

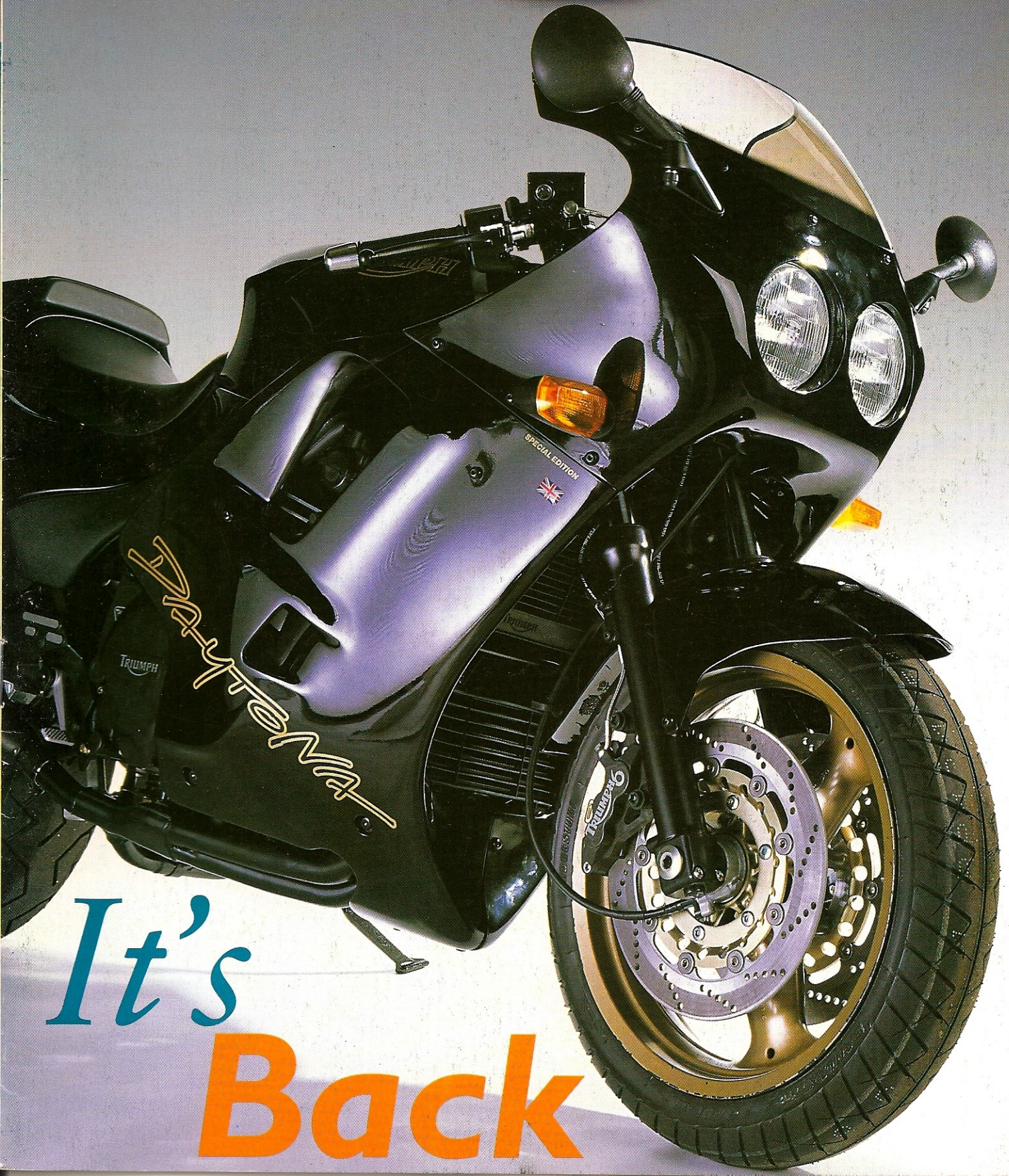
# TORQUE

THE MAGAZINE OF THE RIDERS ASSOCIATION OF TRIUMPH



No 7

Spring 1998



*It's*  
**Back**

*All this and more...*



It's all at Daytona

**DAYTONA**

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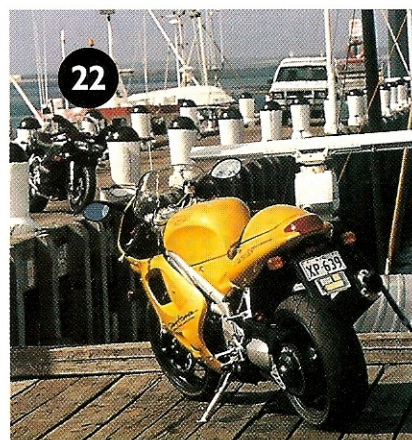
Engine tuner John Wilcox has taken Triumph engines to the limits. Have you ever seen a T595's exhaust glow red hot?

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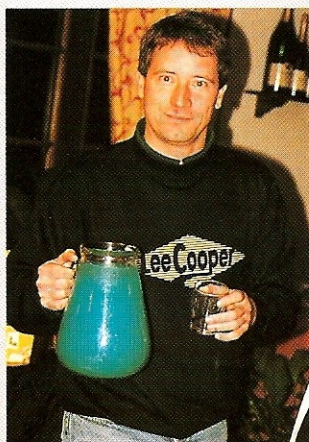
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## RAT chat

THIS edition of Torque sees the first part of our 1998 events programme unveiled. We feel we have some exciting times coming this year, with the highlight being our Summer Festival and Factory Open Day in July. Other events include track days, tours, weekend rallies and days out. Wherever you live and whatever your tastes, I hope there is something to whet your appetite. More events and more details will be contained in the next issue, out on June 1, but in the meantime let me know what you think of the programme and any events you attend.



Neil Webster  
International Club Manager

# international news

## Musclebike returns

TRIUMPH have re-introduced the popular Daytona 1200 sports tourer as a limited production black and gold special edition.

Less than 300 of the powerful 147 PS four cylinder machines will be built, initially for the British and American markets only. The first bikes will be

available in July.

Featuring special gold decals and gold wheels and black paintwork, the bike also features twin six pot front disc brakes, black seat cowl as standard, twin anodised aluminium silencers and a unique numbered stainless steel top yoke badge.

"Due to the continuing demand for the Daytona 1200 since its series production came to an end, we have decided to respond with this very special edition," said Triumph's Product and Export Marketing Manager Ross Clifford.

"The bike is a subtle development of the original machine and retains all the massive power and torque characteristics that made that bike so popular, combined with a number of detail improvements to offer a package we are sure that big bike enthusiasts will appreciate."



## Riding for health

MOTORCYCLE charity Riders for Health has been adopted as the chosen charity of the Riders Association of Triumph.

The organisation works to provide motorcycles, training and maintenance facilities for health workers in Africa and has the support of grand prix stars including Randy Mamola, Kevin Schwantz and Mick Doohan.

"Four wheeled transport is too expensive and cycling and walking too slow in reaching outlying villages," explained RfH Director of Public Affairs Andrea Coleman.

"Motorcycles are the ideal solution,

but it is not just a matter of giving bikes. Riders need training and a maintenance programme needs setting up."

Since Riders for Health started work in 1989, they have instigated programmes as far afield as Ghana, Lesotho and Zimbabwe and the results are clear. A fleet of 85 machines in Ghana has not suffered a single breakdown since 1994 and the Lesotho fleet has been running since 1991 with no

breakdowns.

RAT members and packs are still free to raise funds for other charities if they wish, but should you wish to contribute to Riders for Health or hold an event to raise funds on their behalf, please contact Andrea Coleman on +44 (0)1327 300047.



GP stars Randy Mamola (left) and Kevin Schwantz are enthusiastic supporters of Riders for Health.

# French leave

**D**UTCH motorcycle fan Kees Hoekstra is offering *RAT* members a unique holiday experience in his collection of restored gypsy caravans in the Ardèche region of France.

Located on a small motorcycles-only campsite with a swimming pool and bar near the town of Privas, the eight caravans are decorated in 1950s style and are available to club members at between £150 to £220 per week. Each caravan sleeps two, but a tent can be erected alongside for extra accommodation.

Call Kees in France on +33 475 66 80 34 or Irma in Holland on +31 55 542 52 97 for more information.



# Desert raiders

**O**UR friends in the United Arab Emirates *RAT* Club are having a busy time. Recent rides have seen them join with the local BBBikers Club of UAE for a 50 rider anniversary run to the Hatta Forte Hotel on the Oman border and a run up the Jebel Hafeef in Al-Ain in October (below).

"It was as good as I'd been told," said Phillip Nuthall of local Triumph importer Motorcycle City. "The mountain is 3000 feet high, the road is 12 kilometres long and full of hairpin bends. There are no cars, no speed cameras and no police. It's the best place I've ever ridden."



# Ancient world

**S**PURRED by the success of its touring holiday in its homeland, Triumph Greece has extended its Biketours programme to include Turkey in 1998. Triumphs can be hired for the holidays which are all accompanied by a guide. Contact Deborah Stagonakis on +301 97 65 917 (fax 97 65 918) for more details.

# Aussie success

**T**RIUMPH has recorded its highest ever sales in Australia since the re-introduction of the marque down under in 1991.

Last year's sales figures saw an increase of 24.8 per cent over the 1996 figures, with 562 machines sold. The Daytona T595 accounted for 281 of these.

## HOVER SPEED FAST FERRIES

### SUMMER 1998 OFFER

**15%** discount off brochure prices for travel between 1st March and 31st December 1998



Book your 1998 crossing to France with Hoverspeed and receive a 15% discount. Travel Dover-Calais by Hovercraft in just 35 minutes, or by the space age SeaCat in 50 minutes. Alternatively let SeaCat speed

you in style from Folkestone-Boulogne. Fares are for a motorcycle and up to 2 passengers.

To book this offer call our reservations on **0990 240241** and quote ST/TRM for standard return bookings and EX/TRM for 5 day return bookings.

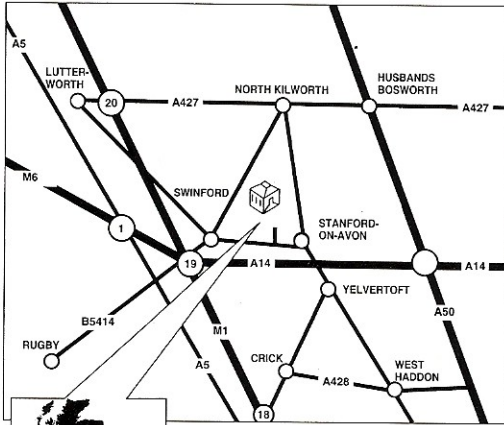
All travel is subject to Hoverspeed's terms and conditions and is subject to availability



## HOVER SPEED

WHAT'S HAPPENING?

# Spring into life!



**G**ET the season off to a flying start with a ride to our annual UK Spring Rally at lovely Stanford Hall, near Lutterworth, Leicestershire, on Sunday April 26.

Designed to provide the perfect season opening run for individual members and *RAT* packs alike, you will be greeted in the picturesque parkland setting by a members only marquee, rock band, pig roast and bar.

We will be running demonstration rides all day on the Triumph range and there will be fun and games on site including a crossbow shooting contest and a 'bar fly' jumping competition for the more agile.

The historic hall is open to the public during the afternoon and there are permanent exhibitions including a small motorcycle museum.

There is a small charge for entry into the grounds of the hall, but no extra charge to take part in the rally.

If you want to make the event more than a day out we have negotiated a ten per cent discount with the three star High Cross Hotel near Lutterworth (01455 220840), while camping is available at nearby North Kilworth Caravan Park (01858 880597). Special rates are also available at the Stakis Hotel, Leicester (0116 263 0066). Other hotel information is available from the local tourist office on 0116 265 0555.

There is also a members only Triumph factory tour on the morning after the rally, but places are strictly limited, so call 01455 891515 if you want to book a spot.

Around 500 people visited last year's Spring Rally, so come along and help us to establish this event as our traditional season opener.

## TT beach party

**I**F you're planning a visit to this year's Isle of Man TT Races, make a date to join us at the Triumph TT Beach Party on Mad Sunday, June 7.

We've booked exclusive rights to Port Soderick, a lovely sheltered bay just down the coast from Douglas, where we will be able to relax and enjoy ourselves well away from the usual Mad Sunday mayhem.

That's not to say we're planning a quiet afternoon. Starting at 12 noon we will have excellent live music, a barbecue laid on by TV chef Kevin Woodford, games and prizes plus a guest appearance by the Jack Lilley Racing Triumph TT team.

Based at The Anchor pub, the bar will be open all afternoon, there are also indoor pub games and videos to enjoy and a children's playground if you want to bring the family. The Triumph roadshow will be in attendance with the latest Triumph range.

There is no charge to join in the fun and the event is open to anyone, whatever they ride. *RAT* members will have exclusive access to a VIP bar and patio roof area, so don't forget your membership card.

## Champagne Rally

capital of Reims where there will be a tour of the cellars of a

champagne house and a rally dinner and prize presentation.

The cost, including dinner and prizegiving will be 400 French Francs (£40) per person. There are a maximum 40 places available. To book a place please send a cheque made payable to 'RAT' to club HQ.

We can reserve hotel accommodation in Reims at an additional cost. Please state if you wish reservations to be made on your behalf.

**E**XPLORE the by-ways of North-Eastern France by taking part in our Champagne Rally on June 27-28.

The ride will be guided by roadbook, leaving Amiens at noon on the 27th to follow a back road route to the champagne

## Dolce vita

will have exclusive access to a fleet of test bikes being taken to the Adriatic circuit by Italian Triumph importers Numero Tre.

**T**HINGS are really starting to swing for members in Italy with a Triumph Day at the Viarano circuit organised for March 28 and a Spring Rally in the Dolomite mountains scheduled for May 23-24.

Members attending the Misano day

Smaller *RAT* Runs - 'Mini Rats' will also take place from the Triumph dealers in Milan, Rome and Florence on the evening of the first Wednesday of the month between February and September - with the exception of the holiday month of August.

# Dutch delight



SEE the spectacular Dutch bulbfields in full bloom at our Tulip Rally between May 1 and 3. The event is based at Warmond, near Leiden. It gets underway with a welcome party and disco on the Friday night and carries on with a full programme on Saturday including karting, demonstration rides and a choice of touring routes offering visits to the bulbfields, the famous Keukenhof bulb park and the largest Ford museum in the world.

If the sun shines, the beach resort of Noordwijk is just a short ride away, while Amsterdam is only 30 kilometres up the motorway for the more adventurous. There will be food and drink available on site all weekend and a rally party on Saturday evening with a pub singer and live band.

The karting, demo rides and on-site catering continue on Sunday and there will be the chance to visit any sights missed on Saturday before heading for home.

Warmond is at exit four of highway A44, just north of Leiden, between Den Haag and Amsterdam.

## Attractions -

- Bulbfield tours
- Karting
- Demonstration rides
- Mystery Ride
- Welcome Party
- Rally Party with live music
- Rider skills competitions
- Pub singer
- Triumph film show
- Triumph display truck
- Display of new Triumph models, clothing and accessories
- Workshop for emergency repairs
- Prizes for oldest participant and highest mileage
- Special activities for children

## Entry -

The event is open to everyone, but there are special entry prices for RAT members. Entry for the full three days costs Dfl 65 (£20, DM60, Ffr 200, \$32) for RAT members, or Dfl 85 (£25, DM 75, FFR 250, \$40) for non-members. For this you will receive -

- Entry ticket for three days giving access to all rally activities and parties
- Rally t-shirt
- Welcome drink voucher
- Coffee and cake voucher
- One free karting ticket

All members booking in advance will receive a FREE Triumph pin badge and save time booking in on arrival at the rally site.

To book, please send a cheque made payable to RAT to club HQ at PO Box 83, Hinckley, Leicestershire, England, LE10 3ZP.

Two-day tickets for Saturday and Sunday will be available on site at a cost of Dfl 50 for members, Dfl 65 for non members. This includes all the above benefits except the welcome drink voucher.

A single day Sunday ticket will cost Dfl 25.

## Accommodation -

### Camping:

- Dijk en Burg, Noordwijk (Tel: 00 31 71 361 25 08)
- Camping De Wasbeek, Warmond (00 31 71 301 13 80)

There will be a courtesy bus running between the rally and the camp sites.

### Hotels:

As this is a busy holiday season, we have reserved options on several rooms at the Motel De Gouden Leeuw and Hotel Schiphol, and a small number of six person bungalows at De Witte Raaf (see below for contact numbers). There are also a small number of simple rooms at Camping Dijk en Burg (see above). Please mention Greenib when booking. The options are only held until April 1.

- Motel De Gouden Leeuw, Voorschoten (00 31 71 561 59 16)
- Hotel Schiphol, Hoofddorp (00 31 252 67 53 35)
- De Witte Raaf (00 31 252 375 984)
- Motel Sassenheim - within walking distance - (00 31 252 219 019)
- Holiday Inn Leiden (00 31 71 535 5555)
- Bastion Hotel Oegstgeest (00 31 71 515 38 41)
- De Nachtegaal van Lisse (00 31 252 41 44 47)
- Hotel De Luif, Lisse (00 31 252 41 00 76)
- Motel Bijhorst, Wassenaar (00 31 70 511 93 44)
- Holiday Inn Crowne Plaza, Hoofddorp (00 31 23 56 50 000)

*Please book direct with your choice of hotel.*

Further accommodation information is available from the local tourist office on 00 31 71 361 93 21. If you have difficulty finding suitable accommodation, contact Desiré Stumeijer on 00 31 71 301 9292.



## Beaujolais Run

NOW established as our regular end of season adventure, we will be holding the annual Beaujolais Run to join in the Beaujolais Nouveau release party in France on November 18-19.

The full programme is yet to be decided, but the package will include a

welcome drink, ticket to the Beaujolais Nouveau party, bed and breakfast hotel accommodation and bus transfers from the hotel to the party and back.

The cost will be £80 per person and places will be limited, so if you want to book a ticket, send a cheque to club HQ at PO Box 83, Hinckley, Leicestershire, England, LE10 3ZP.

WHAT'S  
HAPPENING?

## German action

MEMBERS wanting some action in Germany are spoilt for choice, with nine dates already in the club's programme.

Things get underway with the 'Season Opener' Rally at Morstadt on April 17-18, quickly followed by the Wingst Rally in the north of the country on April 19, meeting at Freudenthals Gasthof in Haseldorf, north west of Hamburg.

Triumph Germany's home at Friedrichsdorf, near Frankfurt, is the starting point for the Taunus Rally on May 16. The ride will take in the Feldberg and the Taunus hills, and include a visit to a coal mine museum. There is no charge.

It's into the hills again as the club ventures into the Vosges mountains on June 7. The run is being organised by Berndt Roth of local Triumph dealer Hansle in Ettenheim. Call him on +49 (0)7822 9345 before May 23 to book a place.

Moving back north, club members will be exploring Fehmarn Island on June 14. There is no charge. Meet at Alsterdorferstr. 573, Hamburg, at 9am. There is also a rally weekend being organised by Triumph dealers Heller and Zoltau at St. Michaelisdorfn, near the North Sea coast, on June 19-21.

The main event of the season will also take place on the Hamburg area. The German National RAT Rally will be held at Hohenhorst from September 11-13.

More details will be featured in the Summer edition of *Torque*, but we plan free on-site camping and tours of Hamburg and the Elbe region as part of a full weekend programme.

Sports riders will also be interested in the programme we have arranged to tie in with the T500 Challenge racing series. There will be hospitality facilities for RAT members, free laps of the circuits and even the chance to race your own T500 series road bike.

Dates are 13/14 June (Hockenheim), 24-26 July (Zolder, Belgium), 3-5 August (Oschersleben - to be confirmed).

Contact German National RAT Manager Martin Driehaus on +49 (0)6175 9336 ext 61 for more information on any of these events.

## ... Stateside ... Stateside ...

## Regional rallies

WE have been busy during the Winter setting up our regional rallies programme for North America. They are designed to supplement the second annual National RAT Rally at Steamboat Springs on September 15-20 and the Daytona RAT Ride and Party in March.

Our Lone Star Rally starts the programme in Boerne, Texas, on March 20-22, followed by the Georgia Rally in Helen on April 24-26. The second Clarkston Rally in Washington State will take place on May 29-31 (please note the change of dates for the Clarkston and Georgia events).

In June, Triumph America will be assisting Howell's Triumph/HD and the White Rose Motorcycle Club with the

Triumph 'Come Home' Rally. This takes place at Spring Grove, Pennsylvania, between June 12-14 and provides a great link between old and new Triumphs.

July continues to be a busy month, with Triumph Canada inviting all RAT members to take part in the 16th Annual Sportbike Rally at Parry Sound, Ontario, on July 3-4 and a RAT 'Ride-In' during the AMA's Mid-Ohio Vintage Days in Lexington between July 7-12.

For RATs in the Mid-West, there is our Illinois Rally at Galena near the Illinois-Iowa border on August 28-30.

For more information see the US Torque newsletter, call Erik Lothian at RAT US HQ on +1 (0)770-631-9500 or club HQ on +44 (0)1455 891515.

## Badlands Triumphs

THE Sturgis Black Hills Rally in August is famous for its reputation as a wild biking event. For the third year running, Triumph will be returning to the Badlands of South Dakota to join in the fun.

Drawing around 400,000 riders each year, the event is mainly a Harley event, but Triumphs are always welcome and are becoming more and more common. Attractions include dirt track and drag racing and hillclimbing.

Triumph will be holding demo rides at the rally from August 3 to 7, with registration starting at 8am each day. For RAT members we are organising a 'gam-

bling night' on August 5 and a RAT Ride to Devil's Tower on Saturday August 8.

To fix accommodation or to register for the rally contact the organisers on (605) 347-3245. Bring along a helmet with eye protection if you want to take a demo ride.

If you want to ship your own bike to Sturgis contact Auto Shipping International on (800) 466 2744 (international only) or Black Hills Yamaha/HD on (605)342-9362; DLS Rallies on (800) 897-RIDE; or The Packaging Store on (605) 343-5475.

More info from RAT US HQ on +1 (0)770-631-9500.



# English heritage

EXPLORE the heart of historic England and visit the Triumph factory as part of a terrific schedule lined up for this year's International RAT Summer Festival.

The year's premier club event will take place at the Bosworth Water Trust, Market Bosworth, Warwickshire, about 15 kms from the Triumph factory, between July 17 and 19.

The event opens on the Friday evening with a welcome party including a pig roast, rock band and disco and continues with a range of activities on the Saturday reflecting the area's many historical connections.

You can visit the nearby Bosworth Battlefield which saw the defeat and death of King Richard III as the Wars of the Roses reached their climax in 1485. Short rides will take you to spectacular Warwick and Kenilworth castles, Stratford-upon-Avon, or if your interests are more modern, the Snibston industrial discovery park and the National Motorcycle Museum. There will be both group and individual rides to these and other attractions.

There will be watersports and games available on the rally site, including a raft race on Saturday evening, plus hot and cold food and snacks and a bar. Demonstration rides on the Triumph range will be available and there will be an emergency minor repair service on site.

The Rally Party on Saturday night will continue the Historic England theme and will include a hot buffet, band, disco, presentations and games, with a bar open until late.

But the high point of the weekend comes on Sunday morning when the focus switches to the Triumph factory itself.

Following a short ride to Hinckley, members can take part in the exclusive Open Day. The factory will be open for you to explore, with Triumph staff available to answer questions and there will be live music, displays, activities, food and drink available in the car park.

Triumph stunt star Craig 'Ace' Jones will be also perform two breathtaking 20 minute programmes on his T509 Speed Triple.

Full details, costs, booking procedures for the weekend and a hotel list will be featured in the next edition of *Torque* (out June 1). The rally will be open to members only, but each member may bring one guest. There will be a small additional charge for weekend membership for guests.

There will be no additional entry charge to the open day, but it will be open to RAT members (including weekend members who have visited the rally) only, so don't forget your membership cards.

There is camping and ample bike parking on the rally site and a wide choice

of hotel and pub accommodation available in the area. A local courtesy bus service will be provided.

If you wish to camp on site, please reserve your place by calling +44 (0)1455 291876. A hotel booking service is available on +44 (0)116 265 0555 or your local tourist office for UK members.

- Visit the heart of historic England
- Triumph Factory Open Day
- Welcome Party with pig roast, live music and disco
- Group rides and individual touring routes
- Water sports
- Raft race
- Themed Rally Party with hot buffet, live music and disco
- Demonstration rides
- Stunt rider



# Northern nights

OUR first Scandinavian event will take place at Mora, in the picturesque Lake Siljan area between June 12 and 14.

The programme starts with a welcome drink and dinner on Friday evening, followed by a choice of events on Saturday including riding and walking tours through some of Sweden's most beautiful countryside. There will be a rally party on Saturday evening with music, food and drink and a parade through the town of Mora on Sunday morning.

Mora is 350 kms north-west of Stockholm and 350kms north-east of Oslo. The event will be based at the Moraparken hotel where a single room is SEK 400 a night and a double room is SEK 560. Contact +46 250 17800 or fax +46 250 18583 to book.

There is also camping and cabin accommodation at a site 300 metres from the hotel (fax +46 250 15352). The tourist information office has more information on +46 250 26550 (phone), +46 250 15251 (fax).

Entry to the event will cost SEK 300 for RAT members. Each member is invited to bring along one guest. Guest tickets will cost SEK 350. The charge will include meals and drink voucher on Friday and Saturday evenings and a traditional handmade wooden rally badge.

Payment should be made on arrival at the rally site, but please pre-book your place to allow us to order sufficient badges. Call Triumph Sweden on +46 8 603 0619 (fax +46 8 883 860) or Triumph Norway on +47 67 113 465 (fax +47 67 113 470).

It's sure to be a memorable weekend in an amazing part of the world.

## Diary dates:

To make the dates calendar easier to use, we have divided the season's activities into international and national sections, but all members are welcome to attend any events in any country. If you need further information on any event, please contact your national manager or club HQ on +44 (0)1455 891515.

### International -

- May 1-3 Tulip Rally, Warmond, Holland.  
 June 12-14 Scandanavian Rally, Mora, Sweden.  
 July 17-19 International Summer Festival and Factory Open Day, England.  
 September 15-20 USA National Rally, Steamboat Springs, Colorado.  
 September 15-26 *Big Rock* Pyrenees holiday, France and Spain.  
 October 10-11 New Triumph Rally, Mount Beauty, Victoria, Australia.  
 November 17-20 Beaujolais Run, France.

### National -

#### UK -

- March 21-22 Pioneer Run Weekend, Stakis Hotel, Maidstone, Kent.  
 April 10 Triumph Track Day, Mallory Park, Leicestershire.  
 April 26 UK Spring Rally '98, Stanford Hall, Leicestershire.  
 April 27 Members only factory tour.  
 May 9-10 STS Skills Training Weekend, Cambridge.  
 May 18 Members only factory tour.  
 May 24-25 Scottish Weekend, Stakis Hotel, Dunkeld, Perthshire.  
 June 7 Triumph TT Beach Party, Port Soderick, Isle of Man.

#### North America -

- March 6 Daytona Run and Party, Daytona Beach, Florida.  
 March 20-22 Lone Star Rally, Boerne, Texas.  
 April 24-26 Georgia Rally, Helen, Georgia.  
 May 29-31 USA North Western Rally, Clarkston, Washington.  
 June 12-14 Triumph 'Come Home' Rally, Spring Grove, PA.  
 July 3-4 Canadian Sportbike Weekend, Parry Sound, Ontario.  
 July 11-12 RAT Ride-in at Mid Ohio Vintage Days, Lexington.  
 August 5-8 RAT 'Gambling Night' and Ride, Sturgis, South Dakota.  
 August 28-30 Mid-West Rally, Galena, Illinois.  
 September 15-20 USA National Rally, Steamboat Springs, Colorado.

#### Germany -

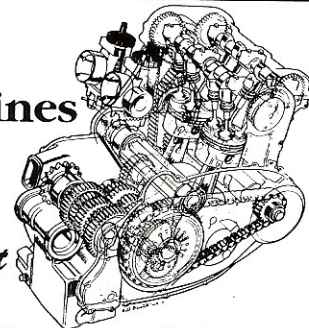
- April 17-18 Season Opener Rally, Morstadt.  
 April 19 Wingst Rally, Haseldorf, North Germany.  
 May 16 Taunus Rally, Friedrichsdorf, Frankfurt.

- June 7 Vosges Mountains Rally, Ettenheim.  
 June 13-14 RAT meeting at T500 Challenge, Hockenheim.  
 June 14 Fehmarn Island Rally, Hamburg.  
 June 19-21 North Sea Rally, St. Michaelisdornn.  
 July 24-26 RAT meeting at T500 Challenge, Zolder, Belgium.  
 August 3-5 RAT meeting at T500 Challenge, Oschersleben (tbc).  
 September 11-13 National RAT Rally, Hohenhorst, nr Hamburg.  
**France -**  
 June 27-28 Champagne Rally, Amiens-Reims.  
**Italy -**  
 March 4 'Mini-Rat' meetings, Milano, Roma and Firenze.  
 March 28 Triumph Day, Misano Adriatico circuit.  
 April 1 'Mini-Rat' meetings, Milano, Roma and Firenze.  
 May 23-24 Italian Spring Rally, Dolomiti mountains.  
 May 6 'Mini-Rat' meetings, Milano, Roma and Firenze.  
 June 3 'Mini-Rat' meetings, Milano, Roma and Firenze.  
 July 1 'Mini-Rat' meetings, Milano, Roma and Firenze.  
 September 2 'Mini-Rat' meetings, Milano, Roma and Firenze.

If you have any questions about specific events please contact your National Manager or Club HQ on +44 (0)1455 891515.

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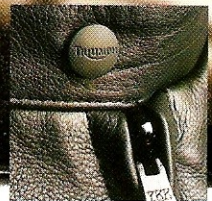
For more information contact:

Tel: Hinckley (01455) 230576 Fax: (01455) 238715

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

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

VISIT OUR WEB SITE - www.triumph.co.uk AD DESIGN - THE DESIGN WORKS 01423 456470



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LEATHER SPORT JACKET, BLACK/RED OR BLACK/YELLOW. AVAILABLE FROM ALL TRIUMPH DEALERS.

# South of t

*We left our hero Robbie Marshall on the threshold of the South American leg of his round the world adventure. If you thought he'd had a tough time so far, there was even worse to come.*

In Medellin, the second biggest town in Columbia, my expensive Mexican back tyre blew out on a nasty bend dumping me in a rubbish filled gutter. Lying on my back contemplating monumental rain clouds, a voice in broken English said, 'You need help.'

It is remarkable how the fortunes of travel can change. One minute a quick painless death is the best you can hope for and the next you are sitting by the roadside drinking beer with a crowd of strangers laughing at your inability to speak their language.

Eddie, my new found friend, had the tyre fixed and took me to his palatial home where he introduced me to his family. There were nine brothers, all controlled by Mama, who was as wide as she was tall.

She clasped me to her ample bosom and declared me 'family' appointing the eldest son my body guard around town. He followed me like a shadow, constantly showing me his illegal hand

gun. This was meant to make me feel safe but it rather had the opposite effect as he would wave it around in a torrent of animated Spanish.

Following the rich aroma of Colombian coffee, the next morning I discovered the source of this family's wealth. One wall of that large room was lined with tall glass jars brimming with newly harvested marijuana. They were farmers making a living the only way they knew how.

The compass pointed me South towards Ecuador and the hostile cold Andes. Shortly before the crossing point I witnessed a most grotesque scene. A boy of about seventeen was being dragged backwards across the road by two civilians carrying hand guns. He was thrown into the back of a waiting pick-up truck. As I drew level with the Nissan, the boy's head was obscured from view as three shots rang out and one of the assailants had his face splattered with blood.

In Ecuador, things got worse as I became the target for bandits' bullets. Hopelessly lost on a muddy track, just a few metres from the snow line, (and this is on the equator), a man standing only about 20 feet away behind a

scrubby hedge pointed at a lost traveller struggling to keep a Triumph upright through puddles of indeterminable depth. The noise of a hand gun going off at close range when levelled at you is fantastic.

Fragments of windscreen hit my visor and I knew it was more than a finger he was pointing as a bullet narrowly missed my left arm. As I accelerated away I heard the second

# he border

did not.

I was quite relieved to leave Ecuador behind for the immaculate Pan American Highway of Peru, hugging the desert coast to Chile. Although I enjoyed both countries, they were fairly uneventful, except for running out of petrol quite a lot. Filling stations could be a couple of hundred miles apart, but friendly locals always came to the grateful aid of a desperate white biker.

Pulling on wet leathers each day and riding with a cork up my bum because of chronic diarrhoea did not depress me as profoundly as the inability to communicate. Since leaving the USA, many thousands of miles away, I had only found a couple of people who spoke any English, so the friendly shores of New Zealand and then Australia boosted a flagging morale.

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## Australia

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Forty days of unbroken sunshine terminated on my arrival in Sydney, but this did not dampen my spirits. The Triumph had a well deserved service, although the engine had not had not skipped a beat since the day of our departure. The poor thing had

been abused in just about every climatic condition, never complaining about disastrous roads or being pushed at 120mph through Peru and Chile. My heart was fit to burst with pride for this fantastic piece of British engineering.

My only criticism was the perpetual problem of stopping the 36 litre panniers from dropping off. The frame by this time was more bolts and metal straps than original cast aluminium. Both wheels had suffered dreadfully scaling the Andes and tyres had to be laboriously pumped up each morning.

Riding West over the Blue Mountains - reminiscent of rural Wales, with neat villages and lush pasture - and down to the curious little town of Griffith, most of the population choose to converse in Italian despite being third generation Australian.

The pungent smell of citrus fruit was heavy in the air as the Trophy was pulled like a magnet to the nearest bar.

explosion. The sensation was like being kicked in the back of the head very hard. A mile or so farther on I stopped to assess the damage, forcing my helmet off over a painful lump. A bullet proof Shoei helmet had just saved my life.

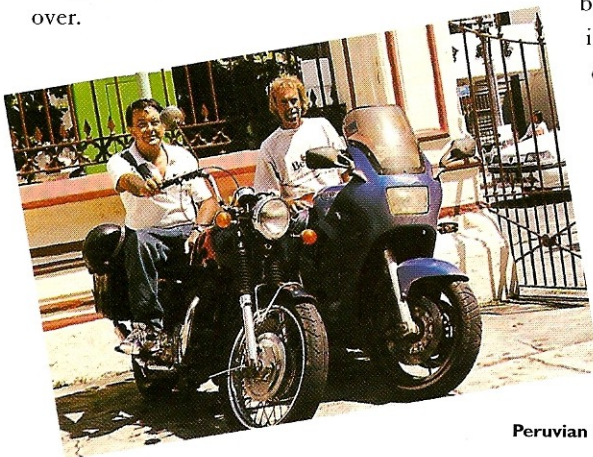
The one thing I think about on sleepless nights is, why did he not put a third bullet in my back? The answer is relatively unimportant, but I'm glad he



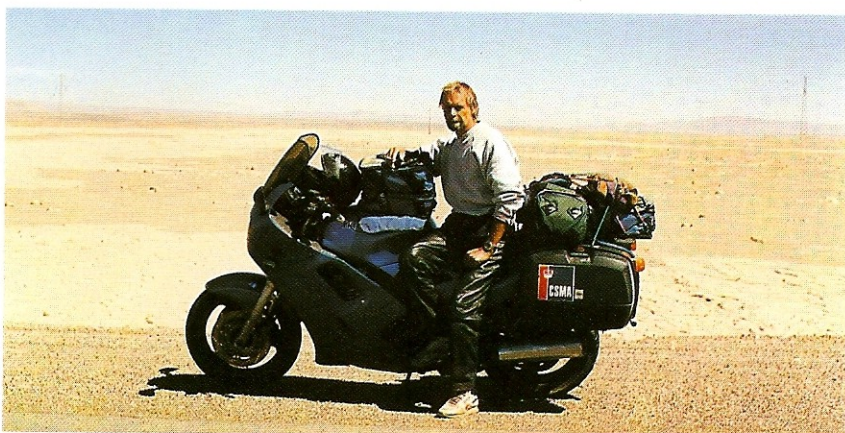
Overnight accommodation, 'bush style'.

Sitting on the next table were half a dozen undesirable looking Harley riders. One went outside to inspect the Big Blue Babe, and returned saying to his mates, 'It's OK guys, it's a Trumpet.'

From that moment I was invited into the Black Uhlan Chapter and offered floor space in their club house for the night. It was made abundantly clear the same hospitality would not have been offered had the bike been from a Japanese factory. The Triumph badge is revered the world over.



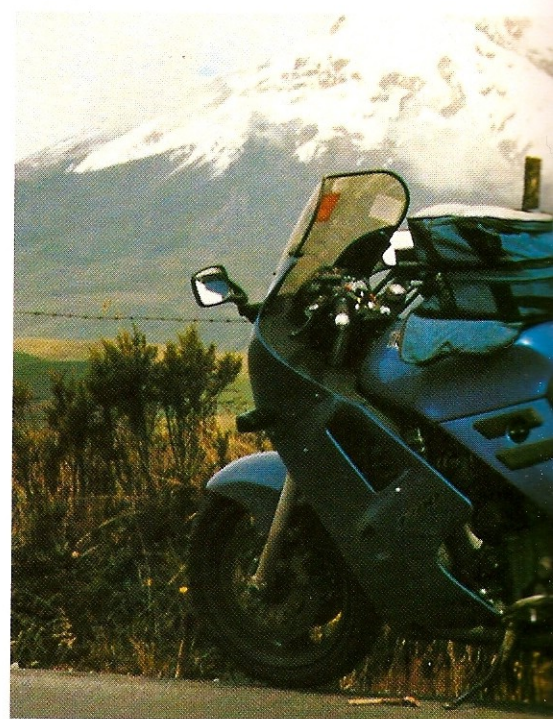
Left: Penang, Malaysia, and two generations of Triumph Trophy. His was 26 years old.  
Below: Lonely in the Peruvian desert.



The next decision was a tactical error. The thought of Alice Springs amused me. Who would want to live in the middle of a desert, a thousand miles from anywhere? The answer is practically no one, except a few aborigines and tour operators, so it proved to be a great disappointment. The town was dominated by tourist shops selling desert trips or diggerdooos probably made in Taiwan.

The Stewart Highway dissects Australia from Melbourne to Darwin. The last bit has no speed limit and is used for the famous Cannonball Run. As the Northernmost town looms, the desert changes to succulent subtropical vegetation.

I had a few very enjoyable days riding the bright red dirt roads and sleeping on the beaches. The biggest danger to human life in those parts is salt water crocodiles living in the sea that have taken to lurching on tourists. I slept in the grassy bits off the sand amongst the venomous snakes.



## South East Asia

After crossing by ship to Singapore I discovered a sterile city where possession of chewing gum is a caning offence and people are employed to sit under trees catching leaves so the street is always tidy. That is a lie of course, but the bit about chewing gum is true.

Because of harsh sentences and a good standard of living, theft is rare, but I had my crash helmet stolen. It would be interesting to hear the villain's explanation for having a bullet hole in his new acquisition.

Across the causeway, Malaysia is a blissful contrast. Most things are half the price and the multi-national population a little more laid back. Buddhist and Hindu temples are comfortable neighbours with mosque and church.

There are so many motorcycles they have a dedicated lane at the side of motorways with crash barriers, devious little routes around toll booths and safe areas under bridges for when it rains. Typically, these were useful to me as an unseasonable monsoon hit.

The law, as in most countries, states that protective head gear is compulsory on motorised bicycles at all time. This is often interpreted as a woolly hat, or a



The snow-capped Andes tower over Peru.

arabesque arching over the muddy river could not hide the fresh blood stains on bleached concrete. Trigger happy soldiers with automatic weapons were clearly visible on the far bank. My only option was to ride back, maybe as far as Singapore, about 1,500 miles out of my way, to find an illusive passage to India.

Straddling the Triumph, close to tears at the foot of the bridge, a young Burmese refugee woman approached. 'You cannot go to my country,' she said in good English. 'Nor can I.' She reached up and kissed me full on the mouth. 'Ride South my friend, you will live longer.'

Every Thai and Malaysian port drew a blank as far as Klang, the main sea route for Kuala Lumpur. It is a disgusting place. After a fruitless slog round shipping agents I stopped to eat at a road side cafe. As I ate I noticed an old Indian tramp sitting on a bench close to the Triumph. His worldly goods were crammed into three plastic carrier bags under the bench. The Triumph was my street bench, carrying just about everything I owned. We were two vagrants with no particular place to go.

The cafe owner would not take payment for my meal, so although the tramp did not beg, I dropped the one Ringget, (about 50 pence, and the price of breakfast), into his hands and stroked a mangy dog that shared his food. He looked up, touched his forehead with both hands in a dignified way, and gave me a toothless grin.

The thought of that wrinkly smile kept my spirits up all the way back to Bangkok where everything changed.

### ***To be continued....***

*The video, 'Around World Triumph' is available from: Tiger Bay Co Ltd, The Small House, 40A Sussex Square, Brighton, BN2 5AD, or phone 01273 748648 for credit card orders. Cheques payable to Tiger Bay for £15.49 (inc. P&P).*

rusty saucepan lid tied on with string.

Thailand is quite different, although equally as charming. I followed the East coast through exclusively Thai holiday resorts where everything was written in Thai and few people spoke English, so I frequently had no idea where I was. Hoards of enchanting children with wind chime voices would run into the street and stop my progress. White people are rare there, especially ones on big blue motorbikes. Mums and dads with laughing faces pressed glasses of evil Mekong whiskey into my hand demanding that I join their party.

In Bangkok (most manic traffic in

the world) I had a treat in store. This was just about half way, and after six lonely months travel, Marian, my girlfriend, was joining me for Christmas. I took what seemed like an extravagant hotel for about £8.00 per night as it was the only one where I could get the bike off the road.

Our room had a cold shower, squat toilet and full length mirror down the side of the bed. A sign over the door said the use of narcotics, prostitutes and candles were forbidden.

That time with Marian seemed like the shortest in my life. Profound loneliness hit me as I rode North, alone again, through towns with names like noises, (Klong Tap, Klak Tik,) to Burma.

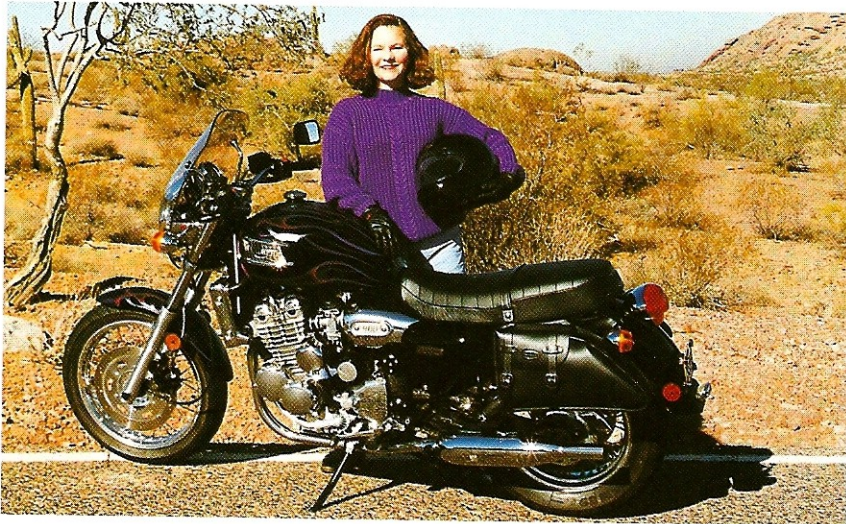
Local intelligence said Mae Sot was the only bridge open due to a vicious local war. On arrival, an article in the Bangkok Post caught my eye: '..... and two missionaries and a Thai policeman were murdered by Burmese troops on the Mae Sot Bridge preventing all further traffic.'

Massive wooden barricades on the graceful



Australia has its own brand of road hazards.

# project TRUMPETS



## Love at first ride

READERS in the States will already realise that we have stolen the 'Project Trumpets' idea from their national *Torque* newsletter.

They may also recognise this lovely Thunderbird which made a black and white appearance last year.

The bike is a 1995 model belonging to Theresa Bell from Mesa, Arizona. Most of the accessories are listed Triumph goodies, but the superb paint job was added by Rolling Art in Mesa.

'After 16 years of street riding I've found the right combination of fun, classic eye catching style and smooth and reliable performance. The relationship between myself and my Thunderbird is undeniable True Love,' says Theresa.



***IT seems that standard just isn't good enough for some people! No matter what the Triumph factory produces, someone is going to give it their personal touch. That might range from a new paint job to a radical rebuild. Whatever you've done to your Triumph, we'd like you to share the results. Just send us a photo and a few details about yourself and what you've done to the bike and we'll do the rest. Please enclose a stamped addressed envelope if you want your photos returned.***



## British pride

IF anyone was in any doubt that Triumphs are a true British bike, Brad Cato of Reno, Nevada, hammers the point home with his attention grabbing Daytona 1200.

The paintwork was done by Rick Briggs of Offbeat Productions, with other extras including Yoshimura slip-on silencers. Triumph six-pot brake calipers are currently on the shopping list.



## Code name 'XI'

FOR most customisers 'more' is usually better, and Tim Fear of Los Angeles is no exception. He has joined forces with Triumph dealer Matt Capri of South Bay Triumph in Lomita, California, to produce the 'XI' - a 955cc Speed Triple.

The bike started life as a T595, before Tim and Matt removed the fairing and fitted the instruments and fly screen from a T509 and single

headlight from a first generation Speed Triple.

Matt constructed his own left exit high-level exhaust system which attaches to the subframe and features a carbon fibre canister. Other engine mods, including Matt's own racing cams, take power to a claimed 148 HP

at the crankshaft.

Finishing touches include polished wheels, flush fitted rear indicators and removal of the DOT mandated mudguard.

Many of the parts, or indeed a complete bike, are available from South Bay Triumph.



While we love to see your customised Triumphs, we should point out that any unapproved modifications you may make to your machine from standard specification will invalidate the manufacturer's warranty. This does not include approved modifications using official Triumph accessories.

# Letters

## Pat on the back

WHILE on a trip to New Hampshire for some touring and racing at Loudon, my '95 Sprint took sick after a night in Albany NY. I think the sudden drop in temperature from the 60s to the 30s overnight and perhaps a too-short warm-up were the culprits.

I was able to limp along to Concord, NH,

and thanks to having the *Torque* 'Rat Pack' list with me I found Concord Motorcycles on a cold rainy Saturday afternoon. I pulled in with no appointment and in no time their service people were on the job.

While the wrenchers did their thing, Gary, Red and Jim Smith turned what started out as a damp, cold disappointing day into an hour or so

of great 'bench racing'.

After a new set of plugs to replace the fouled ones, I was soon on the road and on my way back to the track for a little racing. Their bill was more than fair also.

If Concord Motorcycles and their people are typical of Triumph USA's reps and dealers, you have little to worry about when it comes to customer service! I understand Concord recently received an award from Triumph. Little wonder!

Any USA RAT packers that find themselves in the Concord, New Hampshire, area should drop by Concord Motorcycles. Great bunch of guys and an impressive shop!

Thanks again to *Torque* and Concord Mcs.

**Jim Reynolds, Wallingford, PA, USA.**

## French fun

ONCE again thanks for organising the Beaujolais Run. Sue and I had a great time despite the trials and tribulations of our puncture on Tuesday evening.

The party itself was everything we had hoped for and more. The French do know how to put on a good show. The company was excellent and helped make the event what it was. When you get such a variety of people together for a common reason it always adds to the quality of the event.

We are looking forward to the next edition of *Torque* so we can see what RAT events we can participate in. Next year we would like to do a couple of European RAT events along with our other planned trips. The idea of Holland appeals, but then again, so does Greece, although that would be a full two week trip if we did it.

The Beaujolais Run is again a distinct possibility, but we only have so much time and money for travelling.

**Baz and Sue Barron, Eastbourne, England.**

## Technical helpline

We often get technical queries coming through to club HQ, so we have decided to open a technical helpline section in *Torque*. We can't promise to answer all your questions and can't respond in person, but we will try to give the solutions to the most frequently asked questions.

Your Triumph dealer is still the best person to go to with any technical problems, but if you are still stuck, please drop us a line stating the model, VIN number and mileage of your bike, plus the name of your dealer.

## Wet wonders

WE thoroughly enjoyed the Beaujolais trip. Hope you enjoy the enclosed cartoon in memory of the wet weather.

**Vernon and Gill Lintern,  
Cliftonville, England.**

## Sturgis trip

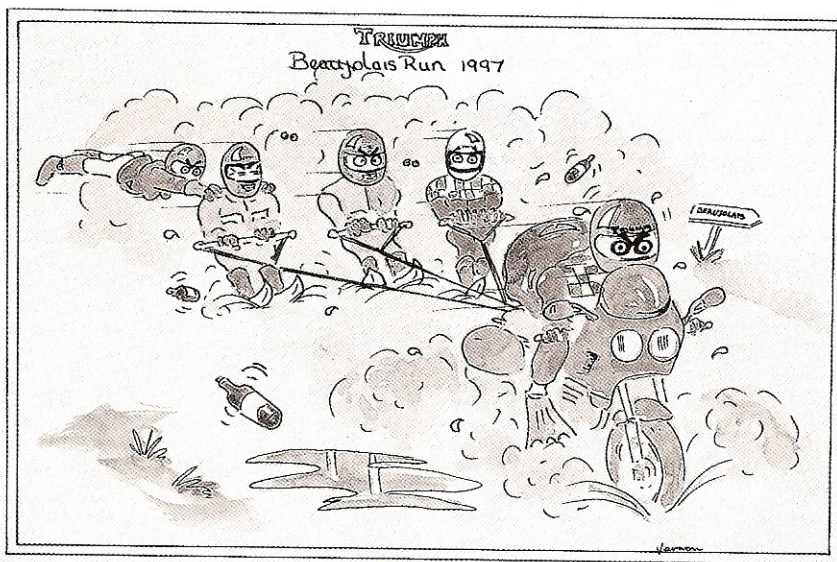
IN 1995 and 1997 I was lucky enough to be able to attend the Sturgis Rally in South Dakota, USA. If you haven't been to Sturgis, you really have no idea what a fantastic time you could be in for. It's unbelievable.

Riders come from all over the USA and Canada for the event and there were a fair few from the UK and Europe with their own bikes. I have made some enquiries about shipping my Thunderbird over, but the cheapest price I could get was £800 one way.

Would it be possible for RAT to organise such a service as I'm sure there are lots of Triumph owners out there who would love to visit Sturgis or Daytona.

**Garry Davis, Horley, England.**

*We don't have the resources to organise this sort of service at present, but if any members would like to set something up, let us know. NW*



## Destination Gibraltar

I STARTED riding again after my divorce in 1996 (does that sound familiar?) and am now on my second Sprint. For some time I have been determined to tour Spain with the intention of heading into Gibraltar, but up to now I have always found a reason not to go. Now I am determined to get out there and do it in 1998.

One thing I lack is other riders to go with. I wondered if any RAT members would like to make up a party.

My idea is to kick off with a ferry crossing to Northern Spain, giving us the chance to agree an enjoyable, not too strenuous route. I would hope to make the holiday about two weeks long, depending what other people want, and plan to leave in June or July, before the peak time and more expensive ferry fares.

Anyone wanting to talk about the trip can give me a call on 01952 253668.

**Richard Smith, Telford,  
Shropshire, England.**

## Bol bashing

'RIGHT hander, move over to the right of the road, slide off the seat a little and lean her over. Superb. Now a left hander...' these were my thoughts as I tackled the invitingly fast and furious Ardeche gorge on my way to the Bol d'Or with MCI tours last September on my beautiful orange T509.

A lot of people thought me a little mad when I told them I was making the 2000 mile plus trip on the essentially unfaired Speed Triple, but how wrong they were! The bike proved to be the most exciting, desired and capable of bikes on the tour. It kept up with the guys on their Blackbirds, cornered better than those on the 600s and carried the luggage as competently as those on the Pans.

One of the group following me up the gorge was impressed by the way the rear just sticks to the line through corners. Others admired somewhat enviously the distinctive appearance of the bike, a feature the French seemed to love (or that might have been the gorgeous growl of the carbon fibre pipe!).

The Bol is a classic endurance race set in one of the prettiest and warmest parts of France. Best of all, it really isn't that far. The roads in France are excellent and the road users polite and aware. This, combined with the

camaraderie as thousands of bikers descend on the nearby town of Bandol make the experience out of this world. Never in my life have I seen so many bikes in the same place at the same time.

Of all the bikes I have ridden I have never been as impressed as I am with my T509. At the end of the trip when the group re-convened in Calais docks, the positive comments and compliments about the bike were amazing. The best comment came from the trip organiser who admitted that he thought me a little crazy when he first saw what bike I was

on, but was so encouraged that he is going to attempt the journey on an unfaired bike himself next time.

So Triumph, keep up the good work and anyone who has often thought about going abroad or to the Bol, just do it, it's a biker's Mecca! How about a RAT ride to the Bol in '98?

**Ahmed Hasan, East Grinstead, England**

*Why not? If anyone would like to make up a party with Ahmed, write to club HQ and we will forward letters. NW*



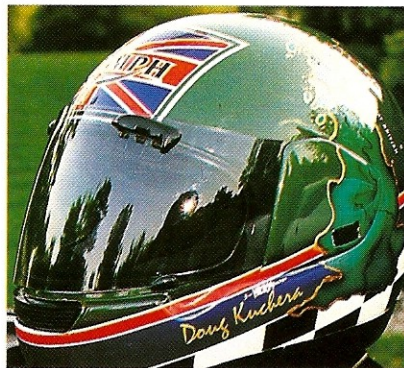
## Show us yours

**Proud of your Triumph?  
Then send us a snap as we'll do  
the rest.**



### Cold comfort

Just the job for those cold winter days! Joel Druiez from Perpignan, France, decided to test his Daytona outfit in mid winter over the Col du Lautaret - an altitude of 2058 metres. It came through with flying colours.



### Birthday boy

Hans Haindl from Bad Sauerbrunn, Austria, is a lucky chap. His wife Karin bought him this T509 as a 30th birthday present. Some present!

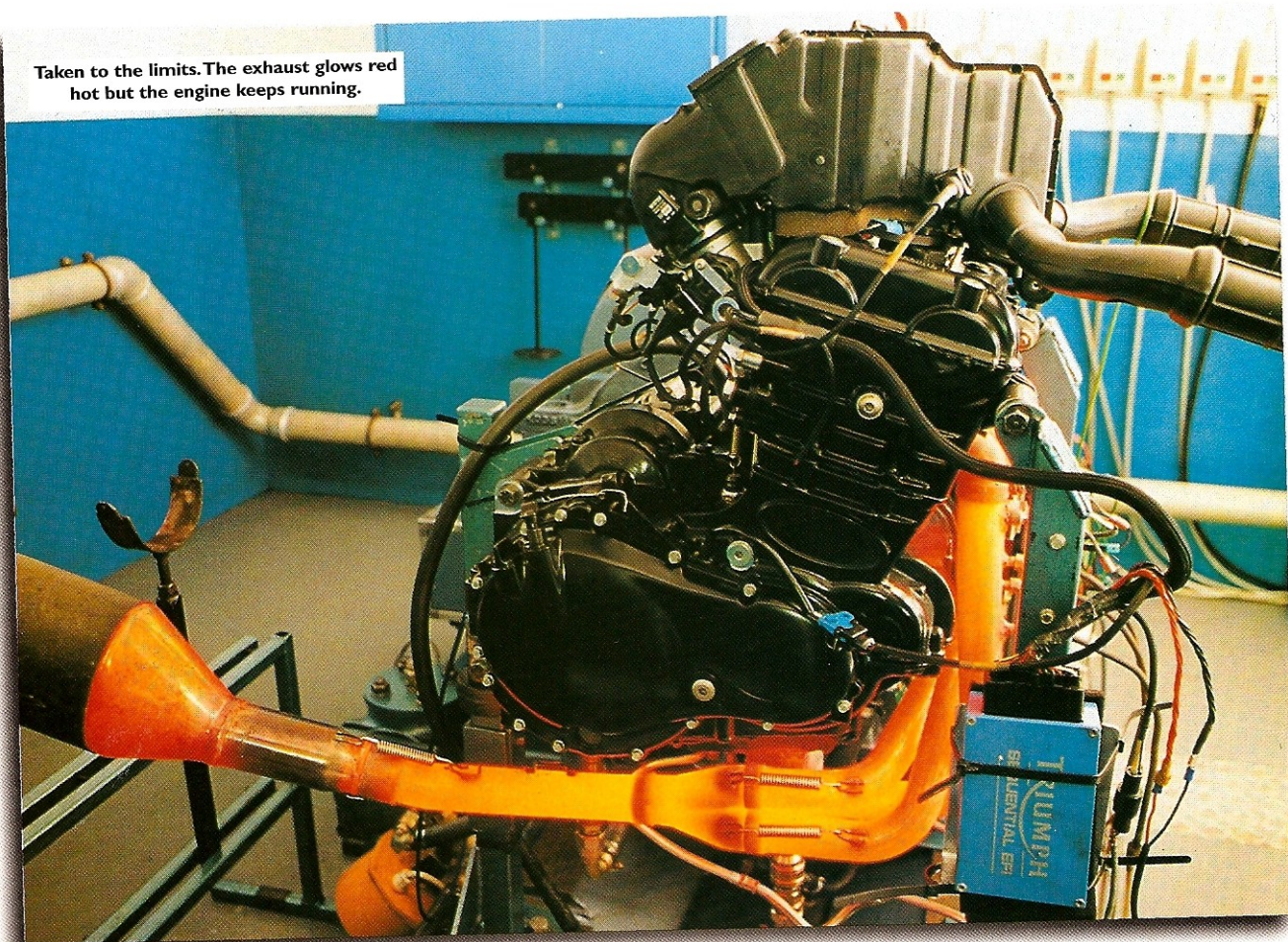
### Trick lid

A custom painted helmet leaves no-one doubting which motorcycle Doug Kuchera, of Inver Grove Heights, Minnesota, prefers.

# Testing, testing ...

*What happens to a T595 engine if you run it flat out for over 24 hours? It's just one of the questions Triumph's design team needed answering as they worked on the motor's development.*

Taken to the limits. The exhaust glows red hot but the engine keeps running.



EACH stage of a Triumph development project entails exhaustive testing, both on the road and on a wide range of static equipment. This could mean computerised mapping of engine characteristics or running an actual engine on a dynamometer to test its performance in action.

In addition to Triumph's in-house facilities, the factory also draws on the resources of a small number of external

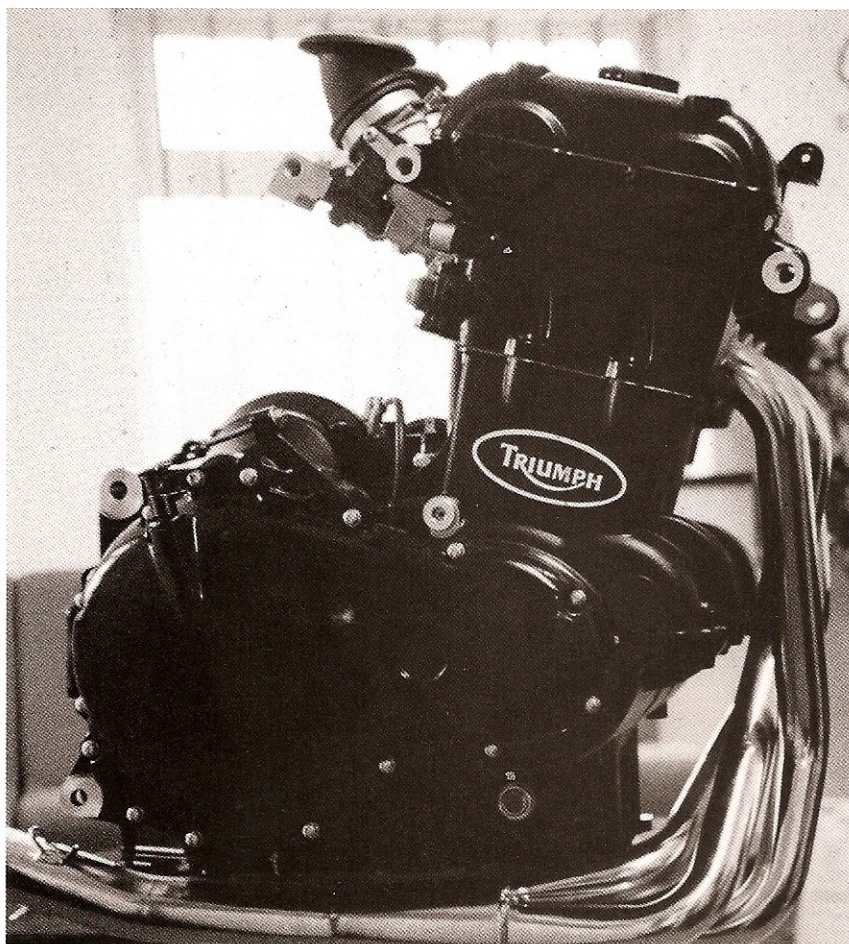
test houses to ensure the most comprehensive data possible is available to the design team. One such testing facility sits conveniently just across the road from Hinckley factory.

John Wilcox Engineering have been building, testing and developing car race engines since 1976 and have built up a wide range of testing equipment and experience in that time.

First approached by Triumph to handle a small welding job on a

prototype engine over 12 years ago, the two companies have since worked together on a number of projects, including test bed running of prototype T500 series engines.

The tests included running a T595 engine for 28 hours between 8500 and 10,700 rpm, leaving the exhaust pipes glowing red hot (pictured). Another test involved running a cold engine flat-out direct from start-up to check for any potential seizure problems with



Prototype T500 series engines underwent an exhaustive test programme.

an incorrectly warmed-up motor. **Don't try this at home!!!**

"All data is computer logged for a data print out and analysis," explained former rally co-driver Wilcox who is also licensed to undertake government certification tests for power output. "It helps the designers to iron out any major problems before the engine actually goes into production."

Experience gathered in this sort of development work is also harnessed to offer specialist tuning and development work for private customers. The bulk of the company's work remains in the car racing world, with past clients including the Ford and BMW British Touring Car Championship teams, but there are also spin-offs for motorcycle applications.

One customer is building a 1600cc class hillclimb car using a 1200cc four cylinder Triumph engine as the

powerplant. The engine is both powerful and light, but the loss of 400cc on the class limit would make it uncompetitive. Wilcox's solution was to supercharge it!

Fitting a supercharger means the class capacity limit drops to 1140cc, so Wilcox has developed the engine using the crank from a 1000cc four cylinder Triumph and the barrels from the 1200cc unit.

The block was remachined and fitted with T595 forged pistons on custom manufactured steel short stroke conrods, leaving an acceptable capacity of 1078cc and a 10.5:1 compression ratio, rising to 13.5:1 on full boost.

The finished engine will be fuel injected and supercharged and fed on a diet of methanol. The resulting 225-250 bhp power output should help make the car a real contender in the closely fought world of hillclimbing.

"Although this project is for a car application, we do learn a lot from this

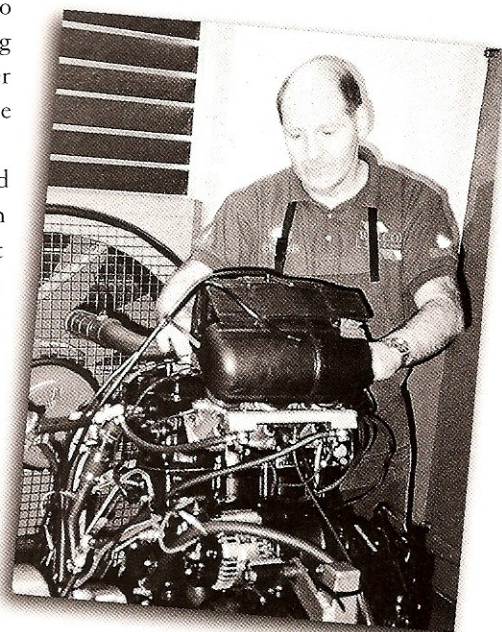
sort of work that can be applied directly to motorcycle work, particularly regarding an engine's strengths and weaknesses," says Wilcox.

"One of the results is that we are now looking at a supercharger suitable for use with a standard gearbox. Unlike a turbo, a supercharger comes in all the way through the power range rather than waiting for the gases to arrive to drive it."

Wilcox is also working on a range of more conventional tuning kits for owners of Hinckley built Triumphs, including straight through exhaust systems, free flow air filters and carburettor needle and jetting kits, while more exotic projects include variable valve timing and variable inlet trumpet lengths.

"The bottom line is that we like the challenge of making engines go faster," says Wilcox. "It may be our business, but we're in it because we enjoy it."

*Please note that Wilcox Competition Engines kits are not official factory parts. Any unapproved modifications you may make to your machine from standard specification will invalidate the manufacturer's warranty. This does not include approved modifications using official Triumph accessories.*



John Wilcox sets up a T500 engine for dyno testing.

# Daily checks



Be methodical. Start at the front of the bike and work your way round

CAST your mind back to your motorcycle test. Can you remember when your examiner asked you what daily checks you should carry out on your motorcycle before riding away, to which you replied by reeling off the list one by one? Well how many of those checks do you *really* carry out on a daily basis?

We all know how winter can affect us, but it can also affect machinery. Don't laugh, it does happen. It's therefore particularly important at this

**It's tempting to just jump on your bike and head for the horizon, but a few minutes spent on a daily checks routine will not only make your bike easier to ride, it will also make it safer.**

time of year that special attention is paid to the neglected chore of daily checks. It only takes a few minutes and if it helps make the bike safer and more reliable, why the heck not?

## Tyres and chain

It's probably easier to start your checks at the front of your bike and work your way round. Take a look at the front tyre. Check the tyre pressure and while you're down there ensure that the treads are OK and there is no debris embedded in the compound.

Look at the wheel and fixings. Is there any rim damage, any signs of loose caliper or axle bolts etc? Before you leave the front wheel, just check that you have sufficient brake pad thickness. It's probably advisable to replace your pads at anything under 2mm, with 1.5mm as the absolute minimum.

Now take a stroll around the machine, inspecting the following as you go. Does the left hand fork look OK? Are there any signs of leaks? As with the front wheel, look for bolts showing signs of becoming loose and look for any obvious leaks.

If your model has the oil level indicator located in the output sprocket

cover, check the oil with the bike upright. If the bike is on a centre stand or paddock stand, check that the side stand operates efficiently, returns straight to the stop and doesn't bind.

Before moving to the rear of the machine comes the one most important component to check - the drive chain. It should always be well lubricated and well adjusted, ensuring that there is the least possible amount of slack, but that it is not at all taut.

Having checked the left side of your machine, move to the rear tyre. As with the front, check pressures, condition and tread and inspect the rear wheel fasteners for damage. Check the rear brake pads for wear.

## Lights and levels

Walk down the right side of the bike, still looking for loose fasteners and obvious leaks. If you own a machine with a sight glass rather than a dipstick make sure the bike is upright and check the oil level shown between the two indicated marks.

If you own a Thunderbird, Thunderbird Sport or an Adventurer, also check that, when cold, your coolant level settles just above the minimum level mark. The coolant



**Are all the lights working?  
Are there any loose nuts and bolts?**

smooth action with no binding. An engine is at its most vulnerable on starting up and the last thing you want is for it to be revving at six thousand plus rpm!

It wouldn't be able to run at all if there was no fuel in the tank, so open the cap and check, even if your bike has a gauge or warning light.

Almost there! Before riding off, pop the bike

expansion tank can be seen by looking towards the rear of the machine under the front of the petrol tank on the right hand side.

Then move on, finally checking the condition of the right hand fork.

Before sitting on the bike, remove the seat and take a quick look at the rear brake reservoir, coolant expansion tank and battery electrolyte levels. replace the seat and resume your

'normal riding position'.

Nearly done! Starting at the left handlebar, all the time looking around for loose nuts or bolts and check your clutch for smooth operation. If that's OK check the electrics. Do the lights, indicators, horn and clock displays all work?

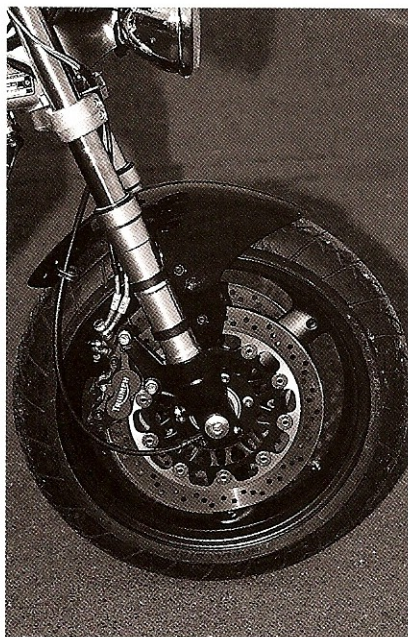
Still holding the bars, turn them to ensure the master cylinders are level then check that the fluids lie between the indicated marks. Check the feel of both brakes to make sure there is no sponginess.

Twist the throttle grip. You want a

off the stand and just turn the bars to ensure no cables are trapped or impeding the steering, then hold the front brake on and compress the front forks to check the steering head bearings and fork operation.

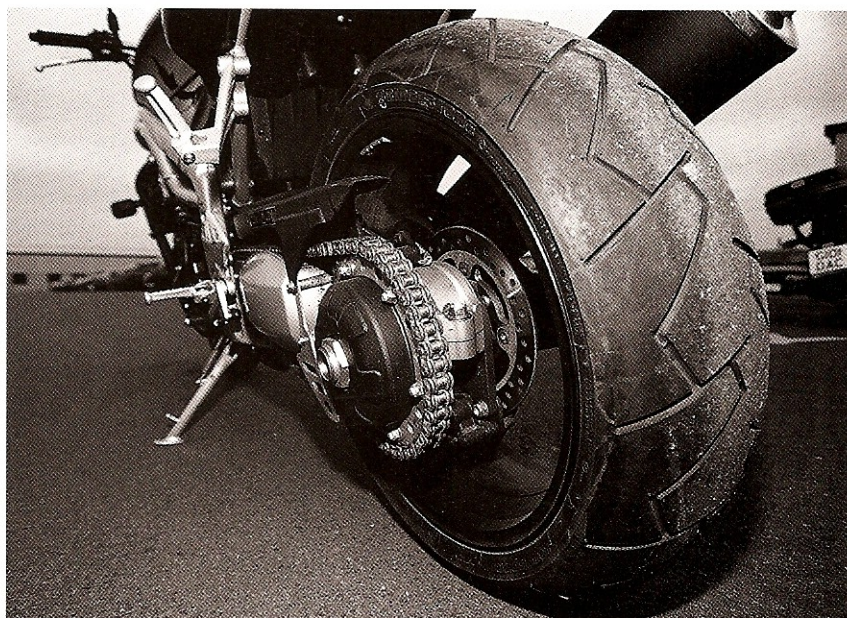
It's taken you longer to read this than it will to do the checks, so there's really no excuse not to join the daily checks squad.

*For further information refer to your owner's handbook and Triumph's Customer Care video (available from your Triumph dealer).*



**Above:** Check tyres for pressure, tread depth and condition. Pay special attention to chain tension.

**Right:** Wheel condition and brake pad thickness should be examined.



# Traditionally Tri

**Stan Shenton is a true Triumph stalwart. A fan of the marque since 1949, he is still closely involved through his London Triumph dealership, even though he is nudging his 70th birthday.**

STAN Shenton became hooked on Triumphs from the day he took delivery of his first new motorcycle - a 1949 Speed Twin of the rear sprung hub variety.

The lad who was born in the docklands area of London was quickly

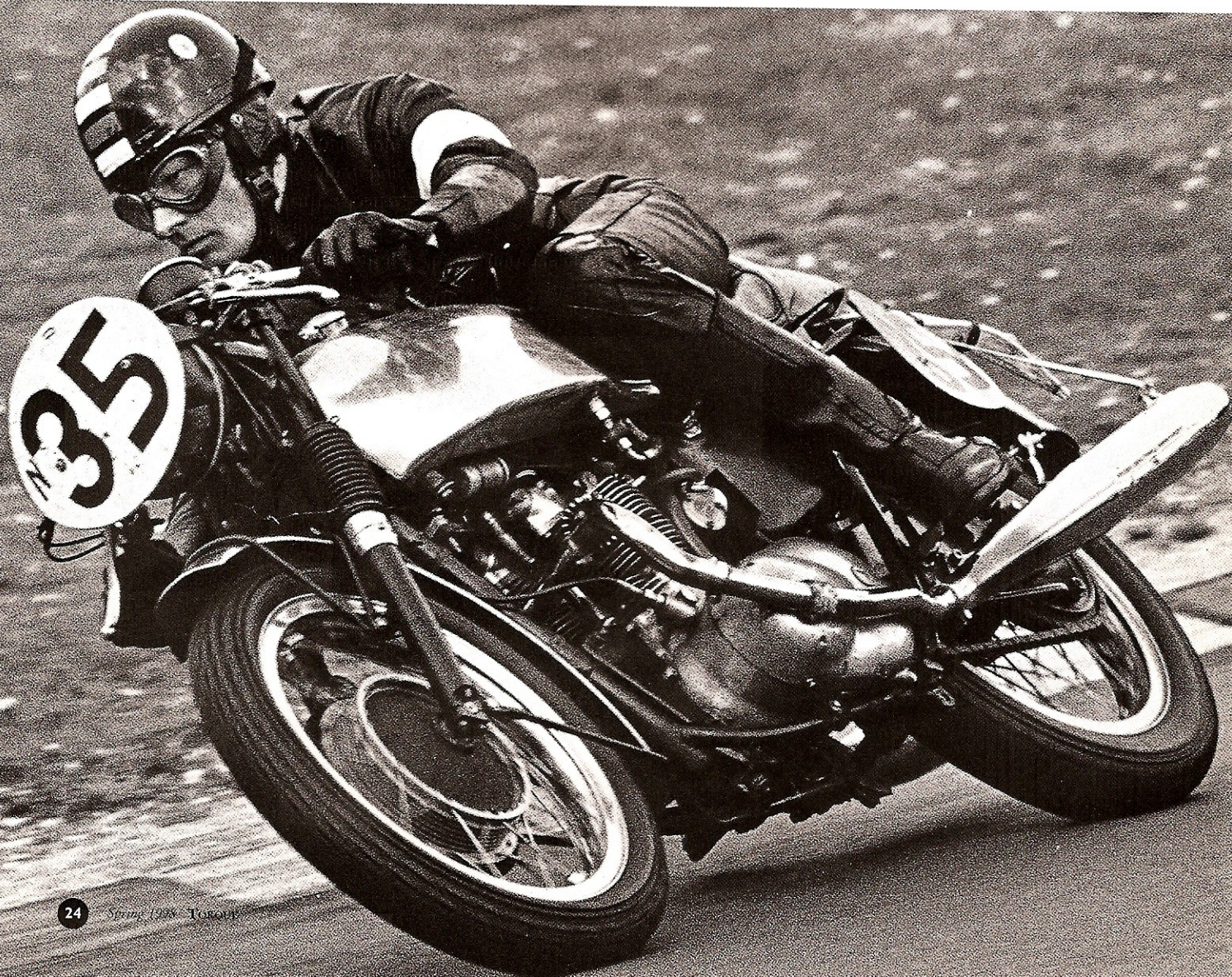
attracted to motorcycles and learnt the ropes on an ex-WD Royal Enfield, a 350 AJS and a Douglas twin, but it wasn't the 'real thing' until he wheeled a gleaming new Triumph out of the showroom.

Its purchase was to have a

profound affect on Stan's future as he entered the motor cycle retail trade and became involved in road racing.

His working life started in the City as a trainee broker and it was where he returned to after his National Service stint with the RAF. The big change came in 1954, when he accepted an offer from his father-in-law to take on the position of manager-cum-salesman at the Boyer's motorcycle business that he ran in Bromley, Kent.

**Stan still rates victory in the 1968 Brands 500 Mile race with riders David Nixon and Peter Butler (pictured) as the highlight of his racing career.**





# umph

"When I married Pauline I wasn't only getting a wife but a chance to get into the motorcycle trade as well, I suppose," said Stan.

It wasn't long before Shenton was at the helm of the Boyer operations which of course stocked Triumphs as well as the rest of the major makes.

However it wasn't until 1966 that the name Boyer became involved with racing. The start-up came after a chance meeting between Stan and young racer David Nixon at Brands Hatch that led to a sponsorship deal.

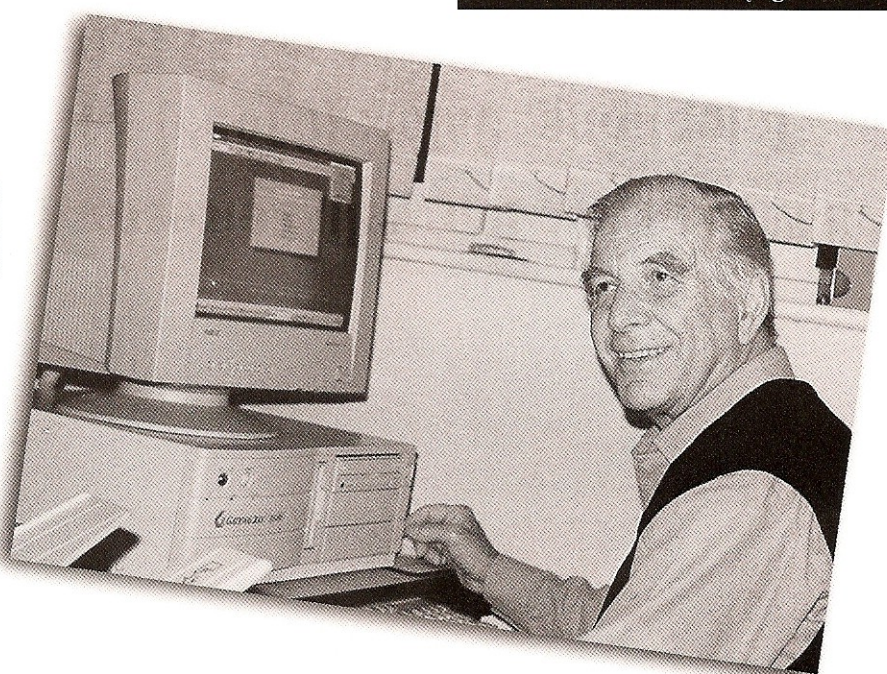
"Sales were slumping at the time and I saw it as way to publicise the company," said Stan.

Their first race was at the same Kent circuit and Nixon was in the top six on a straight from the crate Bonneville that had been 'dressed' for the occasion with racing handlebars, rearsets and a small fairing.

As well as being a talented rider, Nixon was a first class engineer and played a key role in the transformation of engine preparation that was to be the keynote of the Boyer Triumph success story.

During the seven years that Stan raced Triumphs his machines became among the most technically advanced at private entrant and works level and even when Kawasaki persuaded him to manage their British based team in 1974, Stan clung to his enthusiasm for racing Triumphs by continuing to run a Trident in production machine events.

"At that end of that year I reluctantly had to let go of my Triumph racing activities because the Kawasaki involvement became full time," recalled Stan who rates his



**Stan Shenton - who celebrated his 70th birthday on March 6 - still has his finger on the pulse of the Boyer Racing operation. Thanks to modern technology much of the input can be done on computers at his home in Sevenoaks, but he still makes a weekly Monday visit to the Plumstead showroom.**

victory, with riders Nixon and Peter Butler, in the 1968 '500 Miler' at Brands Hatch as the most satisfying of all his many racing achievements.

"It was the only time that a 500cc machine was the outright winner of the event, and our Tiger 500T saw off all the might of the factory 650 BSAs and Triumphs to win by two laps."

Shenton went on to field the only two stroke to win the event when Kork Ballington and Barry Ditchburn piloted a Kawasaki H2R to victory in 1974, but the triumph with the British built four stroke twin remains the pinnacle of success as far as he is concerned.

**The British built four stroke twin remains the pinnacle of success.**

Ignition failure was one of the major reasons for machine mortality in long distance races in those days and Shenton came up with the answer to combat this long before the factory.

"When the engine got very hot it virtually melted the nylon contact rocker arms, the gap disappeared and the motor ran out of sparks," he said. "So I manufactured points from a harder material and they lasted the distance."

By then he had already seen electronic ignition as the answer to the problem, but the factory refused to homologate the system, until Shenton

pointed out that a special contact breaker they had made for racing was a rule breaker as well.

"Although the factory gave us no help at the start, I got to know them better as time went on and in the end they agreed to homologate my Ernie Bransden developed system as well as their own," said Stan.

Although technically ahead of the rest for most of his time racing Triumphs, Shenton categorically stresses that he has never claimed that his advanced machines were his own 'invention'. "I had specialist training in jet and piston engines in the RAF but the main thing has always been my belief in 'it's not what you know, but who you know'," said Stan who worked closely with Piper Cams and Colin Seeley, among others.

The Boyer Racing Triumph showroom is now based at Plumstead where pride of place in the showroom goes to a genuine rebuilt Thruxton. "It utilises the last set of spares I had," said Stan, who did much of the work himself before recently letting Triumph restoration expert George Hopwood finish off the job.



# ALL TALK

A few bits of carbon and steel, no internal support & a weak bracket that's ready to break?

Regular 160°C specification carbon wrap, circular, squashed into an oval shape?

Thrown together without any Triumph knowledge, tried out on some back street dyno?

A system that is not matched to your frame or engine, result: a poor running lean engine with no warranty?