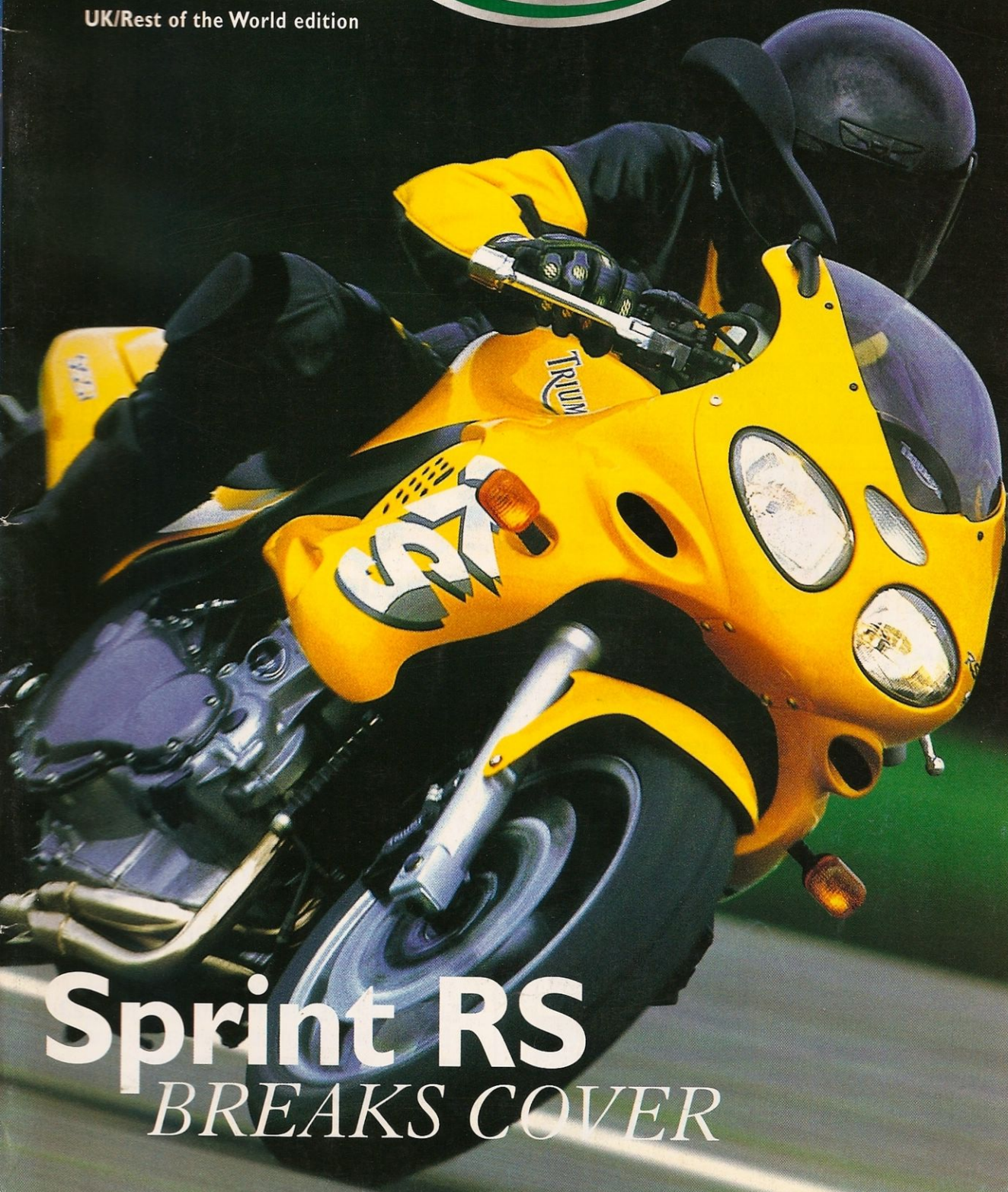


TORQUE

THE MAGAZINE OF THE RIDERS ASSOCIATION OF TRIUMPH



No 13 Autumn 1999
UK/Rest of the World edition



Sprint RS
BREAKS COVER

SERVING SE LONDON



Totally Triumph and committed to your needs.
All models in stock plus demonstrators, parts,
accessories, service and clothing.

BOYER
RACING



151-152 Plumstead Road London SE18 2DY
Tel: 0181 854 8133 Fax: 0181 855 5130
(only 3 minutes from the Woolwich ferry - at the regulatory speed limit)

TEST RIDE THE NEW SPRINT ST

"It's not just good,
it's brilliant!"
Bike Magazine



For a great deal contact us now

Laguna Motorcycles
Hart Street
Maidstone
Tel: 01622 681765

TRIUMPH

AUTHORISED TRIUMPH DEALER FOR WEST KENT

BRITISH

BEEF



NOW BACK
MENU
ON THE

We are delighted to have the full range
of TRIUMPH motorcycles, clothing and
accessories back in our showroom.
For a demonstration or competitive deal
please call Mike

Demonstrators Available:

Daytona
955i

Tiger

SPRINT
ST



MOTORCYCLE CENTRE
2& 4 CARRINGTON ROAD
STOCKPORT, MANCHESTER
SK1 2QE
Telephone: 0161 480 3346
0161 477 3423

TRIUMPH

Market Motorcycles

**YOUR NO 1 TRIUMPH
DEALER IN HERTS**

**FULL RANGE OF TRIUMPH TRIPLE
CONNECTION CLOTHING IN STOCK**

THE
Triple
CONNECTION

**EXTENSIVE RANGE OF
DEMONSTRATORS AVAILABLE**

Only 15 minutes from the M25 Junction 20!

MARKET MOTORCYCLES LTD,
4-6 MISWELL LANE, TRING, HERTS
HP23 4BX.

TEL: 01442 822599 FAX: 01442 890223.
EMAIL: market.mcs@netgates.co.uk

TRIUMPH



APPROVED
PRE-OWNED
MOTORCYCLES

We're here to help

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



● **International Manager:** Neil Webster
+44 (0)1455 891515
fax +44 (0)1455 891450
email neil.webster@triumph.co.uk

● **Benelux:** Lida Hoogstraten
+31 (0)71 305 1562
fax: +31 (0)71 305 1569
email: general@greenib.nl



● **Brazil:** Arthur Alcantara
011 220 1229

● **Canada:** Chris Ellis
506 328 8853
fax 506 328 4608

● **France:** Email neil.webster@triumph.co.uk



● **Germany:** Martin Driehaus
06175-9336-61
fax 06175-9336-27
email martin.driehaus@triumph.co.uk

● **Greece:** Robert Martin
fax 0925 5918

● **Italy:** Alessandra Gasperini
fax 039 2935 81922.

● **New Zealand:** Raewynne Gardiner
09 276 6453
fax 09 276 4065



● **Norway:** Simon Dimmock
fax 0671 13470
email simon.dimmock@colbjornsen.no

● **South Africa:** Mike Davidson
fax 011 792 8100

● **Spain:** Alberto Vasquez
fax 01 552 2576

● **Sweden:** Hans Blomqvist
fax 08 88 3860



● **UK:** Lee Parslow
01455 891515
fax 01455 891450
email lee.parslow@triumph.co.uk



● **USA:** Travis Milner
fax 770 631 6401
email trvsmilner@aol.com

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

Products and services advertised in TORQUE are not necessarily tested or approved by Triumph Motorcycles Ltd, or the Riders Association of Triumph Ltd.

Editor: Neil Webster.

Design: Red Square Graphics.

Production: Bob Berry Marketing Services.

Advertising: Jackie Green, Warner Group Sales,

Tel+44 (0)1778 391107,

Fax +44 (0)1778 394748.

C O N T E N T S

- | | | | |
|----|--------------------------|----|-------------------------|
| 4 | <i>Triumph News</i> | 32 | <i>Project Trumpets</i> |
| 8 | <i>RAT World</i> | 38 | <i>Factory Tour</i> |
| 15 | <i>What's happening?</i> | 40 | <i>Looking Back</i> |
| 22 | <i>On Tour</i> | 42 | <i>Deals on Wheels</i> |
| 27 | <i>Letters</i> | | |

Up front

What a day the Factory Open Day was! Warm sunshine, a car park overflowing with bikes and around 3000 visitors taking the chance to visit the home of Triumph.

As it was an 'Open Day' and not an exclusively RAT members' event we welcomed owners of other machines as well as Triumphs to share the day with us. I hope you agree with me that it was nice to be able to show a wider public what Triumph and RAT are all about. I would bet that many of them went away already planning their next bike purchase!

The RAT tent at the event was packed for most of the day and it was great to meet so many of you – even if I did have to dash off now and again to sort out some organisational question!

We're now into the third issue of Torque since switching to four separate editions and I hope you like the improvements it has enabled us to make. Not only are we now able to send French and German speaking members a magazine in their own language, we can also devote more space to news from your own region.

If you hadn't noticed the difference, there are now separate German, French and North American editions, plus an international edition that goes to members in the UK and all other regions. We hope to add extra languages and editions in the future as membership numbers grow.

Talking about numbers, we recently reached a new high of 22,000 members worldwide and with the exciting events programme we are already planning for next season, we're confident the club will continue to grow.

Wherever you live I hope you find plenty of interest in this edition of your magazine and plenty of riding ideas to help you get the most out your Triumph.

Neil Webster, International Manager, RAT.





Sports styling emphasises the Sprint RS's performance potential.

Milan debut for RS sportster

TRIUMPH'S exciting new Sprint RS half-faired sports machine makes its world debut at Italy's Milan Show between September 14 and 19.

The fuel injected three cylinder sports machine features aggressive styling,

with the sleek half-fairing exposing the silver and graphite grey finished engine and matt black aluminium perimeter frame.

The engine is based on the Daytona 955i unit, retuned to produce 110PS (108bhp) at 9200 rpm and a

huge spread of torque across the rev range, while an all-new double sided rear swinging arm helps give the bike exceptional handling and high speed stability.

The sporty nature of the bike is echoed by the new round section upswept

single silencer which allows excellent ground clearance and stainless steel braided front brake lines.

An all-electric instrument console features a digital speedometer and clock, two digital trip meters and an analogue tachometer.

But practicality hasn't been ignored, with the specification including a removable rear seat cowl, newly styled mirrors and a generous 21 litre capacity fuel tank.

Suspension is courtesy of 43mm inverted Showa telescopic forks with dual rate springs and preload adjustment at the front and a Showa rising rate mono-shock with remote hydraulic preload adjustment and adjustable rebound damping at the rear.

Low profile radial tyres are mounted on lightweight Brembo three-spoke cast aluminium wheels.

The RS will be offered in a choice of three colours - Racing Yellow, Lucifer Orange and Eclipse Blue - each featuring chrome graphics.

Bold and beautiful

AGGRESSIVE styling has always been the signature of Triumph's bold Speed Triple and the theme has been taken a step further for next season with silver coloured wheels, a round brushed-finish silencer and revised graphics emphasising the machine's hard-edged performance.

The Speed Triple retains the 110PS (108bhp) version of



Pure aggression. The latest Speed Triple.

Triumph's 955cc fuel injected three cylinder engine.

It remains available in Jet Black and Roulette Green.

Daytona developments

SLEEK new silver bodywork complements a host of detail changes designed to take the Daytona 955i into the new century.

In addition to new Aluminium Silver bodywork, which is available alongside the existing Tornado

Red and Lightning Yellow colour choices, the latest generation 955i has a 15mm shorter wheelbase, silver coloured wheels, a round section brushed finish silencer, revised gearchange mechanism and all-new graphics.

The reduction in wheelbase has been achieved by a modification to the swinging arm and gives the machine more 'flickable' steering and a faster rate of turn without compromising straight line stability.

Aluminium Silver bodywork and new graphics for this year's Daytona.



Classic style for T'bird Sport

A striking white and tangerine colour scheme and repositioned twin silencers are introduced with the new season's Thunderbird Sport.

The classy Opal White and Tangerine paintwork features gold coachlining to emphasise the classic roots of the machine, but its performance remains definitely modern, with an 83PS three cylinder motor, 17-inch wheels fitted with radial sports tyres, adjustable front and rear suspension and a powerful triple disc braking set-up.

Passenger comfort is improved with the twin silencers now exiting to each side of the rear wheel.



Classy paintwork and repositioned silencers for the new Thunderbird Sport.

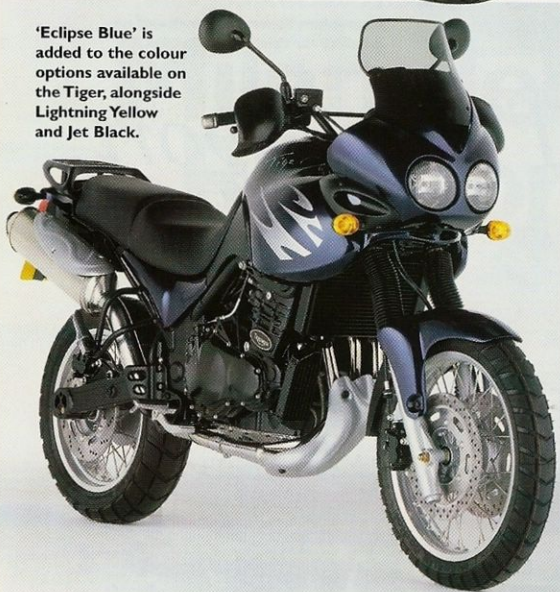


Rich 'Sapphire Blue' is a new colour option on the Sprint ST. It is also available in Tornado Red and Jet Black.

New colours

New colour options have been introduced for the Sprint ST, Tiger and Adventurer which remain otherwise unchanged.

And what's coming up next? The Triumph design department haven't been getting much sleep recently, so watch this space for the first official news of the latest developments. The next issue of Torque will be mailed direct to all RAT members on December 1.



'Eclipse Blue' is added to the colour options available on the Tiger, alongside Lightning Yellow and Jet Black.

CLASSIC Jet Black with Lucifer Orange infill makes the year 2000 Adventurer stand out from the crowd. After the comprehensive and successful revisions to the 1999 model, the high profile cruiser remains oitherwise unchanged for the new season.



Cool customer

Triumph's 'Triple Connection' range of clothing now includes a perforated leather version of the popular Retro Jacket.

The jacket features soft, high density 1.3mm Brazilian cowhide with easily removable hard cup inserts in the shoulders and elbow/forearms. All impact seams are double stitched and there are full leather arm panels.

The leather panels to the front and rear are fully perforated, with breathability enhanced by the black mesh lining.

Please note that in some editions of the Summer issue of Torque, the wrong photograph was printed on page 33 to illustrate the information about the Triumph perforated leather Retro Jacket.



New factory takes shape

CONSTRUCTION work is underway on Triumph's new factory. After delays caused by the wet Spring weather, the super-structure for the first stage of the company's new facility has grown steadily during the Summer.

The 40-acre site is adjacent to the company's existing factory in Hinckley, Leicestershire, and will have the capacity to take annual production to almost 40,000 machines, double the current factory's

production ceiling.

Production processes will be introduced into the new plant in phases, with the first phase – frame and swinging arm production - scheduled to be in action by the end of the year.

The new factory will work alongside the existing unit to enable the company to expand the range of models under production while increasing capacity and integrating the latest production methods and machinery.



The new Triumph factory is starting to take shape.



Tough guys

LONDON based RAT member Alex Eggert led a party of 19 motorcyclists into membership of the 'Iron Butt Association of America' with a London-Scotland-London round trip in July.



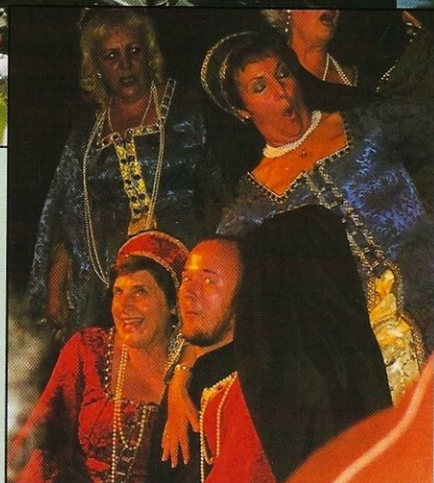
Riders need to complete over 1000 miles in 24 hours to qualify for membership. Alex's group covered 1140 miles in the required time and also raised over £4000 for a range of charities including the RSPCA and the Cleft Lip and Palate Association.

Alex did the journey on his 1995 Sprint and personally raised over £600 for Amnesty International.

You can find out more about the Iron Butt Association by visiting their websites at www.ironbutt.com and www.saddlesore.com.



Almost 3000 visitors thronged to the Triumph Factory Open Day.



Saturday night's medieval banquet was an atmospheric highlight of the weekend's events.



Mini moto racing attracted both competitors and spectators.



Triumph South Africa's Chris Speight having a bit of trouble before the start.

Far and wide

TRIUMPH owners all over the world are coming together to enjoy their bikes under the *RAT* banner.

Recent events include gatherings in South Africa, Dubai and British Columbia, as well as the many European and US events reported elsewhere in *Torque*.

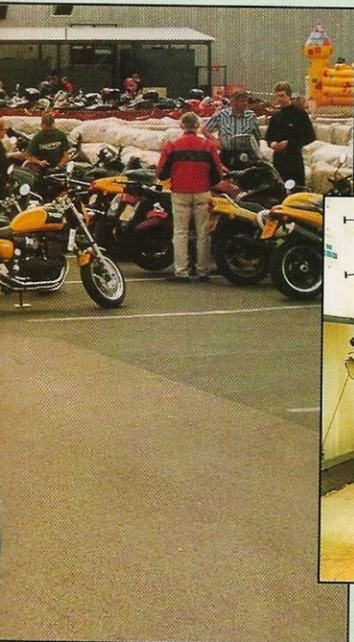
South African members came together for a weekend ride in the Free State region of the country at the end of May, with over 40 people enjoying the early winter southern hemisphere sun at Fouriesburg and Drakensburg.



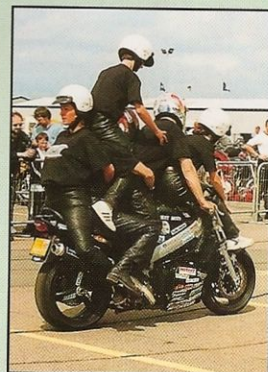
Duffy Lake was the objective for the British Columbia *RAT* Pack's July run.

Hotter weather greeted the Dubai *RAT* group when they came together in 45 degree temperatures to salute fellow members Steve Williams who died of natural causes while competing in a

Open day



This unique Tiger bodywork drew plenty of attention and was won by Welsh visitor Clive Chisnall. A second paint shop competition for a set of bodywork in the winner's choice of colours was won by Derek Polson of Tyne and Wear. The competitions raised £206 for the Riders for Health charity.



French stunt rider Frédéric Desbouchages put on a star performance.

AN amazing crowd of almost 3000 people thronged to the Triumph Factory Open Day on July 18, with warm sunshine and a host of activities adding to the party atmosphere.

With attendance up by four hundred per cent on last year's inaugural Open Day (and double the expected turn-out this time) the 125 Triumph staff members who volunteered to help out did a brilliant job to keep everyone happy, and hopefully succeeded.

As well as the chance to tour the factory and see a range of special displays and demonstrations, visitors could take part in mini moto races or ride a mechanical bucking bronco and there were displays of RAT and Triumph merchandise and machines.

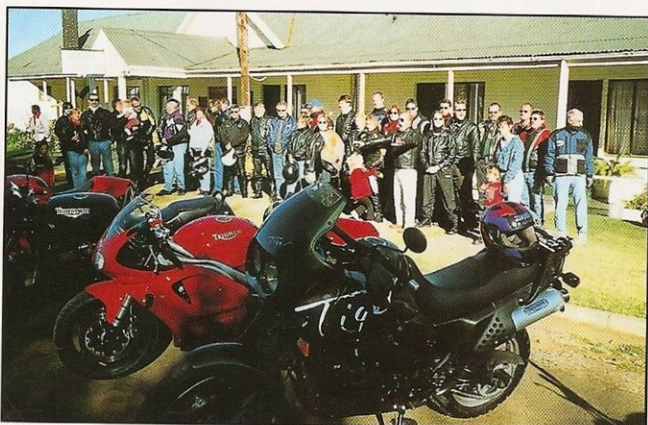
But the star of the show was French stunt rider Frédéric Desbouchages who produced a series of exciting shows on his Speed Triple and Sprint, including

wheelies and stoppies with four passengers and an impromptu performance with International RAT Manager Neil Webster as ballast!

With attendance reaching such levels it's expected that the next open day will be postponed until the company moves into its new, larger premises, but plans are already being made for an exciting 'Members Day' event for next season. Stay tuned!



Dubai members met to honour friend Steve Williams.



Early winter sun saw 40 South African members away on their weekend run round the Free State region.

200 kilometre off-road motorcycle rally.

One of the newest RAT packs, the International Motorcycles pack in

British Columbia, Canada, are having a packed first season with monthly rides through the stunning countryside that surrounds them.

Their July run visited Duffy Lake and a programme is planned right up to the shiveringly titled 'Snowball Frolic' in November.



Win a Waterproof

WIN this great award winning Triple Connection waterproof suit in our latest free to enter members competition. Just answer the questions below and send your entry to Club HQ at PO Box 83, Hinckley, Leicestershire, LE10 3ZP.

Two runners-up will each receive a RAT polo shirt. The closing date is November 30, 1999.

QUESTIONS

1. Name one of the 'Mountains of Flanders'.
2. Which American state is hosting the 'RAT Riot'?
3. Which new Triumph is being launched at the Milan Show?

TRIUMPH CLOTHING COMPETITION

Answers:

1.
2.
3.

Name:

Address:

Membership number: Suit size:

Competition winners

GERMAN member Carmen Tautenhahn drew the winning entries for the Spring Torque competition at Swedish Bikemeet in June.

Out of over 200 correct entries received, the lucky winner was Gilbert DeFais of Amiens in France. Gilbert wins a superb Triumph 'Frontiers' all-weather riding suit.

Runners-up Stuart Hopewell, of Dover, England, and Ian Halliday of Devon, England, each win a RAT polo shirt.

The solutions were: What size engine is fitted in the new Triumph Tiger? 885cc. When will Beaujolais Nouveau 1999 be released? November 17. Where is the Chateau des Tourelles? Le Wast, France.

The results of the Summer competition will be announced in the next edition of Torque. In the meantime, get your pen out and have a go at this issue's teaser. It could be you!

Carmen Tautenhahn draws the winning entry at Bikemeet in Sweden, flanked by fellow RAT members Gerhard Schmidt and Terry Kirk.



TRIUMPH

M&S
MOTORCYCLES

Finchdale Road, Framwellgate Moor,
Durham. DH1 5HL
Tel: 0191 384 1582. Fax: 0191 261 0121

199 - 203 Westgate Road, Newcastle-Upon-Tyne
NE4 6DN
Tel: 0191 232 7866. Fax: 0191 222 1190

See you at the show!

PLANNING a visit to the International Motorcycle Show this year? If you are, be sure to visit Triumph in Hall 11.

Not only will all the mouth-watering new models be on display but you will also get the chance to win some superb RAT goodies.

Bring your membership card along and you can enter a free prize draw exclusive to club members.

For those wishing to purchase new riding gear, Triumph clothing will be on sale from the Ideal Garage stand in Hall 12.

Look out for them on stands R77 and R78.

The show opens at Birmingham's National Exhibition Centre on November 5 and finishes on November 14. See you there.



The impressive showroom of new London Triumph dealers Colin Collins.

Colin's the man

JOINING the Triumph UK dealer network are new signings Colin Collins Motorcycles. Flying the flag from their Harrow premises, Colin Collins will be the official dealer for north west London.

"We feel they have an excellent track record and the right qualities to promote and support the Triumph

marque.

"Their managing director and his team are very keen to provide the best possible service and look forward to working closely with other Triumph dealers," said UK sales and marketing manager Bruno Tagliaferri.

You can contact the dealership on 0181 861 1666.

Brewing up

YOU can now see the manufacturing process of Triumph in East Anglia. No, nothing to do with a new motorcycle factory but Greene King's brewery in Bury St. Edmunds where Triumph Ale is created.

Lee Parslow, the club's UK national manager, spent a memorable day with Greene King discovering just what it takes to brew a world class beer. He commented: "Greene King have been brewing for 200 years so they have a massive

amount of experience to draw on. My visit was interesting and informative and I even got to sample the end product."

Anyone over the age of 18 can visit the brewery at a cost of £5 per head. For details, phone +44 (0)1284 714382.

We have a Triumph Ale beer mat, pump badge and a unique set of beer mats to give away. All you have to do is answer the following question: In which



Win these superb Triumph souvenirs.

town is Triumph Ale brewed?

Send your answer to
PO Box 83, Hinckley,
Leics, LE10 3ZP,

England, by 31 October 1999.

The first correct entry drawn after that date will be the winner.

PACKchat

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

IN Dorset, **Three Cross Rats** have moved. They now meet at The Elm Tree in Hightown, Ringwood. "Although the Old Barn was geographically okay, we outgrew it," said Pack co-ordinator Nigel Baker. A sure sign of success! Join them on the last Wednesday of the month or give Chris Wood a call on 01202 824531.

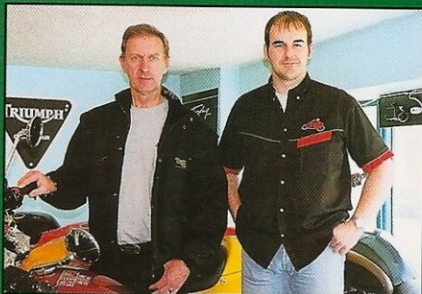
Windy Corner in Leicestershire also have a new venue for their meetings and now gather at the M.I.R.A Social Club on the A5 near Nuneaton. Meeting on the first and third Wednesdays of the month there is a good mix of riding and social events. Give Roger a call on 01455 842922 for more information.

In Leeds, **Eddy's Motorcycles'** RAT pack meet at the Old Red Lion on the A64 York Road. Give Triumph owning landlord Paul Armer a call on 0113 273 5573 for more information.

Bridge Motorcycles in Exeter meet on the first Tuesday of the month at the Gypsy Hill Hotel, just off Honiton Road in Exeter. Be there at 7.30pm for regular ride-outs. Give Pack Leader Paul Witherford a call on 01392 260200 for RAT action in Devon.

Helping Sally Blackwell at **Wylie and Holland** of Telford and Market Drayton, are Richard Stilwell and Paul Adams. Look out for a full calendar soon, and for further information, call Sally Blackwell on 01952 248868.

In the West Midlands, **Streetbike** of Dudley have regular ride-outs every other Tuesday as well as occasional planning meetings allowing you to choose where you want to go. Call Gary Marshall on 01384 253464.



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

Over in Bridgend, **M & P** are up and running and meet regularly at The Blue Anchor at Aberthaw on the third Monday of each month. Give Nick a call for more information on 01656 657887.



Club members enjoying the scenic Isle of Man.

Mythical Man

LOCAL superstition caused a stir when the club made two visits to the wonderful Isle of Man in the Spring.

According to Manx folklore, the mere mention of the word 'rat' will bring bad luck and damnation, so they are simply known as 'long tails'. Thankfully, this didn't stop club members from all over Britain enjoying two excellent days' riding in May.

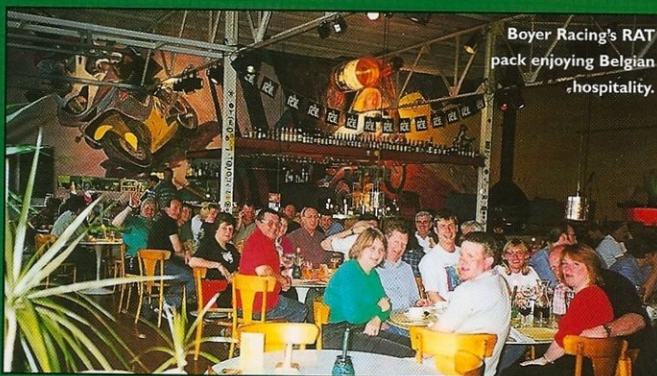
First, we rode from tip to tip stopping at the Point of Ayre in the North and Port Erin in the south.

Day two started with a couple of laps of the famous TT circuit followed by a relaxing ride on the electric railway to the peak of Snaefell.

The next visit was during TT fortnight when the club held its Mad Sunday Run away from the madding crowd with a ride around the south of the isle.

Starting and finishing in Peel we took in some fantastic roads and amazing scenery leaving the rest of the day to enjoy the usual excesses of a typical Mad Sunday.

In London, **Boyer Racing** are going from strength to strength. Having completed foreign trips to Belgium and Germany this year, they still have plenty on offer to fire the imagination. Call Bill Saker at Boyer Racing on 0181 854 8133 for more information.



Boyer Racing's RAT pack enjoying Belgian hospitality.

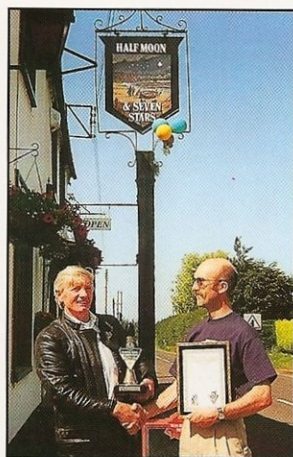
Escape from the Black Country

THIRTY club members and over 20 Triumphs helped make the club's Black Country Run a success in July.

Gorgeous weather and free refreshments complemented a spectacular route set by Streetbike Pack co-ordinator Graeme Spencer.

Splitting the party into fast and slow groups, all participants had a great time riding a 120 mile circular route with some breaking for home at Ludlow.

"Considering the club's Border Raid weekend covered the same day, the turn out was great," said Graeme.



Landlord David Sharp presenting Roger Murphy with his trophy.

Prize Trophy

ROBINSON RATs of Canterbury celebrated their first anniversary in May with a ride out around the Weald of Kent followed by a barbecue in a country pub.

Thunderbird owning landlord, David Sharp, presented trophies and awards for the best turned out Triumphs, with top honours going to Roger Murphy and his 900 Trophy.

"There were 36 bikes in total so hopefully this will be an annual event," said David.



RAT Runners getting set for the Black Country Run

In tents enjoyment

BRILLIANT sunshine and almost 40 Triumphs set the scene for an excellent weekend's camping in charming Anglesey. Most club members arrived on Friday in plenty of time for Saturday's road book tour which included South Stack lighthouse and beautiful Beaumaris.

"We found the whole weekend a most enjoyable experience, especially spending the Saturday as part of more than 30 bikes exploring the island," said club members Stuart and Donna. Look out for similar events in the future.



Can you say it? Some of the RAT members who made it to Wales.

Fun on the frontier

IMPOSING landmarks, magnificent scenery and hot sunshine created the perfect riding environment when the club ventured to border country in July.

Starting from pretty Berwick-upon-Tweed on Saturday morning we rode past Bamburgh Castle and on to Carter Bar, the border crossing viewing point looking out over both

England and Scotland.

Moving on, we spent Saturday night in Galashiels and were joined Sunday morning by Edinburgh's Two Wheels RAT Pack. The group then followed the river Tweed for a lunch stop in Moffat before riding on to Gretna where everyone enjoyed afternoon tea before heading for home.



Club members at the Scottish border.

A day to remember

colin collins
MOTORCYCLES

90-108 Pinner Road,
Harrow, Middlesex HA1 4JD.
Tel: 020 8861 1666
Fax: 020 8863 0228

www.colincollins.co.uk



**LONDON'S NEWEST
TRIUMPH DEALER**

Colin Collins Motorcycles,
90-108 Pinner Road,
HARROW
Tel: 020 8861 1666



RAT members from all over the south of England enjoyed a nostalgic day when the club visited the Sammy Miller museum for their 'Triumph Day' in July.

Leaving Clackett Lane Services on the M25, club members followed a 140 mile route before arriving at

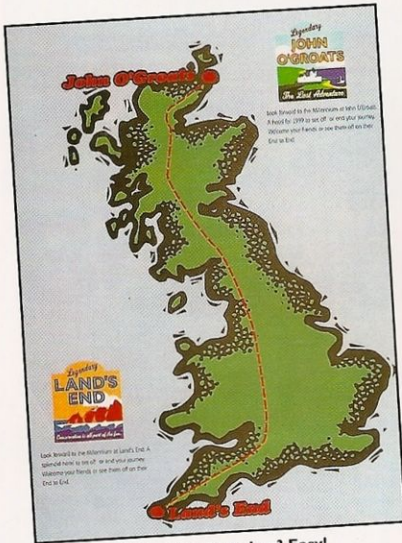
the picturesque museum where they joined Triumphs of all ages.

Rounding the day off, several club members took the opportunity to look around the impressive collection of motorcycles housed in the two galleries before heading for home in the late afternoon sun.



Some of the Triumphs that made it to Sammy Miller's.

Going *all the way*



874 miles! Two days! Easy!

THERE'S still time to join us on our Lands End to John O'Groats Run to be held over the weekend of October 2 and 3. Not for the faint hearted, we're going to cover the 874 miles in just two days but for those who enjoy their riding this is the one for you. Leaving the Lands End Hotel at 9am on Saturday October 2 we will head north with an overnight stop at the Dumfries Travelodge, from where Sunday's ride will start.

Leaving Dumfries at 9am we will travel the length of Scotland

before finishing at John O'Groats, bringing this epic weekend to a close. We'll be stopping at the Norseman Hotel in Wick on Sunday night.

Feel free to join us for just one day or for the entire weekend - it's up to you.

For accommodation at the Lands End Hotel, call the 'End to End' club on +44 (0)1736 871501 ext. 346. The Dumfries Travelodge can be phoned on +44 (0)800 850950 and the Norseman Hotel can be contacted on +44 (0)1955 603344.

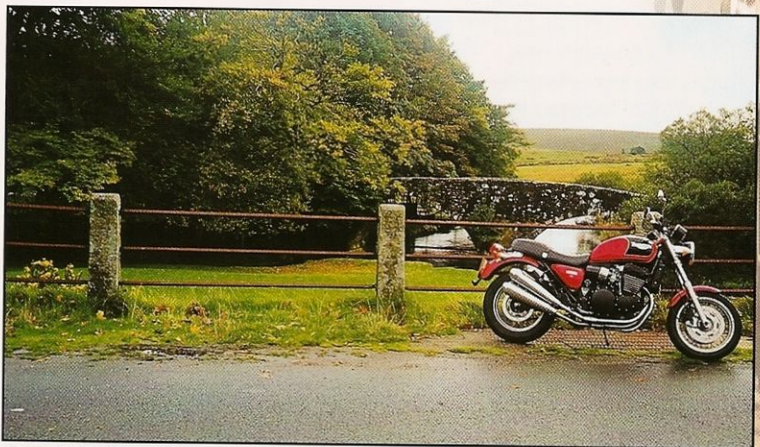
Devon *delight*

ROUND off the riding season in style by taking part in our 'Devon Cream Weekend' to be held on October 9 and 10. Based at the well appointed Finlake Holiday Centre, just off the A38 in Chudleigh, we'll spend two days riding around the some of the best countryside in Britain.

Starting from Finlake at 10.30am on both days you can join us for both runs or just for one day - it's up to you.

Accommodation is available at Finlake itself. Prices start at £115.50 for a six berth caravan (equal to £19.25 per person), or £145.20 for a Scandinavian style lodge to sleep six (equal to £24.20 per person).

All costs are for Friday, Saturday and Sunday night. Making it a real event to remember, the dates coincide with a vintage vehicle weekend at the holiday park, which is included in the



Devon in October; or you could mow the lawn!

cost of accommodation.

Alternative accommodation is available at The Old Coaching House in Chudleigh, where RAT members can take advantage of a special rate. A single room is priced at £30 per night and a twin room is £44 per night. Both

prices are for bed and breakfast. The Old Coaching House can be contacted on +44 (0)1626 853270 and Finlake can be contacted on +44 (0)1626 853833. Please quote 'Triumph' when making a booking. For further details, phone club HQ.

Beacon *blast*

EXCELLENT roads and magnificent scenery are promised when we explore Mid Wales on 26 September.

Starting from The Little Chef at Gilwern (four miles west of Abergavenny on the A465) at 10.30am, we will spend the day following a road book ride across the Brecon Beacons and through wonderful Welsh scenery. For further details, contact Lee Parslow at club HQ.

Mountain *Run*

WE will be setting our sights on Mount Snowdon in October when we head for the hills for one of the last RAT Runs of the year.

Meeting at The Pheasant Inn at 10.30am on the 17 October, we will head west into Welsh mountain territory. And as anyone who knows Wales will confirm, there's only one way to experience Snowdonia - on a motorcycle.

The Pheasant Inn can be found in Shawbirch, Admaston near Telford where free coffee will be available to club members before we head out. For further information, contact Lee Parslow at club HQ.

Say *Cheese*

TAKE a trip down to the cheese country of south west England by joining the Cheddar Gorge Run on September 19.

The run will be hosted by members of the Rafferty Newman pack but is open to all members.

Meet at the Posthouse Hotel, Fareham in time for a 10.30am start.

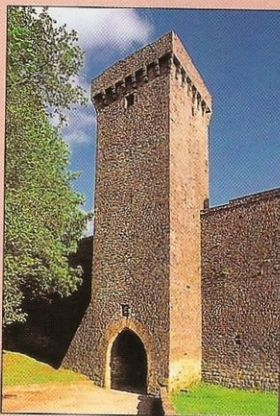
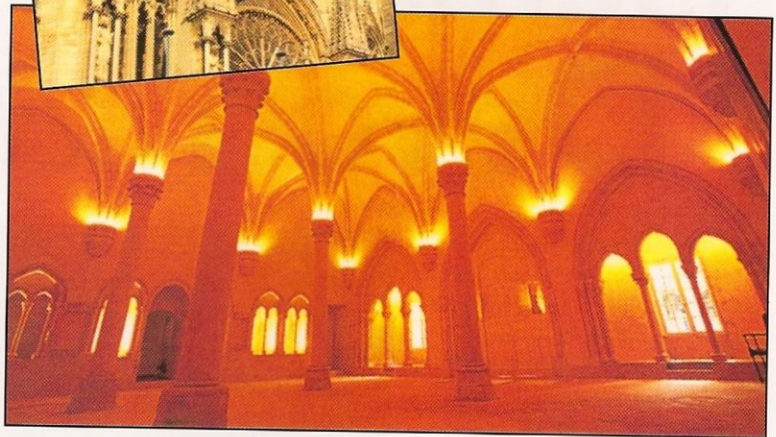
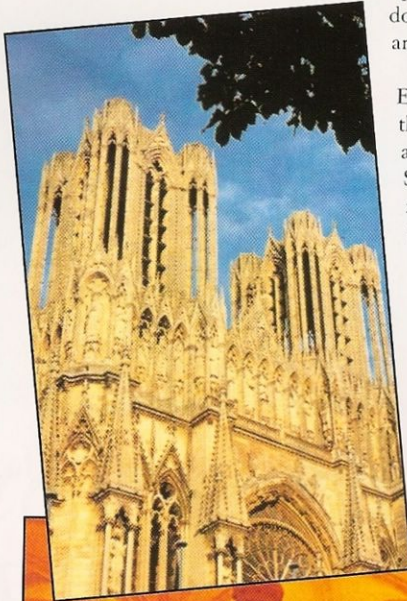
Champagne *style*

TRY a taste of the high life when we set out to explore Champagne country at the end of September.

We will spend two days riding through the vineyards around Reims and Epernay on September 25 and 26, and no doubt sampling a glass or two once the bikes are put away for the night.

We will be based at the New Hotel Europe in Reims. You can either join us for the full weekend or just come along to join in the rides at 10am on Saturday and Sunday mornings. There is no charge to take part in the rides and there will be prize draws for RAT members on both days.

To reserve a room at the hotel direct call +33.3.26.47.39.39 or if you want to book a full package from the UK including two nights' accommodation on Friday and Saturday nights and return Eurotunnel crossings, contact Amanda Rye at Allez France on 01903 748174.



Follow the an

DRAMATIC Languedoc in south west France is the venue for the Salt Road Run which takes place on October 16 and 17.

Following a route first established by medieval salt traders as they carried their loads from the Mediterranean coast into the centre of the country, we will cover coastal plains and mountain passes and visit superb ancient walled villages.

Most of the route is in the Cévennes region which is particularly attractive in the Autumn

The run starts at 11am on Saturday October 16 from the walled city of Aigues Mortes, with a lunch stop at



Beaujolais *Run*

CLOSE the season on a unique note by joining us on our annual trip to France to join in the launch of Beaujolais Nouveau on November 17.

We will be part of a 3000 strong crowd partying the night away in huge heated mar-

quee in the village of Beaujeu before joining a torchlit midnight parade to the village square for fireworks and free tastings of the new wine.

We can't guarantee the weather, but we can guarantee a memorable experience!

Tickets –

The package costs £80 per person. This includes overnight accommodation with breakfast at the Campanile Hotel in Belleville on November 17, bus transfer to and from the party and tickets to the party itself, which includes a five course dinner, unlimited wine, a cabaret and dancing until the small hours. To reserve a place send a cheque made out to 'RAT' to Club HQ, PO Box 83, Hinckley, Leics, LE10 3ZP, England. Places are limited so pre-booking is essential.

There are four ways to join the club party making the trip to the event.

- On the 1.30pm hovercraft from Dover to Calais on November 16.
- At the Hotel Mercure, Reims, on the evening of November 16.
- At the Hotel Mercure, Reims, at 10am on November 17.
- At the Hotel Campanile, Belleville (A6, Belleville exit) before 6pm on November 17.

Travel –

You should make your own reservations for any sea crossings or hotel accommodation you need en route to and from Belleville (including the Hotel Mercure, Reims, if required).

On the return leg the accompanied group from the UK will be stopping at the Hotel de la Paix, St Quentin, for the night of November 18 and will cross on the 11.30am hovercraft on November 19. If you wish to stay at the Hotel de la Paix you should contact the hotel direct to reserve a room.

Contacts:

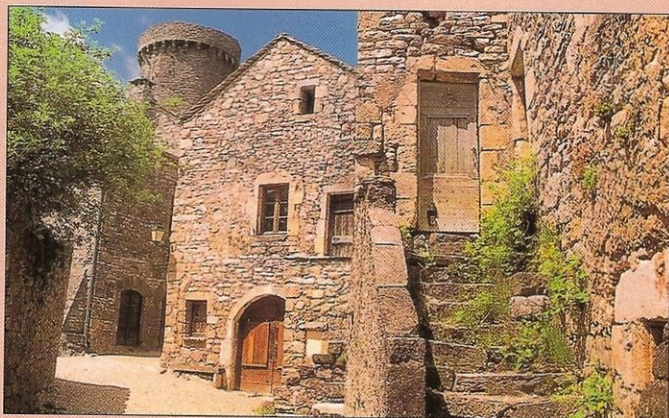
Hoverspeed – 0990 240241
(quote discount code EX/TRM).
Hotel Mercure, Reims -
+33 3.26.84.49.49.
Hotel de la Paix, St Quentin -
+33 3.23.62.77.62

cient salt road

pretty St Guilhem le Désert, before we arrive at the evening's rest halt at La Couvertoirade (pictured) where we will have dinner and spend the night. If you want to reserve accommodation contact Philippe at the Auberge du Père Roussel on +33 565 622 825.

After a typical 'Aveyronnais' breakfast on Sunday morning we will leave for the second part of the run through the hills before arriving at the Motorcycle Museum at Pont du Gard for a farewell drink.

It's a stunning region, well worth a late season visit. For further information contact Neil Webster at Club HQ on +44 (0)1455 891515.



De Elfstedentocht

EVERY winter the ice skaters of Holland come together for the famous 'Elfstedentocht' (Eleven Cities Tour). You can now follow in their tracks by taking part in RAT's own Elfstedentocht – although we won't be waiting for the winter ice.

Instead, our event will take place on October 3, starting from Lemmer at the southern border of the province of Friesland and covering a route of 240 kilometres as we cover some of the most scenic areas of Holland to visit the 11 towns.

The rally is open to all Triumph owners, with entry for RAT members costing Dfl. 35,- (Dfl. 25,- for passengers). Entry for non members is Dfl. 50,- and Dfl. 40,- (prices exclude overnight accommodation).

The start will be at the Iselmar Sporthotel, Plattedijk 16, in Lemmer, where rooms can be booked for members wishing to spend the night before or after the ride.

For entries or more information contact Lida Hoogstraaten at Benelux Triumph importers Greenib on +31 (0)71 305 1562, fax +31 (0)71 305 1569, email general@greenib.nl.

See the Mountains of Flanders

'The Mountains of Flanders? But Flanders is flat,' I can hear you say. Well, not quite. Straddling the border of France and Belgium sit the Mont Noir and the Rodeberg (Back and Red Mountains).

'Mountains' may be stretching a point, but this pretty pair of hills towers over the Flanders Plain, offering superb views in all directions as well as a choice of picturesque coffee stops and even a chair lift ride.

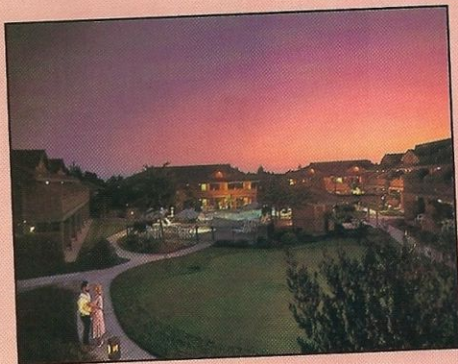
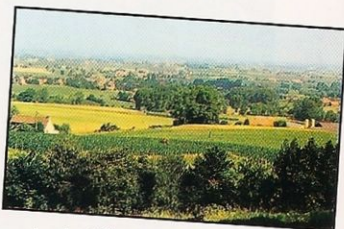
The nearby Mont des Cats and hilltop town of Cassel complete the set of 'Flanders Mountains' and we will be visiting them all on our one-day 'Monts des Flandres Run' on

September 19.

The run starts at 10.30am in the Place de l'Hotel de Ville at Armentières, within easy reach of the Channel ports and Belgium, and includes a coffee stop and a lunch stop.

It will be the first run hosted by the new Lille RAT Pack, so why not join in and help them get off to a good start?

There's no charge to take part, no need to book and there will be a prize draw for RAT members.



California Riot

SEE you out west in September! The first annual California RAT Riot will take place over the weekend of September 23-26 when Santa Cruz Triumph and Triumph America team up for one wild and crazy weekend of rides, demos, bbq's, some good old fashioned Triumph movies, and even

swing dancing.

All RAT members (and anyone else who feels like making the trip) should converge on the Sea Cliff Inn in Aptos, California, for a packed weekend programme.

Friday includes a live band and a night capper at the Britanna Arms.

If you're passing ...

Norddeutschland Rally, Holm, near Hamburg, Germany, September 10-12. Food, drink, games and campfire Friday and Saturday evenings. Road Run on Saturday. Camping on site, hotels nearby.

Abruzzo Rally, Italy, October 1-3. Italian members' autumn weekend trip to the Abruzzo region. Alessandra Gasperini, +39 2935 82000.

Heide Run, Germany, October 10. One day RAT Run. Martin Driehaus +49 6175 933 661.

Blue Ridge Leaf Peeper Run, USA, October 16-17. Hosted by the Grady Miller's Triumph RAT Pack in South Carolina. A two day ride through the beautiful Blue Ridge Mountains during the dramatic autumn period. Details from Ted Coles on 001 864 977 8118.

Australian New Triumph Rally, Jindabyne, November 13-14. The fifth running of this Down Under event, this year moving to a new site in the Snowy Mountains two hours south of Canberra. Group ride, demo rides, gymkhana, concours and technical workshop. Colleen Dooley, (03) 9381 9764.

International *diary dates*

Sept 10-12	Norddeutschland Rally, Hamburg	Germany
Sept 19	Monts des Flandres Run	France/Belgium
Sept 19	Cheddar Gorge Run	England
Sept 25-26	Champagne Weekend, Reims	France
Sept 24-26	Californian RAT Riot, Aptos	USA
Sept 26	Brecon Beacons Run	Wales
Oct 1-3	Abruzzo Rally	Italy
Oct 2-3	Lands End to John O'Groats Run	England/Scotland
Oct 3	De Elfstedentocht	Holland
Oct 9-10	Devon Cream Weekend	England
Oct 10	Heide Run	Germany
Oct 16-17	Salt Road Run, Languedoc	France
Oct 16-17	Blue Ridge Leaf Peeper Run	USA
Oct 17	Mount Snowdon Run	Wales
Nov 13-14	New Triumph Rally, Jindabyne	Australia
Nov 16-19	Beaujolais Run	France
Dec 27-31	Florida Lap Run	USA

For the latest information on all RAT events see the RAT pages on the Triumph website - www.triumph.co.uk (username TORQUE, password RAT891515). Or contact Club HQ on +44 (0)1455 891515, fax +44 (0)1455 891450.



The Australian New Triumph Rally is now in its fifth year.

There will be a RAT Run to Fremont Peak on Saturday morning, leaving the Sea Cliff at 8am and ending at Santa Cruz Triumph's new location in Watsonville for a BBQ and open house celebration.

A banquet will be held on Saturday night with awards and a good old fashioned Triumph raffle, followed by movie night and a walking tour of the local brew pub establishments.

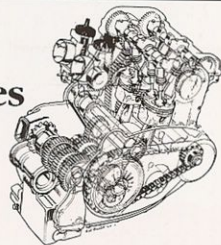
A Sunday morning RAT Run will leave for breakfast at 9 am.

The Triumph Show Truck will be making an appearance and demos will be run on Saturday from 10am till 2pm.

For hotel reservations call the Sea Cliff Inn at 001-800-367-2003 by July 23. A discounted rate will be given to RAT members along with free entry to the banquet and the Santa Cruz BBQ.

John Wilcox Competition Engines

Race Engine Preparation & Development



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

Extensive facilities include:

- Dedicated motorcycle engine build workshop.
- Computerised motorcycle engine test cell
- Computerised Rolling Road Dynamometer
- Cylinder head modifications & Flow bench facilities
- Specialists in fuel injection systems

**Performance Upgrade Kits available
for all Carburettor models**

142BHP T595 Kits Now Available

Call for free data sheet on your bike

Tel: Hinckley (01455) 230576 Fax: (01455) 238715
See our updated web page for more Triumph Info...

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


A COMBIN OF EXCEL

Sympatex® is an intelligent hydrophilic membrane, which is extremely breathable, 100% waterproof and windproof. The internal membrane liner will withstand a column of water 180 metres high; a motorcyclist travelling at 70 mph into the rain will face the equivalent of a 36-metre water column.

Sympatex® is an ultra-thin (1/100 mm) polyester membrane which due to its solid structure prevents wind or water from penetrating but allows perspiration in the form of moisture vapour to escape freely through a molecular chain of polyether (modified polyester) blocks. As there are no pores to become clogged or blocked with dirt or detergent, the membrane continues to perform effectively in all situations keeping the wearer warm, dry and comfortable at all times.

Every garment under goes vigorous testing procedures by Sympatex® laboratories and Triumph test riders; this combines detailed examination of all elements of design, production and real world experience. Triumph and Sympatex® have combined to produce a range of garments with style and function for year round riding.

Please ask your authorised Triumph dealer for information on these and other products in the range.



Sympatex® Frontiers Paddock Jacket

An all season garment in a paddock jacket style

- Cordura® water repellent outer fabric
- Removable quilted liner
- Removable CE 95 approved protectors – shoulders & elbow
- Removable dual density back insert
- Sleeve width adjusters
- 3M® night reflective piping – back & arms
- Zips to interconnect to textile & leather pants

Colours: Black/Grey, Black/Grey/Red, Black/Grey/Yellow
Sizes: XS-XXL

Sympatex® Glove

This glove offers the complete touring package, with function, as well as style

Sympatex® All Leather Glove

A glove for the serious tourer, with excellent heat retention, waterproofing and breathability



- Kevlar® palm abrasion panels
- All leather construction
- Double leather impact sections
- Thinsulate® insulation

Colours: Black
Sizes: XS-XXL



- Cordura® water repellent outer fabric
- Double leather palm section
- Raised top of hand impact protection
- Thinsulate® insulation

Colours: Black, Green, Red, Yellow
Sizes: XS-XXL

ATION LENCE



Sympatex® Frontiers Jacket

An all-round riding jacket with a technical construction to suit any rider

- Cordura® water repellent outer fabric
- Removable CE 95 approved protectors – shoulders & elbow
- Removable dual density back insert
- Sleeve width adjusters
- Removable quilted liner
- 3M® night reflective piping – back & arms
- Zips to interconnect to textile & leather pants

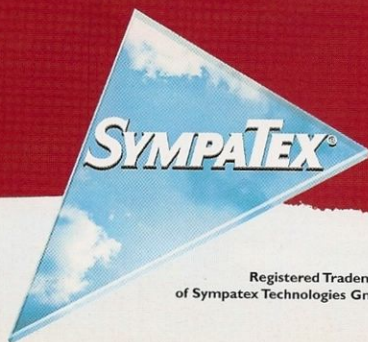
Colours: Black/Grey, Black/Grey/Red, Black/Grey/Yellow Sizes: XS-XXXL

Sympatex® Frontiers Pants

The versatility, comfort and protection offered by these pants to give the rider the perfect combination with a textile jacket

- Cordura® water repellent outer fabric
- Removable CE 95 approved protectors – knee
- Heavy weight Cordura® impact panels – seat & knee
- 3M® night reflective tape – thigh
- Removable quilted liner
- Zips to interconnect to textile jackets

Colours: Black Sizes: XS-XXXL



Registered Trademark
of Sympatex Technologies GmbH

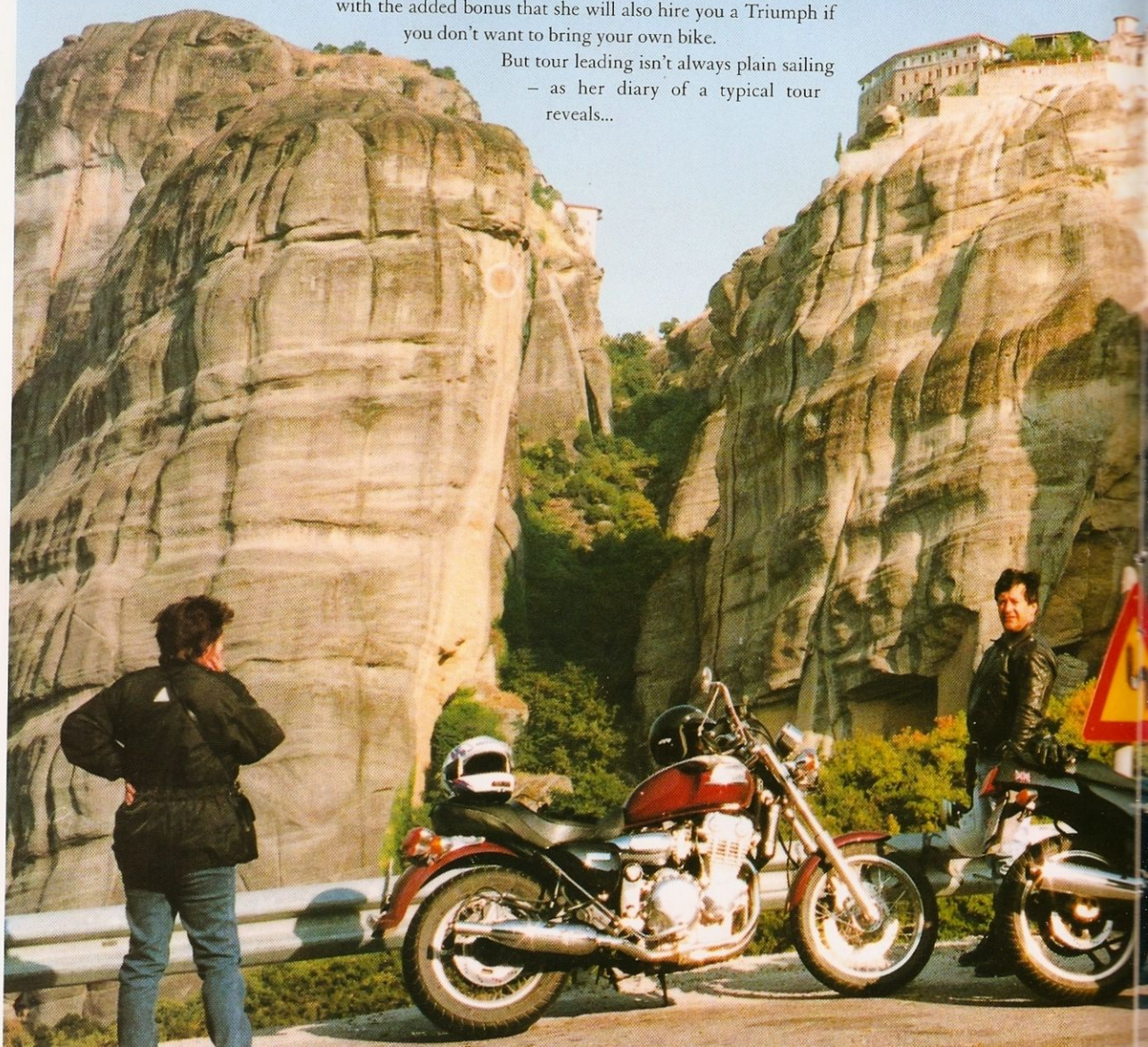
Past meets *present*

GREECE is a fabulous place, if you know where to go. The islands may be packed with tourists, but once off the beaten track the mainland is a delight and the Greeks love motorcyclists. In fact it's a paradise for anyone on two wheels.

The most relaxed way to enjoy it and to see the best bits while knowing you have a comfortable hotel waiting for you at the end of the day is to use the services of a local guide.

Greek-based Briton Deborah Stagonakis provides such a service with the added bonus that she will also hire you a Triumph if you don't want to bring your own bike.

But tour leading isn't always plain sailing – as her diary of a typical tour reveals...



Dramatic scenery at Meteora, where next Spring's tour will stop for a night.



Group: Americans Clark, Martha and Dean aged 68, 68 and 67 and Brazilians Jacques, Eduardo and Marcello aged 40, 38, 25,

Day 1

Jacques demands a Tiger although he had reserved a Trophy. I hadn't got one ready, so much stamping of feet and waving of hands. Clark agrees to change bikes with him. 250 kilometres further on, they all sail past the lunch stop. Mad dash to catch them. Evening at last, great swimming, beach hotel, everybody happy except Jacques who harangues me for not personally checking all the batteries.

Day 2

Jacques drops his bike under a little bridge ("stupid place to put a bridge"). Clark drops his bike scrambling up to a castle, ("so very sorry"). Martha smiles lovingly at him as he helps her up. Then on to Mount Olympus.

Day 3

The group takes an impromptu trip to the island of Thasos and nobody cares about the lost day except me.

Day 4

Bikes OK and we finally set off for the Turkish border at 2pm. Border control decides we are smugglers in disguise and poke through everything. Through to Turkey to find no lead rider. He's gone to the wrong border crossing.

We can't wait for him as it is now 7pm, so we set off for Istanbul. I lead the way into the city but Istanbul with its 10 million population looks quite different at night. Of course we get lost and finally find a taxi and tell him non verbally (English is not much spoken in Turkey except on the tourist coast) to lead us to the hotel in Old Istanbul by the Topkapi Museum.

It's my birthday and the group have told the hotel to bring us a cake. Everyone drinks my health and we are all happy except Jacques who we leave arguing with the waiter over the cost of the cake.

Day 5

The lead rider (Bulent) appears, shame-faced. We spend a pleasant peaceful day shopping and sightseeing. Even Jacques is happy, though I'm not when Marcello tells me proudly that this is the first time he (Marcello) has ridden a big bike. He

put 'five years' experience' on the booking form. I had been puzzling over why, initially, he had ridden so slowly and was now burning up the road. Too late to do anything about it now.

Day 6

Bulent leads out of Istanbul, darting away through the traffic. The group follows manfully but I can't keep up in the chase van and get lost. 100 kilometres later I come across a group of bikes and police cars by the roadside. My heart does a triple flip, but they've only been stopped for speeding. Jacques is haranguing a policeman. Bandirma for lunch and on to Ayvalik where I discover I've left my passport in Istanbul.

Day 7

Woken at 4am by Jacques saying that his friend Eduardo "is not happy". As Eduardo is an ace rider who has enjoyed himself hugely and as I had left them drinking happily by the pool, I assume that he is just drunk.

But Eduardo is not happy because he has spent the last two hours trying to pass a kidney stone and is in dreadful pain. We dash off to the hospital, taking Bulent to translate and a hotel porter to show us

the way.

Simple remedies don't work and he is taken by ambulance to a main hospital in Izmir with Bulent and Jacques in attendance. I go back to the hotel knowing we've lost another day and planning the re-route.

Day 8

The three Americans and Marcello are concerned but unfazed by the disappearance of three of the party. The hotel is happy to keep us for another day so Marcello practices his new found biking skills and the others return mid-afternoon, kidney stone lazed out and Eduardo beaming. The group is becoming like a family.

Day 9

Good, long ride to Pamukkale, where everyone swims in the warm thermal spring swimming pool, then a great meal to the accompaniment of a strange cabaret (probably the waiters in disguise). All the banking systems were down and I had a struggle to get cash.

Day 10

Get to Fethige for lunch, but Marcello's front tyre is a mess and I don't have

another. It's Sunday. What to do? Bulent flags down a passing rider with the right size tyre, buys it from him and finds a place to change it. What a treasure the man is.

I felt sure that nothing more could go wrong but then two dogs ran into the road. One I missed, one I hit, pulling off the wheel guard and I was grounded until Bulent came back and fixed it. The man at a nearby garage shrugged his shoulders when I mournfully indicated the dog. Everyone in great spirits at a fabulous hotel. How will they bear the parting?

Day 11

Super ride to Kusadashi but no passport (I'd told the hotel in Istanbul to send it there). It's now on a bus. It's the wrong bus so I have to get up at five in the morning to intercept it.

Day 12

After a mad dash to a remote village accompanied by Hussein (the hotel receptionist) I capture the passport. This is a two-day stop so the guys are having a shopping binge. Jacques buys a carpet for \$3000 but won't ship it, although I tell him he might have to pay horrendous duty on it going into Greece.

Brilliant cabaret night, dancing girls and wonderful music in the courtyard of the hotel.

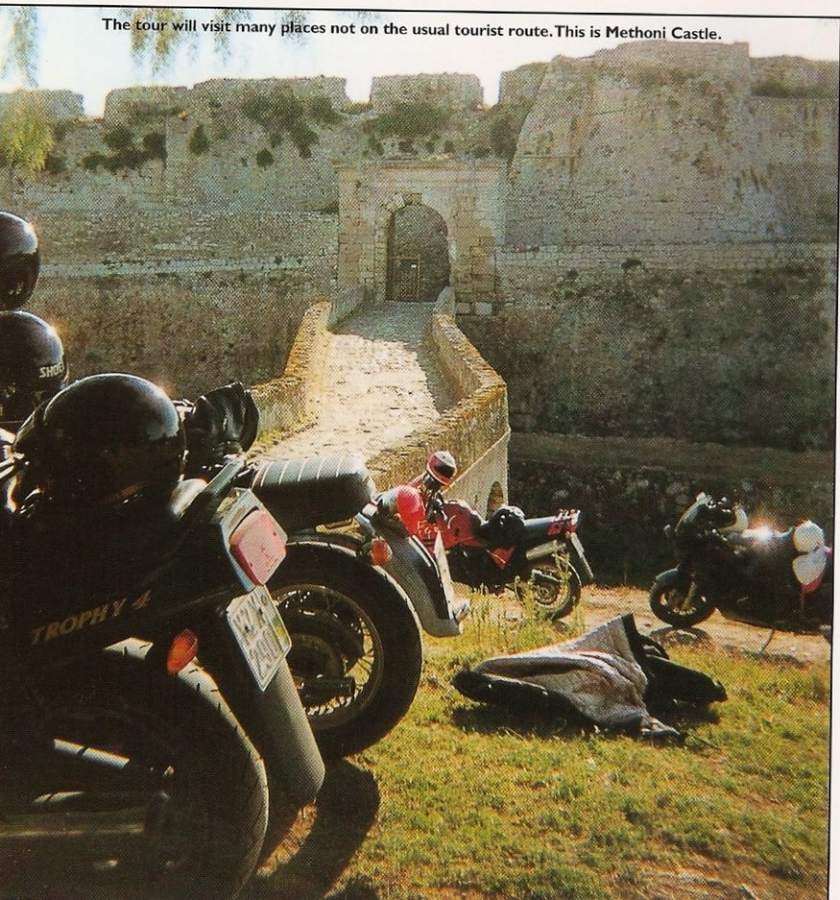
Day 13

Fine ride to the port of Cesme. Nothing went wrong! Tearful goodbyes to Bulent who did a wheelie as he roared away. Got onto the tiny ferry going to the Greek island of Hios, Jacques fumed at being kept in line at passport control but said nothing when asked if he had anything to declare and on we went to the hotel where the manager's daughter was practising her pieces on the piano. Or so I thought. After two hours of torture we realised that she was the 'musical entertainment'. Jacques complains to the management.

Day 14

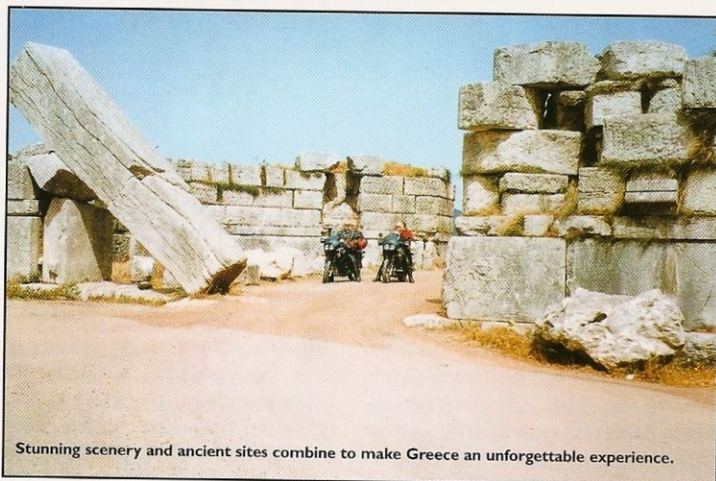
Lovely ride round Hios. Dinner in the port and everyone is a little sad at the imminent parting. Board the ferry at 9pm. A-class cabins as ordered, last drinks in the bar. Jacques wonders, but quite quietly, why they don't have good Brazilian beer.

The tour will visit many places not on the usual tourist route. This is Methoni Castle.





New friendships easily take root after a few days on the road. Organiser Deborah Stagonakis is on the right.



Stunning scenery and ancient sites combine to make Greece an unforgettable experience.

Day 15

Arrive in Athens at 8am with Spyros (the Greek lead rider) waiting. A traffic jungle ride to headquarters and back to the Athens hotel and very fond farewells.

Jacques hugs me and says what a wonderful time he had, Eduardo beams, Marcello crunches the bones in my right hand, Clark and Martha forbid me to enter the US without visiting them and Dean is coming back with some friends in April.

Lump in the throat. 'Don't leave me, come on the next tour...for nothing,' I want to say, but I don't. Get back to the office to find that Dean is on his way to the airport with the bike papers still in his pocket.....

The RAT Millenium Tour of Northern Greece

If that's whetted your appetite, why not book a place on the tour being organised by Deborah exclusively for RAT members?

You will cover excellent, traffic free roads, sweep round mountains and lakes, stop at ancient sites, eat at seaside taverns, swim in the clear blue Mediterranean and sleep in comfortable hotels.

As a bonus you will be able to try out the new models at a Triumph test ride session, meet Greek Triumph owners and lots more.

There'll be a lead rider, a back-up van for the luggage, a day to visit the Acropolis and flights that don't leave at four in the morning.

The tour is for eight days between May 6-14, 2000. This is the itinerary:

Saturday May 6: Arrival. The hotel is near the Acropolis. In the afternoon you can stroll up to the Parthenon and in the evening we meet for a welcome drink and a briefing on the tour.

Sunday May 7: Collect our bikes and relevant paperwork from Triumph Greece and ride to Delphi, stopping for lunch by the sea. We stay in a good hotel with a fabulous view of the gorge. You can visit the spectacular ancient site either in the evening or early the next morning before the tourist buses pour in.

Monday May 8: Ride along the coast road to Navpactos for coffee and a look at the castle, then on to Messolonghi (where



A typical lunch stop. This is Kamena Voula.

The RAT Millennium Tour of Northern Greece

Lord Byron fought and died) to have lunch on a jetty. Then on through some beautiful countryside to the little fishing port of Amphipholia to stay in a simple hotel with a great view.

Tuesday May 9: A cross-country ride through ethnic, little-seen villages to the amazing Meteora with its huge rocks and little monasteries built into the sides. The hotel is excellent and right under the rocks. We'll get there early enough to ride round or walk up to them.

Wednesday May 10: Ride over the mountains stopping in Metsova for coffee and Ioannina for lunch on the little lake island. After lunch we ride to Igoumenitsa and take the ferry to the island of Corfu where we will stay in a very good hotel by the beach.

Thursday May 11: We take the ferry back to Igoumenitsa and ride some wonderful roads to Kastoria for lunch by the lake and then on to Lake Prespas which is home to much rare wildlife and one of the least visited but most beautiful areas of Greece.

Friday May 12: Heading east, we go through Florina, round the lake of Vegorití and stop for lunch in Edessa by the waterfall. The hotel at Langadas is simple but it's got wonderful thermal baths, the original spring cave, tennis courts and great food.



Motorcyclists are always welcomed in Greece.

Saturday May 13: This is a day of options. Either go to the test rides being held in Serres and try out the new Triumph models and meet some Greek riders or leave early, ride to the famous Mount Athos peninsular and take a cruise round it to see the monasteries. Only men can set foot on the peninsula itself and even then they need a special permit, but the rest of us can look from the comfort of the ship. Then we all meet up at a very charming hotel on the beach and under a castle at Platamonas for dinner.

Sunday May 14: Well, we have to go back sometime... The ride back to Athens is along a major highway with some lovely stretches and little traffic until we get close to the Big Olive. After a coffee and lunch stop en route, we will arrive at around 4pm and after the bike inspection, security deposit refund and fond farewells (I hope!), you'll be taken to the airport for the evening flight back.

● If you want to come earlier or leave later, hotels and tours can be arranged.

Prices:*

Two people sharing a bike and a room	(using own bike, excluding ferry to Greece)	£ 450 per person
Solo rider in own room	(using own bike, excluding ferry to Greece)	£ 700
Two people sharing a bike and room	(including bike hire, excluding air fares)	£ 650 per person
Solo rider in own room	(including bike hire, excluding air fare)	£ 1150
Two people sharing a bike and room	(including air fare from UK and bike hire)	£ 825 per person
Solo rider in own room	(including air fare from UK and bike hire)	£ 1325

If you prefer, you can make your own arrangements to get to Greece from your home country by air, or air tickets can be booked for you from any departure airport by Triumph Bike Tours. If you want to bring your own bike, ferry tickets from Ancona, Italy, to Patras can be arranged.

Prices include petrol, insurance, hotels, ferry fares in Greece, test rides, lead rider and chase van. Plus air fares and Triumph bike rental where applicable. There is a £400 damage waiver to be deposited on collection of hire bikes. This is returned on delivery

of the undamaged bike. A credit card voucher is acceptable.

● These prices include a 20 per cent reduction for RAT members from Triumph Bike Tours' standard rates. You should quote your RAT membership number at the time of booking. Non-members should join the club and obtain a membership number before making a reservation.

For further information or to reserve a place, contact Deborah Stagonakis at Triumph Bike Tours on +301 97.65.917; fax +301 97.65.918; email tritours@arafin.gr.

Letters

Desert raid

I'VE been flying back and forth from England to Sharm El Sheikh to teach scuba diving for the last ten years, but this time was different. With students tagging on behind I was riding my Thunderbird down to Sharm and wondering if I'd bitten off more than I could chew.

Day one was a good but long day in the saddle through France. Good empty roads and a charming country hotel at the end of it. The next day we had another long ride through Switzerland and Italy and it would be midnight before we found our hotel in Milan. My students were not happy.

We finally arrived on the Adriatic coast at Ancona the following day at 5pm, having lost one member of the party en route and getting into a noisy argument with a toll booth operator who wanted a king's ransom before letting us onto the ferry.

We sailed in the lap of luxury for the next 36 hours before arriving in Greece – my favourite place in the world. The sun was shining, lorries pulled over to let us past and we didn't have to wear helmets. The air was rich with the smell of flowers and people waved at us as we rode past.

Athens was jammed up with traffic. It was hot and we got hopelessly lost trying to find the docks. We finally go there by riding for over a mile on the pavement. Our reward was 60 hours in a rust bucket full of inter-denominational pilgrims on their way to the Holy Land.

Docking in Israel, the Med was now on our right as we headed south, finally dropping down several miles of hairpins into the Negev desert. It's as hot as hell down there. Thank



Dave Cartwright needed to get to the Red Sea for some scuba diving, so he jumped on his Thunderbird and headed for the desert.

goodness for watercooled engines!

Despite the heat one of our party insisted on wearing full leathers. An hour later we were helping her off the bike, almost unconscious with feet swollen to the size of yetis.

At last were into Egypt and heading down the Sinai, a magnificent ride through desert and mountains at 90 miles an hour. I could hardly believe it when we made it to Sharm.

After 12 days' good diving we turned round and headed back the way we'd come, total mileage 5000, mileage in saddle 2500.

Next year I'm going to do it again, but this time I'm going down the other side of the Red Sea to Marsa Alam and staying in a tent on the beach. I've done this safari before, but not by bike. It should be quite a trip!

Dave Cartwright, Rochester, England

Wonderful day

TODAY the weather here in the Seattle area was to die for. Sunny and warmish (82+ degrees), no clouds anywhere! I was privileged to participate in my first RAT ride. Breakfast at 9:00am and then 100 miles through twisties I have never seen before, even though I live here.

Our host, Steve Peterman, is English, a ten-year veteran racer, and one who knows where and how Triumph motorcycles are to be ridden.

We spent the afternoon at Seattle International Raceway where regional riders are permitted to do their very best. My day was made in the second race ('The Sound of Thunder') when a T509 beat for the umpteenth time a gaggle of Buells, two or three 748s, and who knows what else. Really good stuff.

Such a day!

Charlie, Seattle, USA.

Letters

Better than ever

I WAS at a plumbing convention in Steamboat Springs, Colorado, last September. I was anticipating the boring things we always do – meetings, cocktail parties, reception dinners etc, but instead it turned into one of the best trips I have made and it changed my life forever.

In the seventies I raced flat track and moto cross on BSAs and Triumphs, so you can only imagine my feelings when I saw that the vintage bike races were being held in Steamboat at the same time as I was there. The memories came flooding back as I heard the thrumming sounds of those old four strokes and smelled burning oil and hot exhausts.

As I walked round I was amazed to see that Triumph was back in business. They were everywhere. Then I saw a Thunderbird and fell in love at first sight. As soon as I got home I went straight up to Apex Cycles and purchased the red Thunderbird they had sitting on the floor. All I can say now is that it's unbelievable and I can't thank Triumph enough for bringing back the greatest name in motorcycling.

To all those people out there who spent their youth cruising about on old Triumphs I'd like to say, "You remember the good times? Well they just got a thousand times better!"

Michael Trapp, Colorado Springs, USA.

Happy returns

I WOULD like to tell you how excited we are about Triumphs. We bought a brand new Thunderbird in March, almost 30 years to the day since my husband bought his first Triumph – a 1969 Bonneville.

My husband has never stopped wearing the Triumph name, so this will give him an excuse to have even more Triumph apparel.

Our first long run will be the 'Ride for Sight' charity run in June. This is special with around 2-3000 motorcyclists riding from Toronto to Collingwood (about three hours). I can't wait to get the Triumph out and show it off.

Thanks for years of great biking and many more to come.

Liz McLeod, Toronto, Canada.

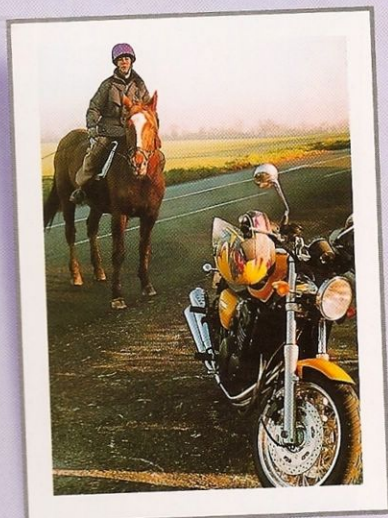
Different strokes

MY wife Caroline is pictured with Tally, a 17 year-old standing at 16 hands. Caroline wanted me to take up riding so I thought it best to buy a one year old thoroughbred standing at 31 inches.

I'm not sure my Thunderbird Sport was what she had in mind, but I think they look great together.

Thanks go to Tally for being such a gentleman and not kicking my bike over while I took this picture. Even bigger thanks to Caroline for the new leathers and helmets. Whoever said romance was dead?

Kirk Blackmore, Cambridge, England.



Two thoroughbreds share the attention in the Blackmore household.

Hot Tiger

MY Tiger was a great bike, but I wanted something a bit different so decided to go for a 'Supermoto' conversion.

To keep things simple the starting point was to have two new 17 inch rims spoked onto standard hubs. The new rims were sealed with silicon which was then covered by a band of fibreglass tape and resin, enabling the fitment of tubeless sports tyres (120 front, 180 rear).

I put harder springs in the forks and harder foam in the seat and had the speedo recalibrated for the smaller front wheel.

I also tried a different exhaust with a Dynojet kit and K&N filters, but it was too loud so I went back to the original set-up.

The resulting bike was incredibly stable and great fun to ride. I could stay with sports bikes on twisty roads

and the comfortable riding position meant I could keep going when they were all complaining about backache and wrist ache.

I now have a '99 Tiger which is fairly standard, but that's going to change. I already have some new wheels being made! I'll send you the pictures when it's done.

Kevin Knight, Meinersen, Germany.



Custom made wheels allowed Kevin Knight to fit sports tyres to his 'Supermoto' styled Tiger. A new Tiger conversion is already underway.

Show vs yours

Old meets new

IN 1979 I bought a 1970 Triumph 650 Bonneville for \$250. I rebuilt it as a custom and have ridden it around 25,000 miles since then. Most of the motor and transmission are original.

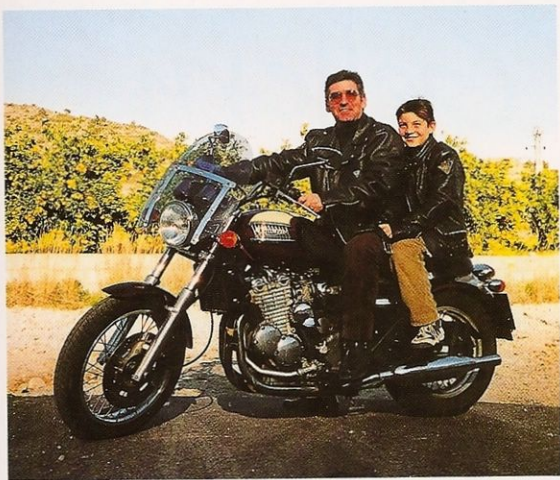
In 1998 I decided that I needed a newer and larger machine with water cooling and some weather protection, so I went to the nearest Triumph dealer in Tyler, Texas, and bought a new 1200 Trophy.

This bike has more speed and power than a sane person could use in the US. I have put close to 7000 miles on it and use it for highway runs and the commute to work. The old one remains part of me and is not for sale, but I really like my new Trophy and am confident that it should last for ever.

Ken Aylett, Arizona, USA.



Contrasting Triumphs make up Ken Aylett's collection, but both have won a place in his affections.



Triumph fans Paco Minana and son Daniel take a rest from cruising through the Spanish orange groves.

First choice

I KNEW my first bike had to be something special, easy to handle and with a name, prestige and history. When I saw a photograph of a Triumph Thunderbird in the Spanish magazine *Motociclismo* I knew that was the bike I wanted.

Here I am with my son Daniel and my T-Bird. I am the happiest man in the world!

I live in a very nice area by the Mediterranean coast. Within a few

minutes' ride we can be beside the sea, in the mountains or amongst orange, almond and vine groves, all so peaceful and beautiful. We are very lucky to own such a great bike and live in such a nice area.

I have joined the RAT club (great people) and I and all members of RAT in Spain send you a 'Grand Saludo'!

Paco Minana, Gandia, Spain.

European odyssey

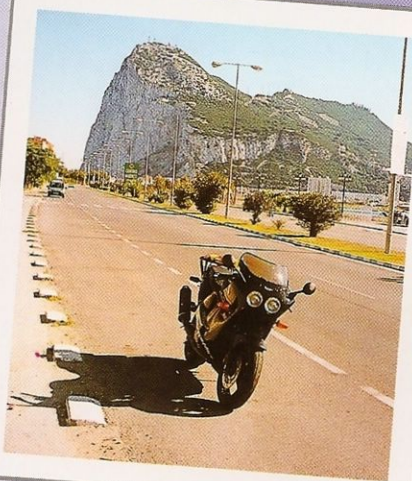
THIS is my 1996 Daytona 900 pictured at Gibraltar – one corner of a triangular tour of Europe that took us 17,000 kilometres through 17 countries.

The starting point was Hamburg and from there we went through Poland, Slovakia, Hungary, Croatia, Slovenia, Italy, Greece and Turkey to reach our first corner in Istanbul.

We then headed west through the beautiful mountains of Andorra, down through Spain and to the southern most point of the ride at Gibraltar.

We stayed at camp sites most of the time and made it back to Holland after 95 fantastic trouble-free days.

Johan Schenk, Den Helder, Holland.



Gibraltar was the western corner of a 17 country triangular tour of Europe that took Johan Schenk three months to complete.



Power release

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

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

Mobil 1 Feel the difference



EAST meets WEST

Racer Alan Cathcart got a surprise when he rode against an unknown Japanese-prepared Triumph at Assen in Holland. Determined to discover what made it so special, he headed East in search of the answers.

MY first encounter with Tadao Jingushi's Triumph Trident racer came in qualifying for an event at Assen in Holland.

Ridden by Ryoichi Arai, the bike used a stock Triumph steel spine frame and conventional telescopic front forks, but when it came to the long back straight the lighter, more streamlined Saxon-framed Triumph I was riding could not pull away – if anything it was Arai's bike that had the edge. This was impressive as I had taken two wins with the Saxon Triumph in the previous meeting in Austria.

In the race itself the bike came home in third place, missing second by a fraction of a second. It was an impressive European debut for the Japanese tuned Triumph, so I decided to take a closer look and jumped at the chance to ride it in an end-of-season test session at the Tsukuba circuit in Japan.

The first clue to the secret of its success came in the Assen programme. The bike had been built by Tadao Jingushi, one of the most gifted four-stroke tuners in Japan.

Starting life as a standard 900cc Trident, it had been ridden on the road before Jingushi got hold of it and started work.

His first step was to remove the balance shaft – a saving of 3.7 kg at the expense of increased vibration from the 120-degree three cylinder motor. Removing the generator and running a total loss ignition system saved another 6.5 kg. The crankshaft had to be rebalanced as a result of this weight reduction, but standard con rods were retained.

Trident 750 pistons and a 0.4mm skim job on the cylinder

Keeping the engine spinning above 7000 rpm smoothed out power delivery from the modified motor and allowed the full top speed potential to be tapped.



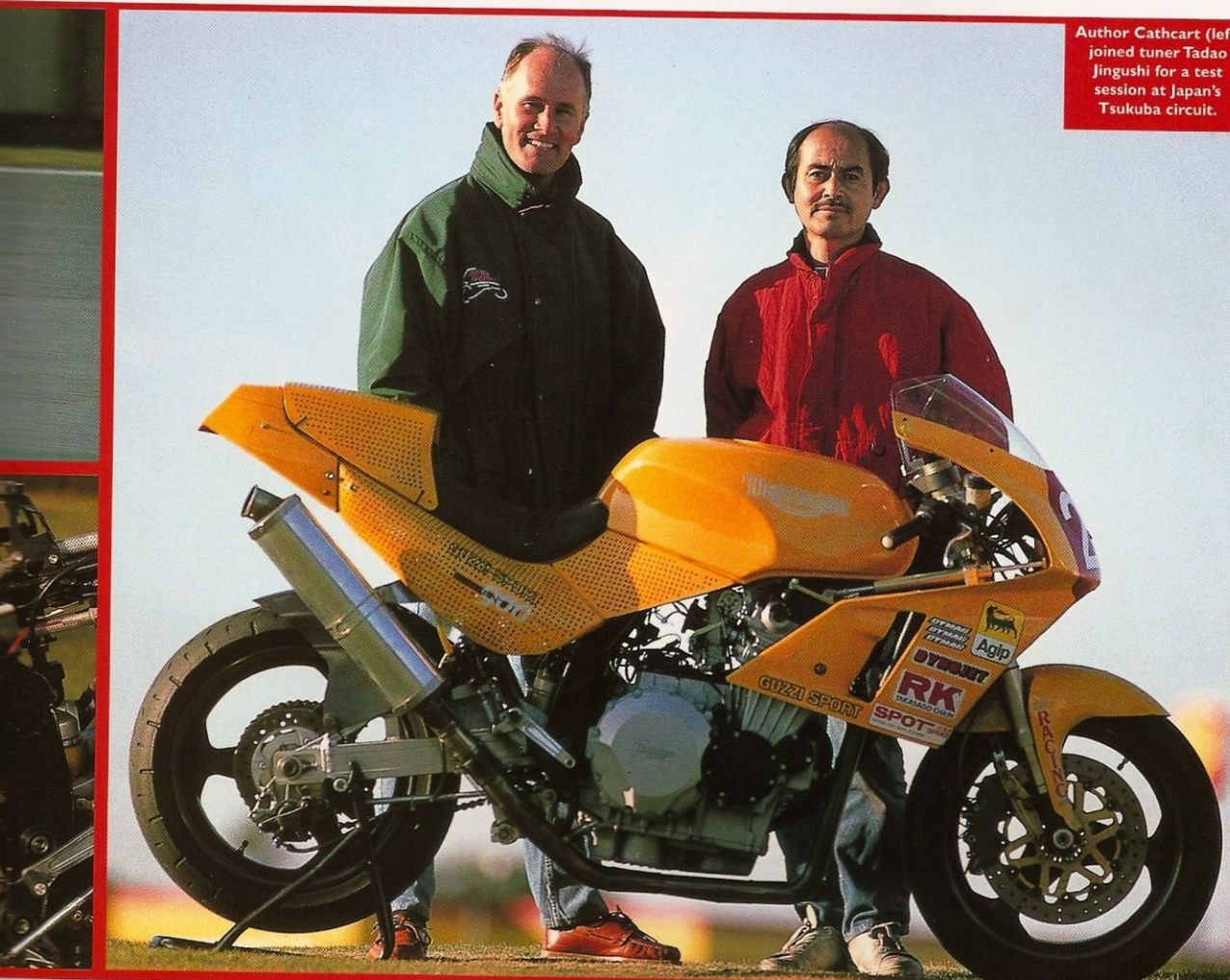
Engine tuning uses mainly Triumph parts, with Keihin FCR flatslide carbs supplying the fuel.



The Jingushi Triple started life as a Trident 900 road bike and retains much of the standard frame and engine.



Author Cathcart (left) joined tuner Tadao Jingushi for a test session at Japan's Tsukuba circuit.



Triumph's tubular steel spine frame is retained, the extra power being catered for by additional welded bracing struts.





Having raced against the Jingushi Triumph, tester Alan Cathcart was eager to find out what made it so good.

head increased compression, while standard valves and springs were used in conjunction with a light flow tuning to the inlet ports. An aftermarket TTS camshaft increased lift on both inlet and exhaust to 9.7mm. Valve timing was kept standard while the valve guides were shortened and a trio of 39mm Keihin FCR flatslide carbs fitted.

The gearbox is standard six-speed Trident 900, fitted with a standard Triumph clutch. Ignition comes from a 750 Trident which offers an 11,000 rpm

rev limit rather than the 9700 rpm limit of the 900 unit.

Jin is still experimenting with exhausts, but with these modifications the 885cc engine delivers 117 bhp at the rear wheel at 9500 rpm – the equivalent of 133 bhp at the crank measured on Jin's dyno.

The standard Triumph tubular steel spine frame was never designed to handle such power, so Jin strengthened it with a pair of extra struts welded between the spine and the front down-tubes, a bracing tube linking the two

downtubes and another pair of struts bracing the other end of the frame where it meets the cast swinging arm pivot.

At the front end, 40mm WP upside down forks were fitted and the steering head angle modified from 27 degrees to 25.5 by cutting and welding the frame. The standard alloy rear swinging arm was braced and modified to take push-pull chain adjusters.

On the track this translates into nimbler handling on a tight, twisty track like Tsukuba, where under brak-



ing and turn-in the Triumph proved more than a match for many other bikes using the track at the same time.

Big floating cast iron Brembo discs and Billet-6 calipers are fitted at the front and were more than capable of getting the rear wheel into the air under hard braking into turn one – something of a surprise given the weight of the bike and the length of the wheelbase.

The bike I rode didn't have Jin's full-house tuned motor – that one had been blown up by a mechanic who

omitted to check that it had been replenished with oil before trying to run it in! Instead I had a number two motor that was about 7hp down on power. Even so, it produced a rewarding ride.

There was some notable vibration at low and mid range rpm, but this smooths out at around 7000 and as you have to work the gearbox hard to get the best top-end performance out of the engine, you spend most time above this level.

After about 20 laps of running-in

the new engine I used more revs for the last 12 or so laps and confirmed that this bike is more of a revver than a slugger, using the gearbox hard to keep it spinning through Tsukuba's many slow turns.

With a top speed of 264 kph recorded at Fuji Speedway, the Jingushi triple had an impressive turn of speed for a covered road bike, rather than a racer-with-lights and was a tribute to the quality of the man's work. ■

Photos: Takao Isobe

A Welcome



The
Sprint RS - Accessories Range

Addition


The all new Triumph Sprint RS sports bike comes with it's own exclusive genuine accessories range. This comprehensive range of both cosmetic and performance accessories, will enable you to customise your motorcycle to your specific requirements.

The Sprint RS range of accessories offers cosmetic refinement, touring capacity, improved security and protective enhancements, giving you a wide range of accessories for different purposes.

All of the genuine Triumph accessories are fully tested on the motorcycle, under strict guidelines; the production techniques and materials are of the highest standard; and all accessories are available from your authorised Triumph dealer, who will be willing to fit any Triumph genuine accessories to your bike.

Rest assured, this range of Triumph genuine accessories will transform the Sprint RS for whatever you require, and is covered by the standard Triumph motorcycle warranty.

The range includes:



Top Rack	A9758031
Top Box – Colour Co-ordinated	A9508004-##
Throw-over Panniers	A9518006
Tank Bag	A9518005
Grab Rail Kit	A9758019
Heated Grips	A9638005
Centre Stand	A9758003
Rear Hugger	A9748020
Alarm	A9808021
Belly Pan – Colour Co-ordinated	A9708028-##
Silencer – Carbon Fibre Wrap	A9600007
Carbon Fibre Tank Pad	A9728002
Master Cylinder Cover	A9728003
Auxiliary Power Socket	A9938014
Front Mudguard Extension	A9701050
Rear Mudguard Extension	A9701030
Chain & Sprocket Kit	A9618004

Precision

Many of the components that go into a Triumph engine are manufactured at the company's own Hinckley factory. To handle this massive workload Triumph has invested heavily in a machine shop facility capable of carrying out hundreds of different processes.

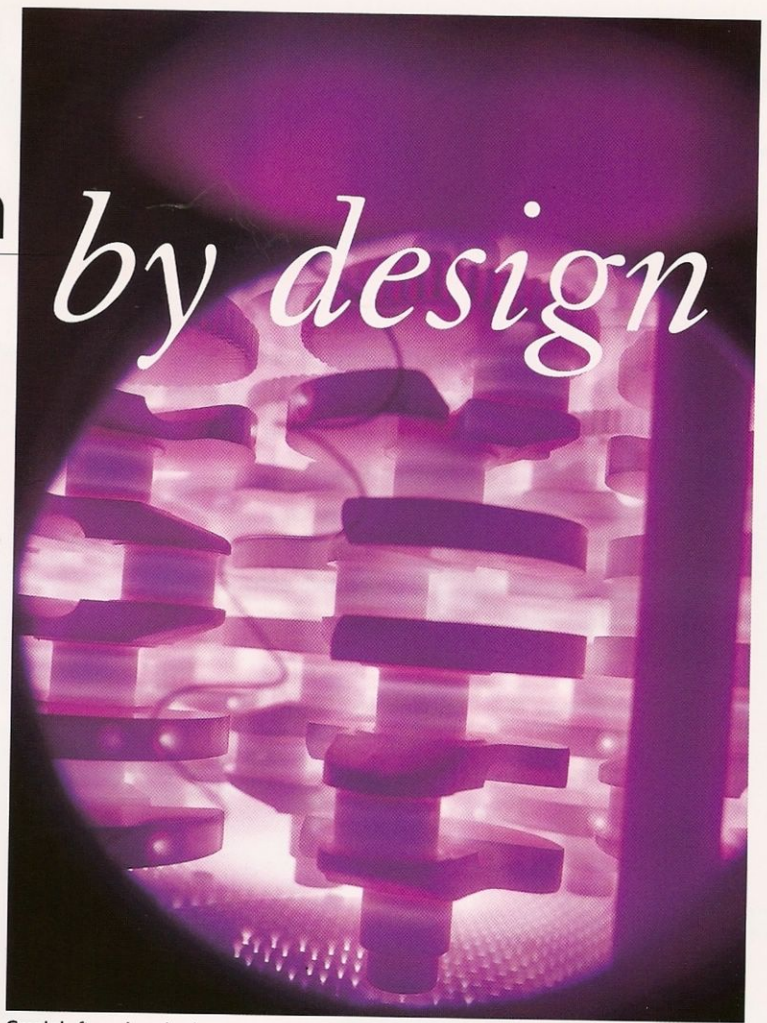
THE machine shop itself consists of five sections. They include turning, auxiliary machining, and crankshaft, cylinder head and crankcase machining.

In total there are 105 people employed in the machine shop, including 14 team leaders and eight production engineers who provide current model support and work on future design proposals.

There are in excess of 300 different components produced, all of which are machined to very high quality standards and tight tolerances. To maintain these levels, the very latest in machine tool technology is in place, producing anything from a turned small spacer to a finished crankcase assembly. The machine lines are continually expanding as new machines are required for an increase in capacity or new model introduction.

Triumph currently operates a two-shift system, although future build intentions may mean a third shift being needed.

All the machines follow a strict servicing plan, which is carried out by the



Crankshafts undergoing heat treatment in Triumph's own plasma-nitriding furnace.

maintenance department, along with daily preventative maintenance checks which the operators are responsible for.

The first component produced by each machine at the start of a shift is sent for checking in the inspection department, followed by frequency checks on key features, which are carried out by the operators.

The Auxiliary section is subdivided into five different areas. These are conrods, cams, swinging arms, Cell 1 (engine covers and suspension parts) and Cell 2 (T500 and Sprint ST frame parts and components).

In the area there are 22 CNC (Computer Numerical Controlled) machining centres, lathe, lapping and honing machines and numerous special purpose machines and washes.

A range of materials including aluminium and magnesium castings, forgings and extrusions, alloy steel forgings and iron castings are used to produce over 50 types and variations of component in this area.

The section is run by 16 people working on a two shift basis. Operators are trained to use all the equipment and currently produce enough components for a weekly build of around 450 motorcycles.

The crankcase line is a purpose built line consisting of a total of 16 machines, including a wash, a pressure testing unit and a robot deburring machine. Castings are finish-machined from raw, including fine boring operations. The line is run by a maximum of four operators and can produce a finished crankcase set every eight minutes.

There are seven different types of crankcase, all of which go through machining processes on the same line.

The cylinder head line is a purpose built line consisting of 18 machines, including two washes, a pressure testing unit and five special purpose machines which have been designed and built in-house.

Castings are finish-machined from raw, including cam-boring and valve



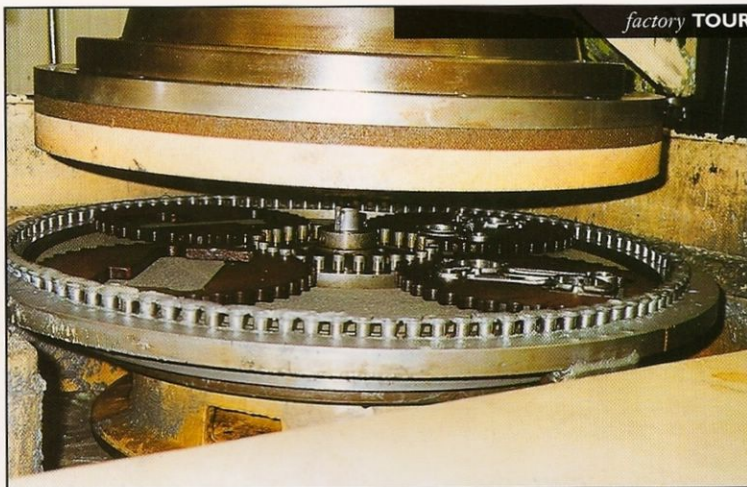
Crankshafts ready for the plasma-nitride furnace.

seat/guide machining. There are seven different types of cylinder head produced by the line, all of which go through machining processes. The line is operated by a maximum of three operators and can produce a finished cylinder head every seven minutes.

Hundreds of smaller components are produced by the turning area. This section consists of 15 lathes controlled by Fanuc CNC panels. There is also an induction hardening plant, a CNC cylindrical grinder, a centreless grinder and an automated brazing plant.

Having such a wide range of machines allows Triumph to produce components from raw materials to a finished state within a day's production.

For example, a suspension sleeve would first be turned from bar form to the required specification. It would then be induction hardened to improve wear capabilities. The sleeve will then be tempered to de-embrittle it and finally centreless ground to achieve a size within a nine micron limit with a .4 micron



Over 300 different components are produced in the Triumph machine shops.

surface finish.

To produce 40 finished sleeves from raw materials would take approximately five hours. The machines run from 5.45am to 12 noon every working day and are operated by 16 people.

The crankshaft line produces four different types of crankshaft from raw forgings. The line consists of a wide variety of machines, including turning/machining centres, grinders, a gear hobber, balancing machines and plasma-nitriding furnaces. In addition to the machining processes, all cranks are stress-relieved before the grinding operations.

The line also includes a plasma-nitriding furnace which hardens the crank at 500 degrees Centigrade for 24 hours, giving it excellent wear properties.

All components produced by the machines shop are subject to a rigorous testing procedure.

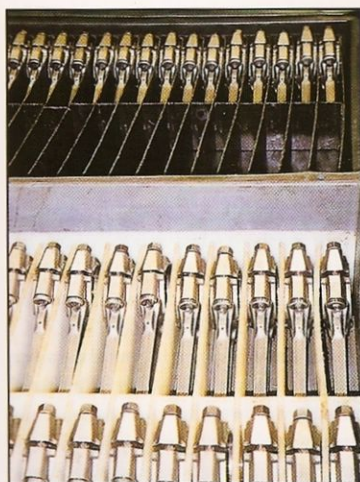
The first stage is 'first-off' inspection carried out on the first component produced by each machine at the start of

a new shift or after a change of tooling. The main tool used for this inspection is the Mitutoyo co-ordinate measuring machine. This machine runs a pre-written programme which accurately checks the position of bores and faces relative to drawing dimensions and tolerances.

A typical programme to check a crankcase assembly will take approximately ten minutes to run. The accuracy and repeatability of this machine is in the order of 0.005mm.

The inspection department also uses an ITP machine - the largest of the three measuring machines we currently have in the inspection department - which measures larger components such as frame fabrications or, in some cases, a full motorcycle. The working volume of this machine is 2.5 x 1.5 x 1.0 metres.

The whole process is designed to help ensure that Triumph engineers can consistently maintain the highest production standards and pass on these standards to the finished motorcycle. ■



Finished components are stacked ready for the assembly line.

Smart's *triple success*

Paul Smart made a big impression when he first rode an experimental Triumph triple racer. His reward was a place in the factory team.

John Brown reports.



RACE hero Paul Smart can just lay claim to have recorded more victories than anyone else during the short, sharp era when the Rob North framed Triumph Triple reigned supreme on the British short circuits.

"It was a close call with Ray Pickrell, but I think I made it because I raced a triple for a longer period of time," said Smart who took the machine to its first victory when it was debuted at the Crystal Palace circuit, in South East London, during the 1970 season.

"It was obvious during that first outing that the bike was going to be better than anything else about at the time although it was only a prototype," continued Paul. "I remember it was pretty basic that day with an unpainted tank and without the soon to be famous 'letter box' fairing."

Paul had already given the first Doug



Hele three cylinder Triumph an outing during the Hutchinson 100 that was run at Brands Hatch in an anti-clockwise direction.

"That was virtually a modified street bike with a different frame and Fontana front brake," he said.

"I think I got involved with racing the new triple because people like Percy Tait, who was the official Triumph factory rider, seemed to be against it. In all fairness it was a big old lump and the feeling was that a lightweight twin of similar engine capacity would be just as quick."

Smart finished in the top six on the experimental machine, ahead of Percy on his 500 twin, and work started in earnest on developing the triple and getting North to produce a frame in readiness for the Crystal Palace meeting.

Paul struck up a lasting friendship and admiration for Doug Hele from the day he was offered a ride on the 500 Triumph twin at Castle Combe in 1967.

"Percy was out of action at the time and although I didn't win, I must have done enough to impress Doug who said that he would do his level best to get me another ride if the opportunity arose in the future," said Paul.

That opportunity came at the Manx

GP when Triumph caused some controversy by entering a couple of factory twins in the Senior race.

"I was invited to team up with Ray Pickrell," said Paul. "It raised a few eyebrows because the bikes weren't eligible under Manx regulations but no one needed to be concerned because it was soon obvious they weren't going to last race distance.

"The engine life was about 45 miles, which was okay for a short circuit but not the Mountain Course, so Ray and I knew we would be meeting each other round about Quarry Bends on the second lap of practice and the race for a cup of tea. The major problem was that they blew their barrels off the crankcase!"

True to his word, Doug came back to Paul again when triple time arrived. "He is a real genuine guy always looking to the future and not having the desire to keep looking back into the past," said Paul.

Smart feels that Hele was never allowed to develop the triple the way he knew it should have done.

"Initially Doug produced the engine to prove a point," he said. "The third cylinder was virtually bolted on to a twin, it really was a bit of a lash-up. He wanted new castings for the crankcase similar to



that of the Laverda, and four valve cylinder heads."

Hele, it seems, did everything possible to develop the triple but was held back from reaching his objective by company politics.

"I remember that we had steel sprayed, lightweight alloy brake discs at the start of the development when everyone else was charging round with massive cast iron ones.

"Rod Quaiffe supplied specialist gearboxes for our bikes and we used a single plate clutch that was superb, although the factory only made 20 when really all the bikes they produced should have had a similar unit instead of the multi plate ones they were turned out with.

"Doug paid attention to the details that made all the difference, like designing a lightweight bracket to hold the three coils that had a tendency to fall off. It was simplicity itself, but did the job perfectly.

"He modified a concentric carburettor to produce one that was a cross between a concentric and a GP. He was so quick to sort out problems that the list of mods he did within his enforced limitations seemed endless."

Paul said that the triple became extremely reliable, as long as it was not over revved. "It had alloy con-rods which were inclined to snap if you went over the top. I used to make 8250 rpm the limit although I no doubt edged above it on occasions."

Although the triples had not been perfected the American outlet insisted on racing them. So half a dozen or so machines were duly sent to the States and in 1971 the inaugural TransAtlantic Match Races saw both teams line up on either Triumph or BSA three cylinder machines.

The Brits won the series with Smart, on a Triumph, and Pickrell, on a BSA, sharing the best individual rider scores.

It was the same year that Smart took Daytona by storm. He joined Mike Hailwood in the Meriden machine line-up and promptly set the fastest qualifying time and then lead the race until lap 42 when the triple holed a piston and he came to a halt in a cloud of smoke.

"The bike was still in its infancy at that stage and was not really sorted out," he said. "The tendency was for the engine to overheat although it was run on a large jet."

Paul feels that he owes a lot to Gene

Romero for his Daytona success. "He showed me how to set the bike up for the banking," he explained. "For some reason until that year you qualified only on the banking which was nothing like the circuit with an infield section you raced on."

Smart returned home to continue his successful run on the British circuits but his Daytona performance had attracted the attention of Bob Hansen who gave him a place in his Kawasaki team the following year.

"I felt that by 1972 things were starting to go wrong at Triumph," said Paul. "When I left Doug gave me the Rob North Triumph which I lent to Ray for the 1972 Race of the South at Brands. He won and it was the last time it was ever raced."

The machine will be one of the attractions at the Classic and Motorcycle Mechanics Show at Stafford, England, on October 16/17 when Paul himself will be the guest of honour.

"It is just as it was raced, all different shades of blue, and whatever anyone says, totally original," declared Paul. "The frame is different to any other made and the only thing missing is the triangular rear tyre, which I preferred. That perished and fell apart!" ■



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 Courbevoie) 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.

UK 0181 569 6969; NL 033 455 6566; Belgium 02 627 7007. You can also book on the internet at 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: 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: +44 (0)116 263 0066.

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

Product: Hotel accommodation with private garage.

Offer: 10% discount.

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

Company: Hotel Engel, Ulm/Lehr, Germany.

Product: Hotel accommodation with private garage.

Offer: Special RAT rates.

Contact: Mr Loop, +49 731 60884. Fax +49 731 610395.

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

Product: Hotel accommodation.

Offer: 10% discount.

Contact: Hans and Erika Kessel, +49 6247 377. Fax +49 6247 1067.

Company: Hotel Regina, Serfaus, Austria.

Product: Hotel accommodation.

Offer: 10% discount, free swimming and garaging.

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

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: Vista Palace Hotel, Monte Carlo.

Product: Hotel accommodation.

Offer: A de luxe room for the price

of a standard room, equal to 13.5% discount.

Contact: Vista Palace Hotel on +33 4 9210 4000.

Company: Errotalde Koborda, Chambres d'Hôte, Pays Basque, France

Product: Farmhouse accommodation.

Offer: 10% discount.

Contact: Philippe and Murielle Daux. +33 5 59 54 29 77 or +33 6 11 50 03 63, or write to Errotalde Koborda, route des Ventas, 64310 Sare, France.

Company: Auberge de la Benvergudo, Provence, France

Product: Hotel accommodation.

Offer: Discounts to 10% depending on season.

Contact: Auberge de la Benvergudo, 13520 Les Baux de Provence, France. +33 4 90 54 32 54, fax +33 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) +33 468 33 36 71.

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: 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

INSURANCE

FERNET Insurance Brokers



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



07000 FERNET
3 3 7 6 3 8

01708 768613

Membership of RAT entitles you to a range of discount benefits with a number of partner companies. To take advantage of these offers please contact the partner direct, quoting the codes listed below. Using the services and facilities offered will enable us to renew and improve the benefits for future seasons, so please support our partners whenever you have the chance. Please note that many services, particularly hotels and ferry crossings, require advance booking with a central reservations office in order to access the discounts available. Individual check-in clerks are unlikely to have information relating to the discount arrangements available and may not be able to offer the discount rate.

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); +33 800 191 777 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 quoting ref: TMS 50531 Retail Promotions.

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

Offer: Special fares on Harwich-Hook routes depending on date and time of travel (call for details), 20% off published brochure fares on Irish routes and 10% off published prices on Scandinavian routes. Discounts subject to availability.

Contact: +44 (0)990 204402 stating account number BC047.
For Irish Sea reservations also quote Reduction Code RAT.
For Scandinavian reservations also quote Reduction Code RST.

Company: P&O North Sea Ferries.
Product: Ferry crossings between the Hull and Rotterdam or Zeebrugge.
Offer: 10% discount.
Contact: 01482 377 177 in the UK, 0181 255 555 in Holland, 050 543 430 in Belgium, quoting the 'Riders Association of Triumph' and your membership number.

Company: Isle of Man Steam Packet Company.
Product: Ferry crossings to Isle of Man.
Offer: 10% discount on selected crossings.
Contact: Phone +44 (0)1624 645645.

Triumph rental -

Company: Fowlers of Bristol.
Product: Triumph hire in the UK.
Offer: 5% lower than 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: Big Rock Ltd.
Product: Guided sports bike tours to Europe.
Offer: 10% discount.
Contact: +44 (0)1285 656588

Company: Triumph Hellas.
Product: Guided touring holidays in Greece and Turkey, including Triumph hire if required.
Offer: 5% reduction on published rates.
Contact: Triumph Hellas on +301 976 5917 (phone) or +301 976 5918 (fax).

Company: Rocky Mountain Motorcycle Holidays.
Product: Tours of the Canadian Rockies using 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: 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: Cactus Jack's Motorcycle Tours (France).
Product: Guided tours in the south of France.
Offer: 15% discount.

Contact: +33 468 33 36 71, quoting reference RAT.

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 -

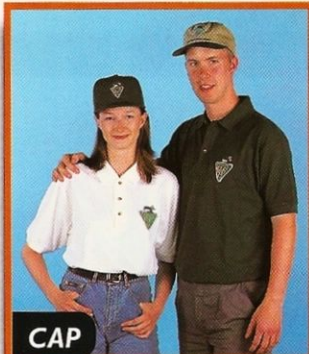
Company: RAC Publishing.
Product: Maps, atlases and guides.
Offer: 25% discount for RAC members, 15% discount for non RAC members.
Contact: +44 (0) 800 550055.

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 +44 (0) 956 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.



CAP

Green £10.00
Two tone £15.00



BELT BUCKLE

PIN BADGE

Belt Buckle £15.00 (Green)
Pin Badge £5.00 (Green)



WALLET

Price £6.00 (Green)



TELESCOPIC UMBRELLA

Price £12.00



PENNANT

Triangular £10.00
Shield £15.00



JACKET

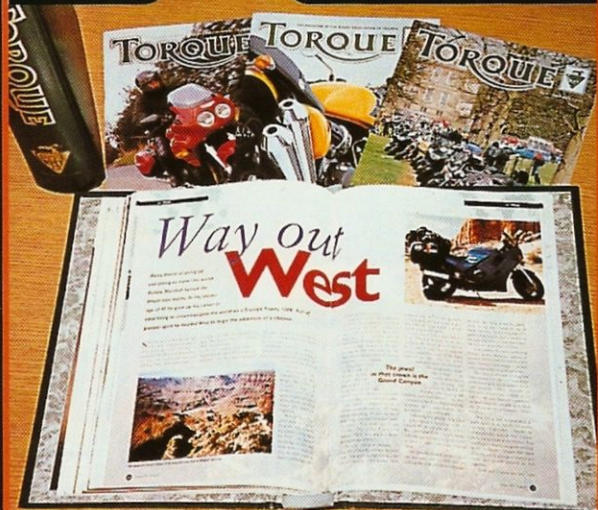
Price £100.00 (Black/ M, L, XL, XXL)

RAT REGALIA

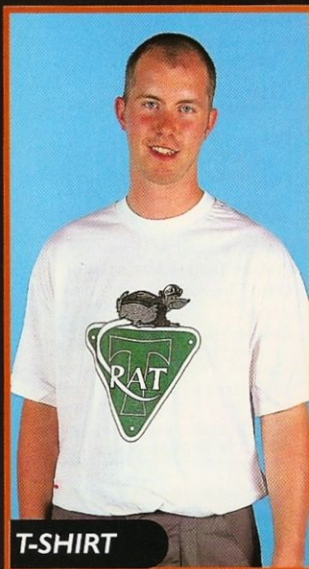
Now you can buy direct from us!

BINDERS

TORQUE BACK ISSUES

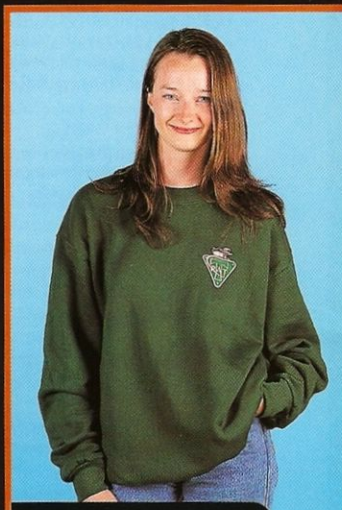


Binders £7.45 (Green) Back Issues £3.00



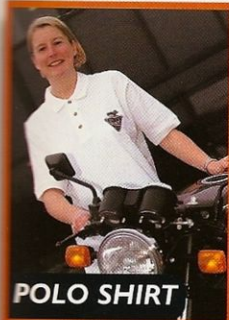
T-SHIRT

Price £10.00 (White/XL)
All sizes available - XXL £1 extra



SWEATSHIRT

Price £25.00 (Green/L, XL, XXL)
Available in White or Green
All sizes available - XXL £1 extra



POLO SHIRT

Price £18.00

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



KEYFOBS

LIGHTER

Prices
Bonded Keyfob
£4.00

Acrylic key ring
£1.50

Lighter £2.00



TANKARD

Price £15.00



PEN

Rollerball pen
£5.00

Baron pen £1.50



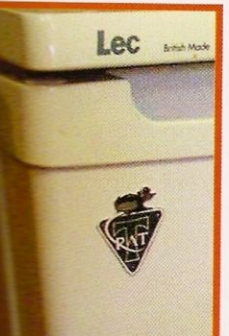
PAPERWEIGHT

Engraved
paperweight £10



COASTER

Price £3.00



FRIDGE MAGNET

Price £3.00



MOUSE MAT

Price £7.00

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	£6.00	£.....	.....	.....	.....	£.....
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	£.....	.....	.....	.....	£.....
Issues req:						£.....
Total amount						£.....

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

Orders up to total value £15 (UK £1.00, Europe £2.50 States £3.00, Rest £4.50)

Order up to total value £50 (UK £2.00, Europe £3.50, States £4.00 Rest £5.00)

Orders £50 and over (UK £4.00, Europe £5.00, States £6.00 Rest £8.00)

Please allow 28 days for delivery.

How to pay

• By credit card Visa M/card Access Delta Eurocard

Number Expiry date

Signature

• By cheque: Payable to RAT Direct (cheques drawn on UK banks only)

Make your order

• By post to RAT Direct, PO Box 70, Ruislip, HA4 9YH, England.

• By e-mail to ratdirect@btinternet.com

• By phoning +44 (0)181 582 0433, or fax +44 (0)181 582 0434

My details

Name Address

Post code Country

Daytime telephone/fax/e-mail



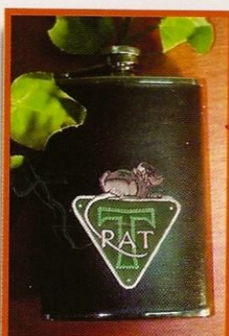
FRIDGE MAGNET

Price £3.00



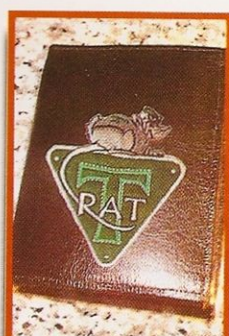
MOUSE MAT

Price £7.00



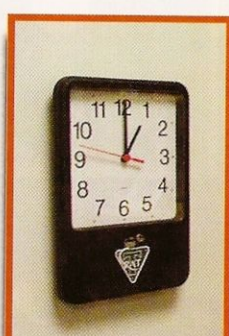
FLASK

Price £15.00



WALLET

Driving licence
wallet £12.00



WALL CLOCK

Price £12.00

When you're riding hard...

DESIGN

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

TESTING

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



SERVICE

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

BRAKE PADS & DISCS



What the press say.....

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

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

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

...you can trust **TRIUMPH**[®]
GENUINE PARTS

Ask for Triumph Genuine Parts at your Local Authorised Dealer

ONGAR MOTORCYCLES



Your *solus* **TRIUMPH** dealership

Triumph superstore with over 80 new and used Triumphs in stock.

Full range of demonstrations available.
2,000 square feet showroom dedicated to Triumph parts and clothing.

Full Triumph workshop facilities.

Triumph finance and insurance plans available

For *all* your Triumph needs

contact us now.



Ongar Motorcycles.

Unit 1, Oak Industrial Park,
Chelmsford Road, Great
Dunmow Essex. CM6 1XN

Tel: 01371 875252

Fax: 01371 876737

EDDY'S MOTORCYCLES

BARWICK ROUNABOUT,
YORK ROAD, LEEDS LS14 6HR.

TELEPHONE 0113 232 6665 / 232 6673

FACSIMILE 0113 232 6487



SPRINT ST

ALSO AVAILABLE THE TRIPLE CONNECTION
CLOTHING AND ACCESSORY RANGE

SALES, PARTS, ACCESSORIES, CLOTHING,
ACCIDENT REPAIRS AND SERVICING

Ideal Garage



For the ideal biking experience, visit the Ideal Garage.

We are situated two minutes away from the M6 Birmingham and always have hundreds of new and used machines in stock.

On our two acre site we also have a new spares and accessories department carrying all Triumph accessories and clothing, a bike hire shop, rider training and a cafe; so why not give us a call?

Tel: 0121 327 4559

or visit our website: www.ideal-garage.co.uk

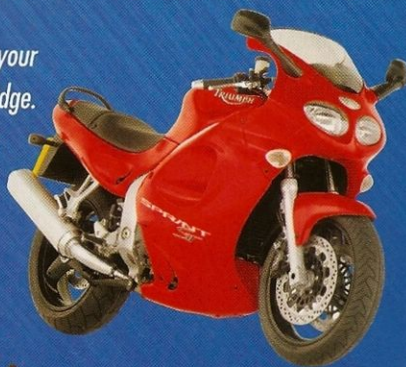


MATCH MAKERS

BRIDGE · BRINGING BIKES & BIKERS TOGETHER

D If you're into biking but the honeymoon's over with your first bike and you want a new partner in your life - call Bridge. We're into long term relationships and we'll find you the love of your life. We'll even deliver your bike for free.

Bridge for bike lovers everywhere.



TRIUMPH



DAINESE



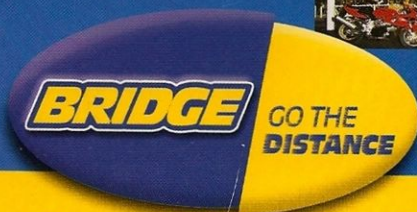
IN STORE AND MAIL ORDER



FRANK THOMAS

Razor sharp pricing. No hidden fees and unbelievable part exchange deals.

We live bikes and talk from experience - from the best bike for you - to how to finance and insure it.



BRIDGE MOTORCYCLES LTD

ALPHIN BROOK ROAD, MARSH BARTON, EXETER EX2 8RG

TEL: 01392 260200

Internet: www.bridgemotorcycles.com
Email: info@bridgemotorcycles.com

BROWSE 24 HRS A DAY

OPEN 7 DAYS A WEEK MON - SAT: 9 - 6, SUN: 11 - 5