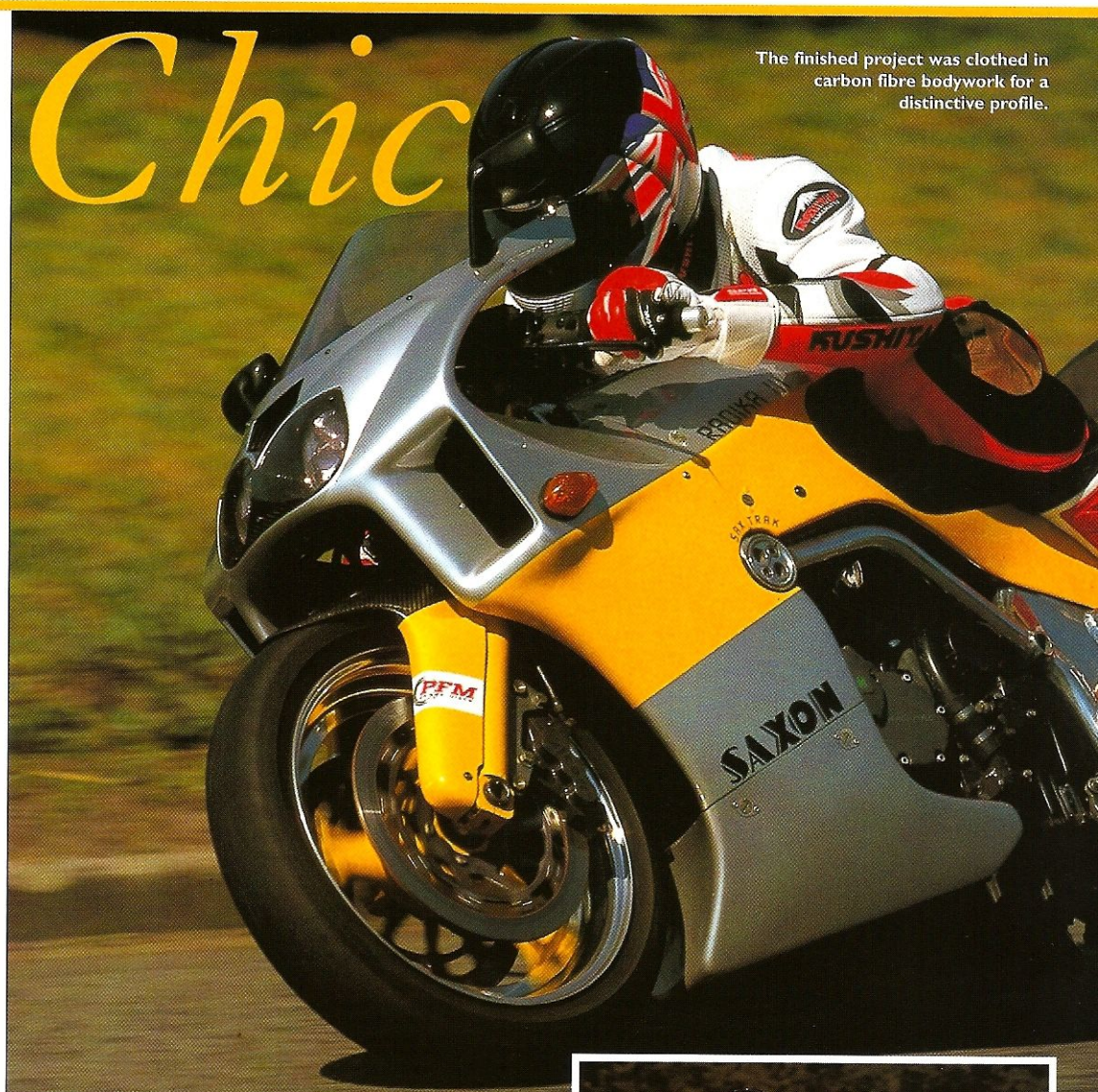
.....    Postcode .....

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# Radikal

## Chic

**Memories of racing the Saxon Triumph project bike came flooding back to Alan Cathcart when he got chance to ride a road going version of his old campaigner.**



The finished project was clothed in carbon fibre bodywork for a distinctive profile.

A racer for the road. The 'Radika' uses many of the ideas tested during the Saxon Triumph racing programme.

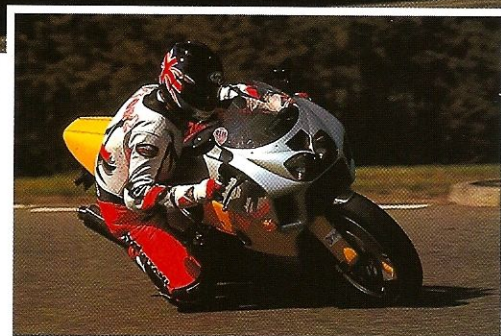
OF all the bikes I've raced during a 20-year track career, none provoked more interest than the 'Saxon Triumph'.

It wasn't just that the bike was the first Triumph-powered motorcycle of the John Bloor era to make its mark on the international racing scene - and victories at tracks like Monza and Assen gave Triumph fans around the world plenty to cheer about - it was that here was a 'futurebike' that actually worked.

Though less obviously high-tech than the Britten or Bimota Tesi, the Saxon's tubular aluminium space-

frame, 'SaxTrak' front end and composite wheels with cast magnesium centres and carbon fibre rims offered an effective alternative to established two-wheel thinking.

Designer Nigel Hill's SaxTrak front end is worthy of particularly close scrutiny. First developed on the series of Saxon Laverdas, it has the external appearance of a conventional set of telescopic forks. But look closer. The 'forks' are merely thin-walled cast-alloy tubular sliders, devoid of internal suspension hardware (no springs, no damping), and serve only to locate the front wheel and operate the single



Saxon shock.

The top end of the shock is mounted just behind the steering head, while the bottom attaches to a fabricated wishbone which is bolted to the top of the slider casting and pivots on twin eccentrics incorporated in the chassis downtubes.

There are several theoretical

# Radikal Chic

handling advantages to this Saxon-developed system, all of which I explored during my three seasons of racing the Triumph-powered racer and its Laverda-engined predecessor.

The SaxTrak front end has inherent anti-dive characteristics under braking (which can be dialled up or down, as desired), while the steering geometry can be altered very quickly. The head angle can be varied between 22 and 26 degrees and trail from 95mm to 110mm.

The four mounting points for the front suspension package are well spaced, allowing suspension loads to be spread over a wide area, and with the shock pivoting low down behind the sliders, there's none of the deflection or 'stiction' associated with telescopic forks.

Our racing programme proved that this torsionally stiff structure makes the bike very stable under braking and cornering, as well as separating steering and suspension in a much simpler, more rational way than a hub-centre system. It also saves bulk and weight, much of it unsprung.

Now, five years since the Saxon Triumph was first conceived over a round of beers in a paddock cafe in Austria, a hand-built street version of designer Nigel Hill's machine has been produced - the Saxon Triumph Radika III.

London-based Australian design student Simon Rimmington, 27, commissioned the project, but Hill was determined that if he was to build a road going version of the racer, it had to be done properly.

"I've never believed you can simply slap lights and a number plate on a racebike and expect it to work on the street," he says. "So when Simon ordered a road bike from me, I decided to make all the necessary changes."

Rimmington sourced the mechanical basis for the Radika prototype himself. The engine from a first generation Triumph Tiger 900 was



The Triumph Tiger engine is linked to a Speed Triple gearbox. The head is ported and skimmed and fitted with Speed Triple camshafts.

uprated with a ported, flowed head skimmed 15 thou to lift the compression to 11:1. It was then fitted with Speed Triple cams and a trio of 39mm Keihin CR flatslide carburettors, just like those used on the Saxon racer.

A six-speed Speed Triple gearbox is fitted, as well as electrics and instruments sourced from the same model. A Saxon exhaust is mated to an MHR carbon-wrap silencer, and Saxon magnesium side covers.

To adapt the race chassis to a street application, Hill has replaced the linear roller bearings used on the racer's SaxTrak 'forks' with F1-quality bushes to ensure reliability and longevity without sacrificing stiffness or control.

Hill also altered the steering

geometry to make the steering lighter in low speed street use and more nimble in changing direction at speed. Head angle is 23.5 degrees and trail is reduced from the whopping 120mm we used for extra stability at tracks like Daytona and Monza, down to 106mm for street use.

It only remained to clothe the bike in sexy-looking bodywork complete with internal ducting separating airflow to the carbs and the rear-mounted radiator.

So what's it like to ride? The first surprise is just how civilised the Radika is to live with - and how enjoyable it is to ride. True race replicas aren't usually the most user-friendly motorcycles to ride on the street - but



Nigel Hill's radical chassis and suspension ideas are incorporated into the aptly named 'Radika' special.

an afternoon spin that turned into an evening blast, punctuated by a session in South London's rush hour traffic, showed the Saxon to be an exception.

The riding position is truly excellent. The low centre of gravity makes it easy to change direction from side to side, as well offering stability round long, fast, bumpy corners. Steering is lighter than the racer ever was and the Radika feels slightly more precise as you lay it into a turn.

The tuned Triumph engine felt really smooth and well-balanced. Crisp and responsive in pickup, it gives impressive acceleration, while cruising along at 80 mph at 5200 rpm only has you halfway to the red line.

With the musical exhaust note howling softly in your ears, the solid, stable feel of the bike and the complete lack of creaks or rattles from the carefully assembled carbon fibre bodywork underlines that this is a bespoke motorcycle, finely crafted and beautifully finished.

Photography: Kyoichi Nakamura



Simon Rimmington (left) and Nigel Hill look proud of the result of their labours.



A hand held control board allows the operator to programme the tests and monitor the results while seated on the bike.

# Rolling Thunder

*When Triumph factory engineers need accurate testing data, nothing is left to chance. Thanks to a state-of-the-art rolling road recently installed in the Hinckley design and development facility, detailed pin-point information is literally at their fingertips.*

A 'SuperFlow CycleDyn' dynamometer is the latest piece of equipment put at the disposal of Triumph's Design and Development team. The computer controlled rolling road allows an engineer to quickly, accurately and safely measure a machine's performance without the need to take the engine out of the bike to fit to a conventional engine dyno or to spend time-consuming hours at a test track.

"We have always used rolling road technology at a variety of off-site test facilities, but having our own unit at the factory is a big advantage," said Andy Smith, the man in charge of the dyno room.

"It takes just 20 minutes to carry out a series of tests in an ideal

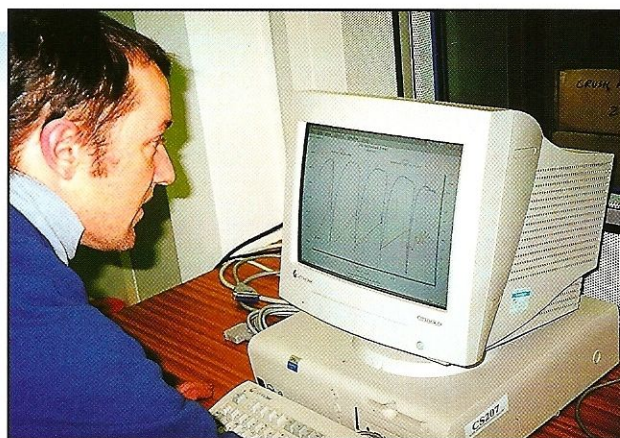
controlled environment and we know that the results are both repeatable and accurate. It is also good for endurance testing where we can run a bike at high speeds for long periods in constant and, above all, safe conditions rather than the differing and potentially dangerous conditions of a test track."

Before testing, the bike is rolled into position on the dyno and the front wheel is gripped by air-operated clamps. Two straps tie down the rear of the bike for additional security and the bike is then ready to be started.

The information is generated by a roller run by the rear wheel. This is linked to the dynamometer itself - a small unassuming box at the rear of the unit - and the results displayed on a digital monitor alongside the operator,



An instant print-out allows the tests to be constantly monitored.



Data from the rolling road is fed directly into a computer which can present it in a number of graph and chart formats.

who can remain seated on the bike.

To make life even easier, the operator also has a hand-held control panel that not only displays readings from the dyno, but can be used to set the parameters for a series of alternative tests. The information is then fed into a computer that collects and stores data and can produce a series of tables and graphs giving test results and comparisons with other machines.

From the data produced, the computer automatically calculates the power being produced at the machine's crankshaft, while also monitoring details such as engine temperature and exhaust pressure. In fact the operator has a choice of ten different report screens to ensure that any problem or discrepancy can be immediately identified and rectified.

To ensure that the results are scrupulously accurate, a strobe light sensor constantly monitors the spinning rear wheel of the bike being tested to detect any wheelspin on the rollers. If any slip is detected the results are automatically adjusted to compensate and to eliminate any margin for error.

"We use the machine for three main areas of testing," explained Andy. "We can simulate road load conditions for endurance testing, we can do inertia testing to produce power and torque figures and we can do controlled acceleration tests to test 'roll-on' power.

"It's a very versatile piece of

equipment. It is the quickest, easiest and above all most accurate way of producing the information we need."

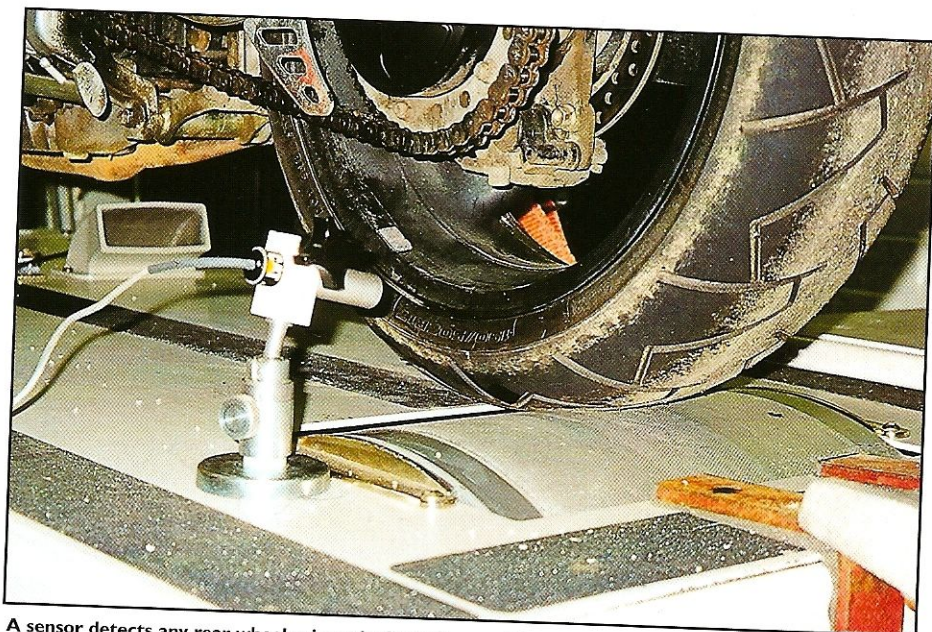
The only problem is learning to relax while riding a machine that isn't going anywhere!

"That certainly takes some getting used to," admits Andy. "The guy who installed the dyno just jumped on a bike and fired it straight up through the gears without blinking, but it takes a leap of faith to sit there flat out in top gear looking straight at a brick wall!

"The front end tends to dip when you change up a gear, which feels odd, but the most difficult thing is avoiding the temptation to hit the front brake when you want to stop. You forget that the front wheel isn't even turning!" ■



Cooling ducts linked to the rear wheel roller force cool air past the engine while a bike is being run.



A sensor detects any rear wheel spin and adjusts the resulting data to compensate.

# Leather Race Jacket

This perforated leather jacket uses its full sports styling and black & white chequered panels to make this the perfect jacket for the sports orientated rider. The main features of the jacket are:

- Soft, high density, 1.3mm Brazilian cowhide
- Fully perforated leather panel, front & back
- Easily removable hard cup inserts – shoulder & elbow/forearm
- Double stitched impact seams
- Rolled leather race collar
- Zip & popper wrist closure for added protection
- Triumph 'T' & triangle logo on the nape of neck
- Black mesh lining for enhanced breathability
- Compatible zips to leather jeans
- Full leather arm panels

Sizes		
UK	Europe	Part Number
38	48	M9553898
40	50	M9554098
42	52	M9554298
44	54	M9554498
46	56	M9554698
48	58	M9554898
50	60	M9555098
52	62	M9555298



# COOL SUM

New for Summer '99 are three additions to Triumph Motorcycles leatherwear range. The Perforated Leather Retro Jacket, Perforated Leather Sport Jeans & Perforated Leather Classic Jeans add to the existing Race Jacket to extend the perforated range of leathers.

Whether you are a long distance tourer, or a warm weather, occasional rider, this range of perforated leathers will look stylish, as well as keep you well ventilated.

## Perforated Leather Sport Jeans

The Perforated Leather Sport Jeans offer a full sport styling to accompany Triumph's leather & textile range. The main features of these jeans are:

- Soft, high density, 1.3mm Brazilian cowhide
- Fully perforated leather panels
- Full double leather panels on seat & knee/shin area
- Kevlar stretch panels at the back of the knee
- Easily removable hard cup inserts
- Double stitched impact seams
- Hip padding
- Velcro attached knee sliders
- Black mesh lining for enhanced breathability
- Compatible zips to leather jackets & textile jackets
- Padded waistband for added comfort, with Velcro waist adjuster

Sizes		
UK	Europe	Part Number
30	40	M9723099
32	42	M9723299
34	44	M9723499
36	46	M9723699
38	48	M9723899
40	50	M9724099



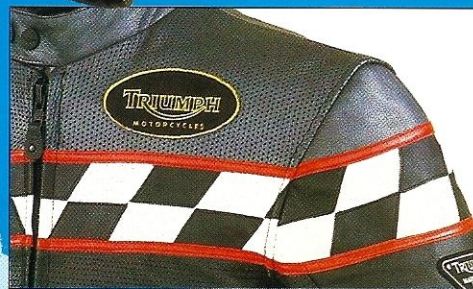
## Perforated Leather Retro Jacket

The Perforated Leather Retro Jacket uses the unique design of the full leather version. The following features help make this jacket stand out from the crowd.

- Soft, high density, 1.3mm Brazilian cowhide
- Easily removable hard cup inserts – shoulder & elbow/forearm
- Fully perforated leather panels, front & back
- Full leather arm panels
- Double stitched impact seams
- Double popper neck closure
- Zip & popper wrist closure for added protection
- Full leather 'Triumph' logo on back
- Black mesh lining for enhanced breathability
- Compatible zips to leather jeans

### Sizes

UK	Europe	Part Number
38	48	M9713898
40	50	M9714098
42	52	M9714298
44	54	M9714498
46	56	M9714698
48	58	M9714898
50	60	M9715098
52	62	M9715298



MER

## Perforated Leather Classic Jeans

This full cut leather jean will accommodate the more classic/traditional motorcyclist, with the following features:

- Soft, high density, 1.3mm Brazilian cowhide
- Fully perforated leather panels
- Full double leather panels on seat & knee/shin area
- Elasticated stretch panels at waist & thigh areas
- Kevlar stretch panels at the back of the knee
- Easily removable hard cup inserts
- Double stitched impact seams
- Foam hip padding & padded waistband for added comfort
- Black mesh lining for enhanced breathability
- Compatible zips to leather jackets & textile jackets

### Sizes

UK	Europe	Part Number
30	40	M9733099
32	42	M9733299
34	44	M9733499
36	46	M9733699
38	48	M9733899
40	50	M9734099
42	52	M9734299



# Fast and furious

*Racing success in the superfast Daytona 200 Mile race had given Triumph the ideal name for their most sporting machines since the mid-sixties, so it was natural that the same title should be reborn when the new Triumph factory started production at Hinckley in 1991.*

THAT first year's model brochure announced that Triumph would be building 750cc triple and 1000cc four cylinder 'Daytona' sports bikes based on the modular production system that allowed different sized engines to be produced using the same engine internals.

'Crafted for the road rather than being modified track bikes,' the 750 produced 97PS at 11,000 rpm, while the 1000 offered 121PS at 500 revs lower down the range.

The first facelift came for 1993, with engine capacities climbing to 900cc for the triple and 1200cc for the four and the previous flat-sided styling replaced with more rounded clothing.

Strong single colour red, yellow and 'Barracuda Blue' paint schemes replaced the original red, black and blue with contrasting striping, while power climbed to 100PS at 9500 rpm



## PRODUCTION HISTORY

1991-92  
Daytona 750



1991-92  
Daytona 1000



1993-97  
Daytona 900



1993-97  
Daytona 1200





joined by the 900cc 'Super III' which featured a host of trick parts including carbon fibre mudguards and silencers, special cams and a tuned cylinder head to boost power by 15 per cent to 115 PS while reducing weight.

Stopping power at the front was upgraded with twin six piston caliper floating disc brakes.

By 1995 the Daytonas were already established as modern classics and the only change for the next two years

was the introduction of menacing 'Diablo Black' paintwork for the standard 900 and 1200. The Super III retained its waspish yellow and black clothing.

Before coming to the end of its production life, the Daytona 1200 took a

final bow in 'Special Edition' form in 1998. Less than 250 SEs were built, featuring all-black bodywork, with gold wheels, gold badging and six piston caliper brakes. Each one features a special numbered stainless steel plaque on the steering yoke confirming its authenticity.

Behind the scenes at Triumph things were far from static however. The Design and Development department had been secretly working on the machine that would spearhead the second generation of Hinckley-built Triumphs - the Daytona T595.

Featuring an all-new fuel injected motor housed in an aluminium trellis frame, the new Triumph was a sensation from the minute it was launched at Germany's Cologne Show in late 1996.

Updated for 1998 with the addition of a red colour scheme to the original yellow and black choices, the '595' also benefited from a series of refinements to its computer controlled fuel injection system.

Refinements to the engine and chassis continued the Daytona's development into 1999, while a change of name to the 'Daytona 955i' addressed concerns that the 'T595' tag could confuse some customers into thinking that the 955cc engined machine was actually a 600.

Today the Daytona remains the first choice for Triumph fans seeking the ultimate sports bike thrill - we met some owners who enjoy that thrill every time they take to two wheels. ■

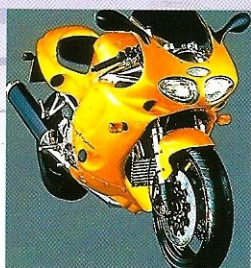
for the 900 and a whopping 147 PS at 9500 for its big brother - here was a real 'musclebike'.

The 900 and 1200 remained virtually unchanged for 1994, but were

1994-96  
Daytona Super III



1997-98  
Daytona T595



1998  
Daytona 1200SE



1999-on  
Daytona 955i



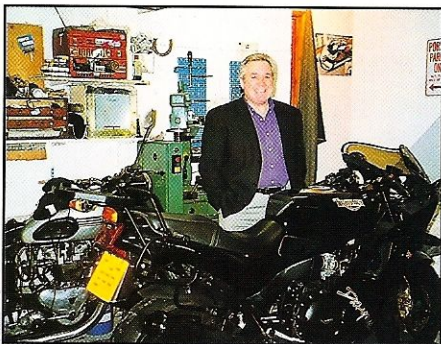
# Owners gallery



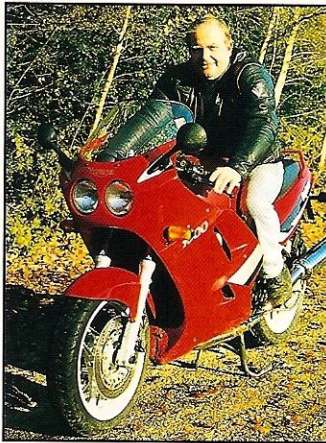
Bill Saker of London Triumph dealer Boyer Racing couldn't resist buying this 750 for himself. Carrying chassis number 879, the bike is a very early model, registered in September 1991. "The bike is so rare and in such good condition that I've only dared do a few miles on it," said Bill. "It is a superb machine and although I would consider selling it if the price was right, I plan to keep hold of it as an investment."



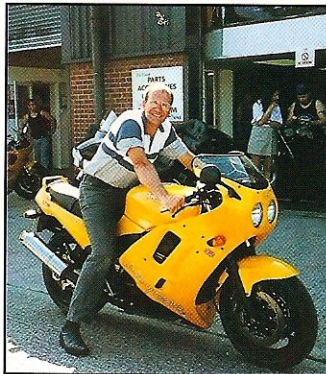
Some people are never satisfied! Having bought the 1991 750cc Daytona used by the factory as a demonstrator and tested in the December 1991 edition of 'Fast Bikes' magazine, Martyn Pendlebury immediately set about changing it! The first job was to convert it to 900cc, a job requiring a long stroke crankshaft, conrods, pistons, bearing, balance shaft, seals and gaskets. An electrical harness was also needed to modify the engine timing and rev limiter. A British Racing Green paint job replaced the original black and new silencers and brake discs were fitted. The bike had 5000 miles on the clock when Martyn bought it. It now shows 42,000 miles and has needed little work other than routine servicing.



Mike Wild's Daytona 1200 shares garage space with nine other bikes, including three pre-1930 Rudges and a 1955 T100 Triumph. His second Hinckley-built Triumph, the Daytona replaced a 1991 Trophy 1200 and has taken Mike on a tour of Scotland as well as Sunday blasts round the hills of his native Derbyshire.



Brian Robins' Daytona 1000 provided his passport back into biking after a long lay-off. He's now able to join his T509-owning son Phil on club runs. "I had some problems with the carbs when I first bought the bike, but a through clean-out and a replacement fuel cap cured the problem," says Brian. "I find the bike a bit heavy to move around when parking, but once it is rolling it feels very stable and comfortable."



"The 1200 Daytona has been a dream machine for me since the day Triumph launched it," admits Jeff Stevens. "Even so, I had no intention of buying my bike when I did! "I had been thinking about buying an older bike to restore when my wife suggested we visited our local dealer, Windy Corner, one Saturday. There in the corner was a yellow Daytona 1200 and I was hooked, especially when the salesman offered to let me take it out for the afternoon. "The best feature for me is the engine: powerful, fast and exciting. Being a tall guy the Daytona suits me better than some of the smaller bikes on the market. I like the riding position and the feel of having a big machine around me. "I can honestly say that the bike is everything I thought it would be. Providing that everything continues to go well I hope that the Daytona and I will be in partnership for a very long time to come."



High mileage has proved no problem for John Davis's Daytona 900. Since buying it in December 1996, John has clocked up 20,000 miles, taking the total to almost 30,000. "The bike is in year-round use, including tours to Scotland, the Spanish Pyrenees and Western France last year," he reports. "It has proved resistant to the British weather and offers the right balance between a sports bike and a tourer."



Gary Devine is the skilful guy who hand paints the coachlines on Triumph's classically styled machines, but Cornishman John Hooker had something different in mind when he took delivery of a Daytona 1200SE. Wanting something extra beyond the standard black bodywork, John commissioned Gary to add gold coachlines to his bike to compliment the standard gold wheels and decals. "It's too early to have many interesting tales about the bike, but I hope you agree that Gary did a great job and that my bike now really does look like something special," writes John.



One of the most famous Daytonas is the 900 that Nick Sanders rode around the world in just 31 days in 1997. The gruelling 18,000 mile route included crossing four continents and 20 countries and brought the British adventurer the World Record for circumnavigating the world by motorcycle.

# Power release

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

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**Mobil 1** Feel the difference



# Dirty work

TRIUMPH and BSA had jointly sponsored the British ISDT squad in 1966, with the former putting its name to 348cc machines for Ray Sayer and Johnny Giles, 490s for Sammy Miller and Roy Peplow and a 502 for Heanes.

Arthur Lampkin, the sixth man in the line-up, rode under the BSA banner on a 504cc machine that was blatantly powered by an overbored Triumph Tiger 100 engine like the one being run by Heanes.

The frames used for the Triumphs were basically Tiger 100S/C units with a 63 degree head angle. The front forks were from a BSA Victor and the front brakes were 'Goldie' eight inch units complete with floating shoes like the ones used on the earlier Gold Star scrambler. The rear wheel was a Triumph QD type and all the machines were fitted with 'Lyta' alloy petrol tanks.

"I suppose you could say the bikes had BSA front ends and Triumph rear ends," said Ken.

The event was held in Sweden and the British team completed the event without losing a single point, tying with East Germany. It was the East Germans who went on to take the Trophy however after winning the tie-breaking special test. "It was like a road race and we didn't stand much chance with the type of machines we had," said Ken.

When the British manufacturers announced that they would not be supporting the ISDT in 1967, Ken set about building his own 504cc Triumph to be housed in a Rickman 'Metisse' frame.

"The factory told us the 504

**When the Triumph and BSA factories withdrew support for the British International Six Days Trial team back in 1967, top rider Ken Heanes decided to take matters into his own hands. John Brown heard his side of the story.**

engines had a longer stroke, with the crank pin moved over, but we never knew if this was true," said Ken.

"Personally I don't think it was, because the engines were 498cc to start with and only needed to be bored out by 20 thou to up the capacity."

He rode his bike that year in Poland and the following one in Italy without success, so in 1969 he decided to revert to the 'factory' 504 Triumph he had ridden three years earlier and bought from Triumph when they disbanded the factory team.

Forming his own 'Triumph Home Counties Team' to contest the event in southern Germany, both Heanes and team-mate Peter Stirland collected gold medals. The factory bike was then retired and remained in a glass case at Ken's Hampshire home for 30 years.

"Classic Bike magazine came to write a story about the bike and when I



Heanes' 1970 ISDT team, all mounted on Eric Cheney-frames

took it out of the display case the tyres were still inflated and it fired up second kick! It was a beautiful bike - one of the best I ever rode - it handled a treat," he recalled.

"I finally sold it at the end of 1997 when we moved house," said Ken. "The bloke who bought it couldn't ride it but made me an offer I couldn't refuse."

After the 1969 success, ISDT fan Heanes decided to go one better for the 1970 event and field a full six rider Trophy Team.

"I put my own money into the project and persuaded some other dealers to sponsor a bike each," he said. "Triumph supplied some new engines that I bought through the back door and Eric Cheney built the specialist frames. I prepared 500cc and 504cc engines and the whole thing came together for assembly in my



Triumphs. Left to right: John Pease, Mick Wilkinson, John Giles, Malcolm Rathmell, Jim Sandiford and Ken Heanes.

workshops.”

Sponsorship cost dealers Bill Slocombe, Allan Jefferies, Jack Williams, Comerfords and Elite Motors between £375 and £400 - and they got their machine back after the trial!

The best riders available were brought together for the event, with Ken leading Johnny Giles, John Pease, Malcolm Rathmell, Jim Sandiford and Mick Wilkinson.

It was a gallant effort, but it was ruined by little mishaps such as a leaking fuel tank and punctures. Team captain Heanes, however, kept a clean sheet once more.

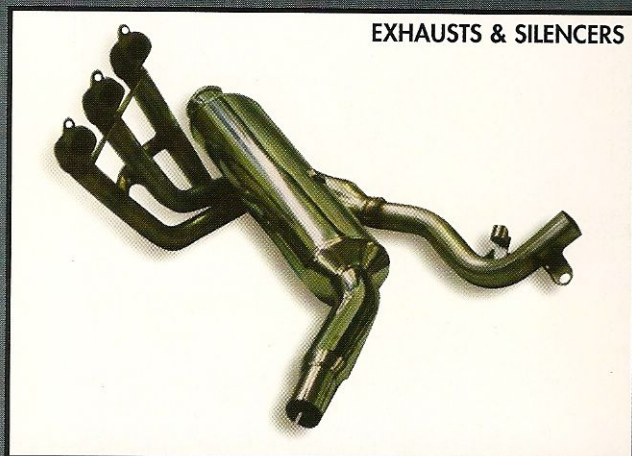
Heanes, who first tackled the ISDT as a ‘privateer’ when he was 16 years old in 1950, finally bowed out of the event he loved in 1971 after claiming his tenth gold medal - this time on a BSA Cheney Thumper.



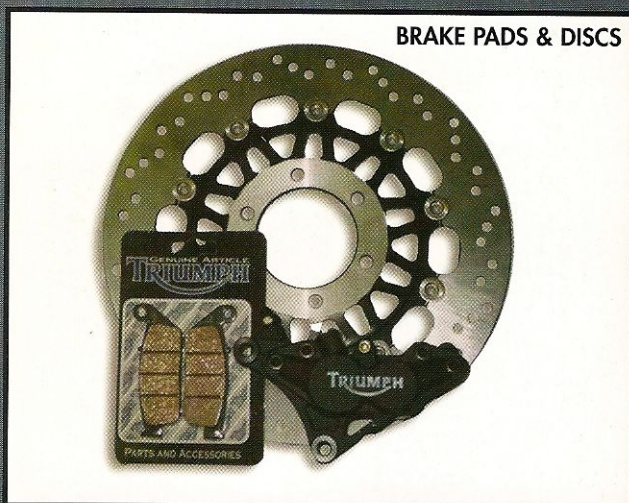
Ken Heanes and Bud Ekins with one of the Cheney/Heanes ISDT Triumphs.

*Beauty is only skin deep...*

**IT'S WHAT'S INSID**



Our stainless steel downpipes typify the high level of quality you can expect from Triumph. A range of silencers is also available all of which offer proven ground clearance. Our silencers are finished in stainless steel and developed with the motorcycles to ensure performance maximization.



There is little wonder that MCN describes our hydraulic braking system on the T955i as doing a 'superb job' at 'high speeds'. Rigorous testing ensures that braking has the correct 'feel', delivering serious results for serious riders. Brake pad and disc material is selected and combined to ensure optimum operating temperature thus eliminating fade and maximising stopping power.



*...which is why you*

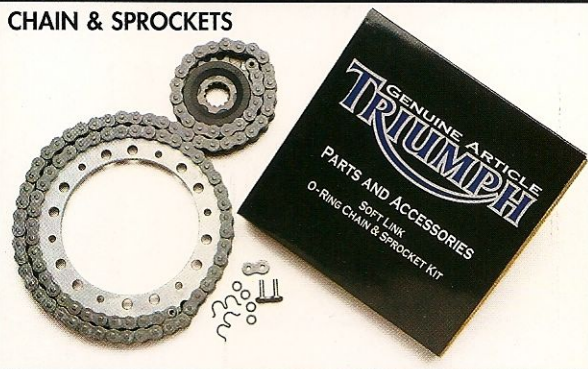
**Ask for Triumph Genuine Parts**



# E THAT COUNTS...



## CHAIN & SPROCKETS



Throughout the past nine years a combination of rigorous testing and fine tuning have resulted in a product of superb quality and performance. Featuring an extra high capacity 'O' ring chain manufactured from the highest grades of carbon and alloy steels with an average breaking load of 41,500 Newtons. Rubber introduction pads on our sprockets ensure a quieter and smoother movement for you, the rider.

Here at Triumph our oil filters are designed specifically for our bikes to the highest standards. Extensive engine testing ensures that they are efficient and reliable under all conditions of use. Our motorcycle oil, produced by a leading manufacturer, is designed to provide both the road and racing driver with the ultimate

## OIL FILTERS & OIL



performance and protection for their bikes. Consisting of 100% synthetic four stroke lubricant and suitable for all Triumph bikes our oil minimises oil induced seizures and reduces consumption even when used in competitive racing.

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# TRIUMPH®

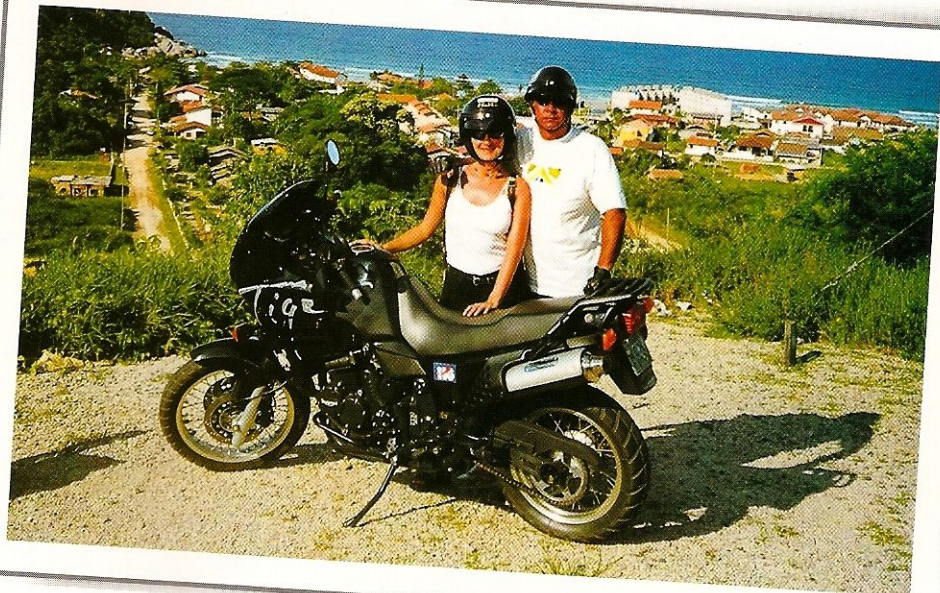
## GENUINE PARTS

# Letters

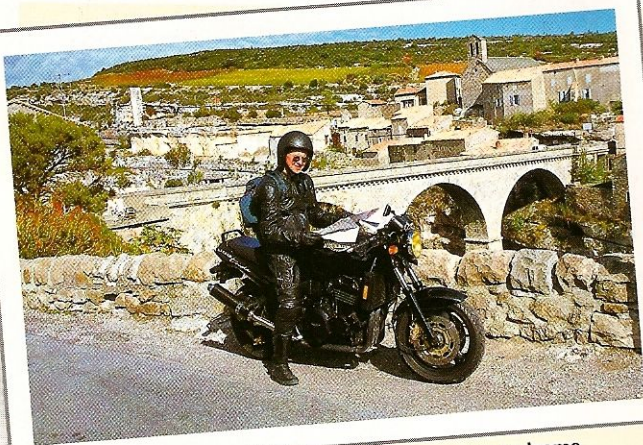
## Tiger samba

WE have now owned our Tiger for a year and can say that it has surpassed our expectations. It is really versatile and feels secure both on the road or on the dirt. We would like to invite all *RAT* members to come to Brazil and enjoy some of our wonderful views.

**Helio and Jeane Gama,  
Florianopolis, Brazil.**



Beautiful scenery awaits visitors to Brazil.



After 600 miles of rain, the sun comes out to welcome Martin Cayless to France.

## French connection

MY girlfriend and I were spending so much time in the Languedoc region of France that we finally decided to sell up our home in England and make the move.

Both being avid motorcyclists, the question naturally arose as to who was going to ride the Speed Triple and who got the 1972 Land Rover. We flipped a coin... she lost and got the Landy and the dogs while I got to ride across France.

The weather from England was horrendous with blowing gales and torrential rain for almost 600 miles. It wasn't until we were south of Cahors that the weather cleared up and bright sunshine took the place of the rain. Even so it took me two days to dry out.

Being here has allowed me to put the finishing touches to a motorcycle touring guide to France that I have been working on for the last two years and we have just opened for bed and breakfast (secure motorcycle parking, of course). If anyone would like to visit us, give us a call on 00 33 468 33 36 71.

**Martin Cayless, Coursan, France.**

## Family matters

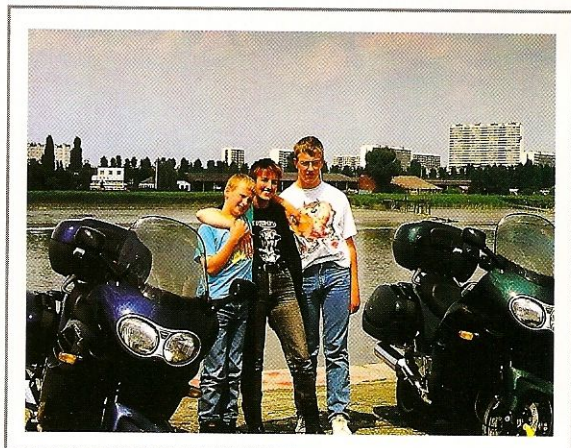
ALL my family enjoy reading *Torque*, but we notice that most of the photographs in Show us Yours show bikes and their male owners. Maybe we can help restore the balance.

The photo shows my wife Marijke with our children Bart (10) and Tim (12), plus our two identical Trophys. With two bikes we can take the whole family out for a ride.

The photograph is taken by the River Schelde near Antwerp in Belgium when we visited the '4th Belgian Biker Meeting' last Summer. There weren't many Triumphs there, so maybe some *RAT* members would like to join us this year for the '5th Belgian Biker Meeting'?

We would also like to hear from other families who get out together on their Triumphs so we can get acquainted.

**Martin De Sterck, Mispelaarlaan 23,  
2950 Kapellen, Belgium.**

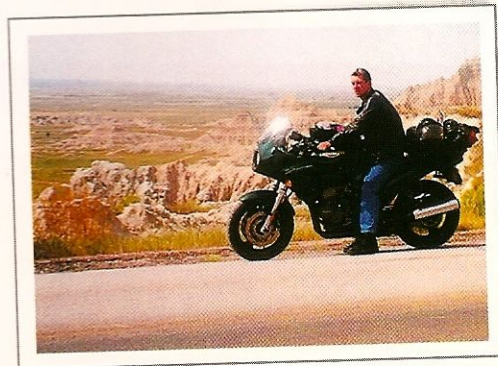


Twin Trophys allow the De Sterck family to enjoy their motorcycling together.

### Out in the Badlands

I'M a south London lad living in the USA and recently took my 1996 Sprint on a trip to the Badlands of South Dakota. We racked up 1300 miles in two days and I loved every minute. Hinckley rules!

Lee Jarvis, Minneapolis, Minn, USA.



A long way from home - Londoner Lee Jarvis in the Badlands of South Dakota.

### Prize possession

I REALLY enjoy my new Thunderbird Sport and after having owned several bikes over the years, Triumph motorcycles have taken first place in my heart.

I got my bike after a young man advertised two for sale on the internet. He had won them on the game show 'Wheel of Fortune' in California, but didn't ride. My T-bird owning neighbour spotted them and I chose the yellow one.

My Triumph has opened up a whole new fraternal group and boy am I enjoying it.

Don A. DellaMea, Charlotte, NC, USA.



Despite the atrocious conditions, Anne-Marie Breau and her friend Jerome had a great time at the Pinguinos Rally in Spain. Fancy joining them next year?

### Snow joke

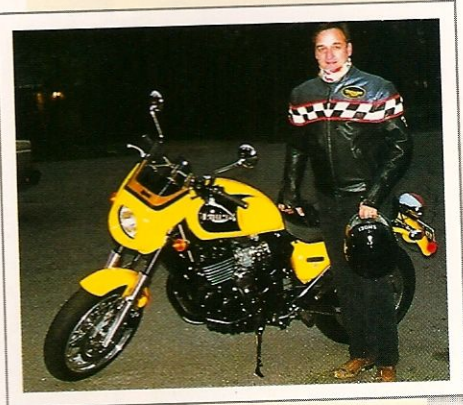
PENGUINS in Spain? It's got to be a joke! But no, despite the snow and cold my friend Jerome and I took part in this year's 18th International Penguin Rally in Spain with our Trophy and Adventurer.

It was a great event with a friendly atmosphere, tapas, fireworks and a torchlight

procession through the host town of Tordesillas. I felt very proud of my Adventurer and found it very comfortable during this long, hard trip.

If anyone wants to talk to me about the Penguin Rally, they can call me in France on 05.56.49.24.75.

Anne-Marie Breau, Begles, France.

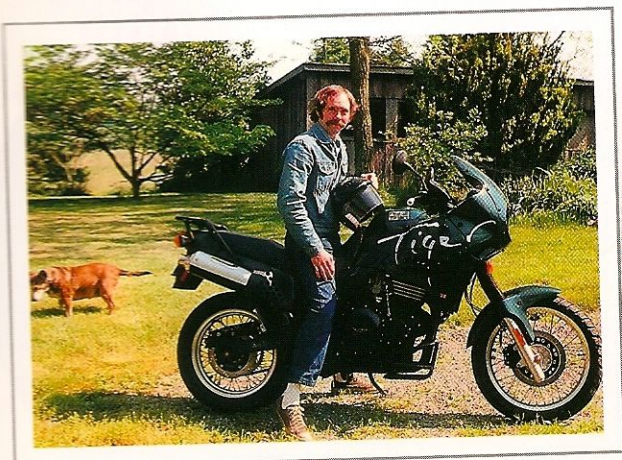


Spotted for sale on the internet, Don DellaMea's Thunderbird Sport had been the prize in a television game show.

### Home alone

WHEN will some fellow RAT members come to our island of Madeira? My bike is the only Triumph here and I feel alone. I love its 70s style and spirit but I need some more people to ride with. It's a beautiful island and I look forward to seeing you!

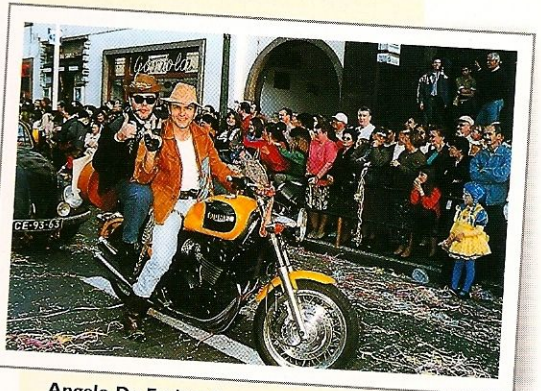
Angelo De Freitas, Madeira.



### Rough rider

THIS photo is the highlight of my life. The bike is as rough and powerful as it looks. Even the dog likes it!

Cameron Pond, 'The Urban Cowboy', USA.



Angelo De Freitas lives on the paradise island of Madeira, but would love to have some more Triumph owners to ride with.

# The best of both worlds

The all-new Sprint ST can now be further enhanced to meet your needs, thanks to a comprehensive range of Triumph Genuine Accessories.

Whether your instincts lie with the sports performance and styling, or with the complete touring

capability, Triumph accessories will meet your specific requirements.

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



SPRINT  
ST

If this motorcycle brings out the sports rider in you, then use this opportunity to customise your motorcycle with the sports accessories range:

- 'Off Road' Silencer in stainless steel or carbon fibre wrap
- Seat Cowl – colour co-ordinated
- Tank Pad – Carbon Fibre
- Heel Guard Kit

If you are looking to take advantage of the Sprint ST's touring capability then look no further than Triumph's extensive touring accessories range:

- Colour Co-ordinated Pannier System – 2 & 3 box options
- Colour Co-ordinated Top Box
- Cast Aluminium Top Rack
- Tank Bag
- Pannier Inner Bags
- Rear Seat Luggage
- Heated Handlebar Grips
- Tank Pad – Carbon Fibre
- Veto + Alarm System
- Rear Hugger
- Higher Screen – 3mm polycarbonate

Also available for the Sprint ST

- Front Mudguard Extension
- Shackle Lock
- Paddock Stand



# Deals on wheels

## In Brief ...

### Hotel accommodation -

**Company:** Campanile/Clarine/ Bleu Marine Group.

**Product:** Hotel accommodation in over 450 hotels throughout Europe.  
**Offer:** 5% discount at all Campanile hotels in Europe and 10% at Clarine (except Nevers and Courbevoix) and Bleu Marine hotels in France.  
**Contact:** Central reservations on +33 (0)1.64.62.46.36, or the hotel direct, quoting client code F42 500. You can also book on the internet at [www.campanile.fr](http://www.campanile.fr) using the client code and password RIDERSASS.

**Company:** Forte Hotels plc.

**Product:** Weekend hotel packages.  
**Offer:** 10% discount on all 'Leisure Break' weekends in the UK and Ireland.  
**Contact:** +44 (0)345 404040 to make a reservation, quoting 'Privilege 10'. For a brochure call +44 (0)345 700350.

**Company:** Best Western New Zealand.

**Product:** Hotel and motel accommodation in New Zealand.  
**Offer:** 10% discount on production of RAT membership card.  
**Contact:** +46 (0)9 520-5418. Fax +64 (0)9 520-5413.

**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:** Vista Palace Hotel, Monte Carlo.

**Product:** Hotel accommodation.  
**Offer:** A de luxe room for the price of a standard room, (13.5% discount).  
**Contact:** Vista Palace Hotel on +33 (0)4 9210 4000.

**Company:** Errotaldekoborda, Chambres d'Hôte, Pays Basque, France

**Product:** Farmhouse accommodation.  
**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 Sare, France.

**Company:** Auberge de la

Benvergudo, Provence, France  
**Product:** Hotel accommodation.  
**Offer:** Discounts to 10% depending on season.

## Sleep easy

WHEN you travel around on your Triumph you can make real savings by using the discount arrangements we have negotiated with a huge range of hotel groups and individual hotels.

The Campanile-Clarine-Bleu Marine group of hotels are particularly strong in France, but their chain of over 450 hotels is spread throughout Europe.

RAT members can take advantage of a five per cent discount at big value Campanile hotels, rising to a ten per cent discount at Clarine and Bleu Marine hotels (except those in Nevers and Courbevoix in France).

You can book through the Central Reservations service or direct with the hotel.

In the UK and Ireland we have recently secured a agreement with the Forte Hotels group for a ten per cent discount on their 'Weekend Break' packages.

The group's hotels cover all parts of the country and many major cities, offering a huge choice, whatever your plans. You can get a brochure by calling +44 (0)345 700350.

On the other side of the world, the Best Western chain of hotels in New Zealand will give members a ten per cent discount when you produce your membership card at check-in.

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

**Company:** Maison St George, Languedoc, France.

**Product:** Chambres d'hôte and gites near Narbonne.  
**Offer:** 15% discount and secure motorcycle parking.  
**Contact:** Martin or Jo (English speaking) +33 (0)468 33 36 71.

**Company:** Hotel PalmSpring, Bad Peterstal, Black Forest, Germany.

**Product:** Hotel accommodation with private garage.  
**Offer:** 10% discount.  
**Contact:** Mr and Mrs Erdrich, +49 (0)7806 301. Fax +49 (0)7806 1282.

**Company:** Hotel Engel, Ulm/Lehr, Germany.

**Product:** Hotel accommodation with private garage.  
**Offer:** Special RAT rates.  
**Contact:** Mr Loop, +49 (0)731 60884. Fax +49 (0)731 610395.

**Company:** Winzerhotel 'Zum Saalbau', Mörsstadt, nr Worms, Germany.

**Product:** Hotel accommodation.  
**Offer:** 10% discount.  
**Contact:** Hans and Erika Kessel, +49 (0)6247 377. Fax +49 (0)6247 1067.

**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.

We also have a wide range of individual hotels who welcome motorcyclists and offer special rates for RAT members. Check out the list below and make the most of your RAT membership.

And remember - the more we use these hotels, the easier it is for us to secure more and better discounts in the future. If we don't use them, we'll lose them.

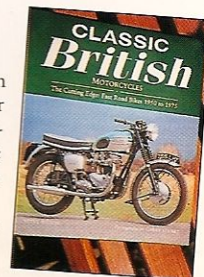
## Book offer

MEMBERS with an interest in older Triumphs might be interested in the latest exclusive RAT offer from the Border Book Company.

Steve Wilson's 'Classic British Motorcycles' covers the period 1950 to 1975 and includes over 130 full colour original photographs.

RAT members can buy the book at a 20 per cent discount price of £15.25, plus shipping. Shipping rates are UK £2.95, USA £7.50, rest of the world £10.

To order, call or fax +44 (0)1588 630193, email [BorderbkCo@aol.com](mailto:BorderbkCo@aol.com) or send a sterling cheque to PO Box 101, Craven Arms, SY9 5WA, England.



# 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



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**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. Applies to New Zealand only.

**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.

**Offer:** 30% discount.

**Contact:** +44 (0)87 0600 0600 quote: 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:** Isle of Man ferry crossings

**Offer:** 10% discount on selected crossings.

**Contact:** Phone +44 (0)1624 645645.

**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.

**Organised tours -**

**Company:** Rocky Mountain Motorcycle Holidays.

**Product:** Tour 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.

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**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'.

**Training courses -**

**Company:** Shire Training.

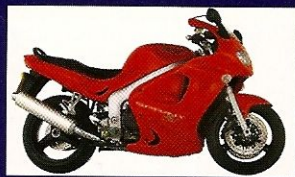
**Product:** Motorcycle training in the UK.

**Offer:** 10% discount.

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

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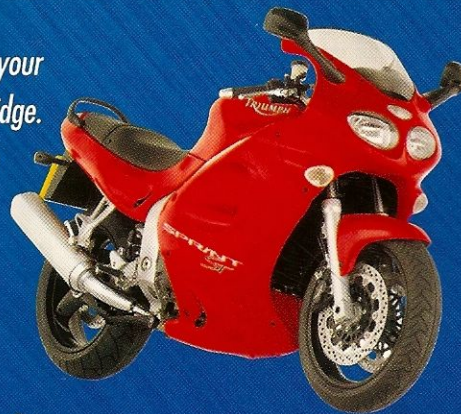
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