

THE MAGAZINE OF THE RIDERS ASSOCIATION OF TRIUMPH

TORQUE



No 3 SPRING 1997

Here comes
Summer!



Hit the road with RAT

Below is a list of all the Triumph products we don't stock



It's all at Daytona



01895 675511 New and Used Motorcycle Sales Triumph Genuine Parts 01895 634414
01895 631937 Triumph Clothing and Accessories Triumph Service and Courtesy Motorcycles 01895 634982

Daytona Ruislip, 42-48 Windmill Hill, Ruislip Manor HA4 8PT

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Origination

Phoenix Photolitho, Leicester,
England

Printing

William Gibbons & Sons,
Willenhall, West Midlands,
England.

Torque is published quarterly by the Riders Association of Triumph Ltd, PO Box 83, Hinckley, Leicestershire, England, LE10 3ZP (telephone +44 (0)1455 891515, fax +44 (0)1455 891450 and distributed to all members. Individual issues cost £3.75.

international news



Spring into gear

START the season strolling with a ride to *RAT's* first major event - the UK Spring Rally at Stanford Hall, near Lutterworth in Leicestershire, on Sunday April 27.

Set in superb parkland, the rally will include a reserved members-only area with parking, a large marquee with licenced bar, pig roast and catering and a jazz band.

The Triumph promotional display unit will be on site, manned by Triumph factory personnel, and there will be the chance to test ride a range of Triumph machines.

Other demonstrations and displays include a line up of vintage RAC patrol vehicles, details of CSM advanced motorcycle training courses and police anti bike theft

demonstrations and advice. There is a small £2 charge for entry into the park, but once inside, entry to the rally area is free.

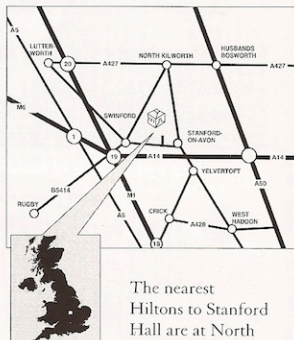
The historic hall and its motorcycle museum can be visited for a small additional charge and there are permanent cafeteria, craft workshop and toilet facilities available in the hall's converted stable block.

There will be a **FREE** members only draw for a range of Triumph goodies, including factory visit

vouchers.

The site will be open from 11am until 4pm. Membership cards will need to be shown to gain access to the marquee and to claim free draw prizes. Membership applications will be accepted on the day so bring along any fellow Triumph riders who have not joined up yet!

Members wishing to make a weekend of their visit to the rally may like to take advantage of the exclusive discount rates available with the Hilton National chain of hotels.



The nearest Hiltons to Stanford Hall are at North Coventry, Milton

Keynes and East Midlands Airport. To book call 0800 856 8000 from the UK or +44 1923 250222 from outside the UK, quoting reference S35.

Other accommodation and tourist information is available from the Leicestershire Tourist Information Office on +44 (0)116 265 0555, Northants TIO on +44 (0)1604 22677 or the Rugby TIO on +44 (0)1788 542687.

Lordly link



The Earl of Lichfield has agreed to become Honorary Patron of the Riders Association of Triumph. He takes delivery (above) of his new Daytona 1200 from Geoff Carter of London Triumph dealer Daytona (left).

Fast RATs

STATES-BASED members wanting to develop their riding talents are invited to join an exclusive *RAT* training day being run by Reg Pridmore's **CLASS** school at Sears Point Raceway, Sonoma Valley, California on August 27.

Places are limited and cost \$275. You will need a valid driver's licence with a motorcycle endorsement, full face DOT approved helmet, one or two piece approved leathers, leather gloves that cover the wrists and leather boots that extend over the ankles.

To book call **CLASS** on 805 933-9936 or fax them on 805 933-9987. Tell them you are with the Riders Association of Triumph.

Please remember that you will attend the course at your own risk and will be asked to sign a liability waiver before being allowed on the track. **RAT** and **CLASS** strongly recommend that you have proper medical insurance.

BOOK now for the first RAT Summer Festival, being held in the beautiful spa town of Bad Peterstal in Germany's Black Forest between August 22 and 24. A weekend of music, parties, fun and riding with fellow Triumph enthusiasts in an idyllic setting easily reached from anywhere in Europe. What could be better?

The festival is based at the Campingplatz Traier-Mühle, on the outskirts of Bad Peterstal which is south of Baden-Baden and east of Strasbourg. Camping is available on the site itself and there is a wide choice of hotel and guesthouse accommodation available in the town.

Members can arrive at the site from Friday lunchtime and after registration will be invited to have a free welcome drink in the large marquee that will be a focus of activity during the weekend.

Music, food and drink will set the party atmosphere on Friday evening, with the festival continuing on Saturday and Sunday as more riders arrive at the site. A selection of riding events are planned for Saturday, including a treasure hunt, guided tours and time for solo exploring with the help of suggested routes.

Forest fun

Passes for the event can be booked in advance for a fee of £20 (FFR 180, \$33, DM 55,-). Please send bookings to the Riders Association of Triumph, PO Box 83, Hinckley, Leicestershire, England LE10 3ZP. Payment should be by cheque, made payable to

'Riders Association of Triumph'. Passes bought on site will cost £25 (FFR 225, \$40, DM 66,-). The event will be open to RAT members only, with membership available on site.

All members will receive a rally handbook and an exclusive Summer Festival pin badge.

Exclusive event t-shirts will be on sale at the rally site, where Triumph's promotional unit will act as event headquarters with English, French and German speaking hosts on hand to offer assistance.

Camping is available on the rally site at a cost of DM 3,- per person per night.

Members wishing to book hotel or guesthouse accommodation should contact the Kurverwaltung Bad Peterstal, Schwarzwaldstrasse 11, 77740 Bad Peterstal-Griesbach, Germany, telephone +49 (0)7806 7933, fax +49 (0)7806 1040.

Beaulieu bonanza

Be part of one of the UK's biggest motorcycling events with RAT and save over a third on your entry ticket!

Beaulieu Motorcycle World attracted 13,000 visitors last year and this year's event on Sunday June 29, is planned to be even bigger.

Confirmed attractions include stunt riders Gary Rothwell and Jason Finn, an auction of motorcycles and memorabilia, club and manufacturers stands, machine and accessory displays and childrens' entertainment.

Triumph's promotional unit will be on site and RAT members can obtain special exhibitors' tickets, at a discount of 33 per cent on public tickets.

Tickets for RAT members cost £5.20 for adults and £3.10 for children, and can be obtained from the Events Dept; Montagu Ventures Limited, John Montagu Building, Beaulieu, Brockenhurst, Hampshire, SO42 7ZN, or by telephoning +44 (0)1590 612345. Cheques should be made payable to 'Montagu Ventures Ltd'.

Action at Mallory

HAVE fun and improve your riding skills at two action packed days being run exclusively for RAT members at the UK's Mallory Park circuit.

April 10 sees a RAT Action Day with karting, archery, 'mad moke' driving and around two hours track time on your Triumph.

The cost of £125 includes lunch, personal accident insurance and a souvenir certificate.

A more serious day's activity is on offer at the RAT Performance Riding Course being run on June 24.

Racers Mark Phillips and Ray Stringer will provide circuit guidance, with the over three hours' track time planned for the day.

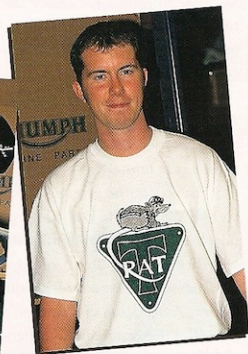
The course costs £95 per person, including tea, coffee, bacon rolls, a hot lunch, personal accident insurance and a souvenir certificate.

More details and bookings can be obtained direct from Mallory Park at +44 (0)1455 842931, fax +44 (0)1455 848289.



Top gear

CLUB sweat shirts, t-shirts and polo shirts are now available from all Triumph dealers. Sweat shirts come in dark green and t-shirts and polo shirts are available in white. All feature the RAT logo.



FANCY a weekend of gentle riding, good food and good company in some of England's most beautiful countryside? Then why not join us for the first *RAT* Ramble in rural Rutland on May 10 and 11?

Based at the modern Rockingham Forest Hotel, just over the county line in Corby, Northamptonshire, the weekend will get underway at lunchtime on Saturday May 10 as the party gathers and checks in.

A relaxed ride through England's smallest county will be followed by a visit to historic Rockingham Castle, just across the road from our hotel. Then it's into the saddle for a trip to the north of the county and classic afternoon tea at a quality hotel with superb views over Rutland Water - Europe's largest man-made lake.

Returning to base to change, rest and have a pre-dinner drink, we will later take a short evening walk to the 17th century Sondes Arms coaching inn for dinner in a private room.

After breakfast on Sunday morning we will take a gentle tour through the lanes and villages of Rutland, visiting the two ancient market towns of Uppingham and Oakham as we work our way from the county's southernmost point to its northern borders and a traditional Sunday lunch in a three hundred year old village pub

Rutland rides

opposite the famous Ruddles brewery (alternative menus will be available).

The tour will be personally led by Club Manager and Rutland resident Neil Webster, with assistance from factory tour guide Robert Brown, and will be suitable for riders of any Triumph,

whatever their experience. Mileages will be modest and speeds will be in keeping with the pace of life in this rural oasis.

The tour is limited to 40 members, and all places must be booked and paid for in advance.

The cost, including hotel and breakfast, afternoon tea and dinner on Saturday, lunch on Sunday, entry to Rockingham Castle and an exclusive souvenir t-shirt, will be just £65 per head (585 FRF, 173 DM,-). The price is based on sharing a twin or double room. There will be a supplement of £10 (90 FRF, 26 DM,-) if a single room is required.

Bookings and payments should be sent by post to the Riders Association of Triumph at PO Box 83, Hinckley, Leicestershire, LE10 3ZP. Cheques should be made payable to 'Riders Association of Triumph'.

Acceptance will be strictly on a 'first come, first served' basis. A reserve list will be kept, but cancellations cannot be accepted after April 25.

French Weekend

RAT's first French touring weekend will take place in the exciting and beautiful region of Alsace on May 17 and 18.

Based on the regional capital of Strasbourg, the weekend starts when members meet up at 2pm on Saturday May 17 before leaving as a group for a tour of the area and a tea time stop at a typical location.

Dinner in the evening has been scheduled to allow time for sightseeing around Strasbourg and after breakfast on Sunday we will again explore the unique countryside as a group.

Sunday lunch has been arranged at a typical Alsatian restaurant, with time to savour the local delicacies, beverages and good company before leaving for the ride home.

The size of the group is limited to 40 people, at a cost of 450 FF (£46, DM 125,-) per person, based on two people sharing a room. Full details and itinerary will be sent direct to members booking a place.

To book, please send a cheque, made payable to 'Riders Association of Triumph' to *RAT*, PO Box 83, Hinckley, Leicestershire, England, LE10 3ZP.

Join the show

CLUB members have been invited to be part of the show at the Post TT Classic meeting at Mallory Park on June 8.

As well as being able to watch a great day's classic racing while taking advantage of the club's 20 per cent discount offer on pre booked tickets, *RAT* members will parade around track for three laps during the lunchtime break in the competition area.

Members will be directed to a reserved parking area on arrival at the track and will be led onto the track by a club official. All riders wishing to take part will have to show their membership card.

The day's racing programme, sponsored by finance company General Guarantee, includes two ten lap 'Past Masters of Mallory' races, with names such as Phil Read, Gary Nixon, Jay Springsteen, John Cooper and Charlie Williams racing on Triumph Speed Triple Challenge machines.

There will also be Classic Bike Magazine championship races, an International Historic Racing Organisation event and races for vintage sidecars, plus guest demonstration rides by grand prix stars Randy Mamola, Wil Hartog and Graeme Crosby, and an autojumble and concours event.

Discount tickets can be booked by calling Mallory Park on +44 (0)115 912 9128.

Let's rock 'n roll

RAT members attending one of Europe's biggest rock 'n roll shows this Summer can get free access to a special guarded parking area, simply by showing their membership

cards.

The Daytona Europe Festival '97 runs from July 4 to 6 at Lahr, between Karlsruhe and Freiburg, in Germany, and features headliners including The

Scorpions, Deep Purple and James Brown, as well as a host of other groups and sideshows such as stunt riders, bungee jumping and a party tent with all-night live music.

Tickets for the festival are available from the organisers on +49 (0)421 59 80 19 5.

TT fun time

BEAT the Mad Sunday crowds at this year's Isle of Man TT by coming along to the RAT TT Party at the Creg Malin Hotel, Peel.

Getting underway at 12.30pm on Sunday June 1, the afternoon includes reserved parking, a blues band, food and drink. Special one-off club t-shirts will **ONLY** be on sale at the event.

Tickets, including parking, admission, welcome drink and buffet lunch, cost £8 (FFR72, DM 21,-) in advance. Please send your cheque, payable to 'Riders Association of Triumph', to club headquarters at PO Box 83, Hinckley, Leicestershire, England LE10 3ZP.

Tickets can be bought at the door for £10 (sterling only) on the day. Admission is for RAT membership card holders **ONLY**.

Club Goodies

Back issues and binders

HAVE you missed any issues of Torque? Fear not, we have retained a small stock of back issues for RAT members who want to collect a full set.

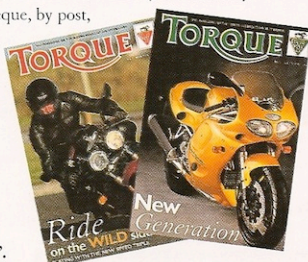
The cost per issue, including postage and packing, is £3 in the UK; £3.87 in Europe; £4.25 in the USA; £4.41 in Australia and Japan.

Once you have started your collection of Torque magazines you will need somewhere to keep them tidy and in good condition. Our binders provide the ideal solution to both problems.

Available in RAT green, embossed with the Torque logo, they accommodate 12 issues and cost £7.45 each including postage and packing to anywhere in the UK; £9.45 to Europe; £11.17 to the USA; or £11.83 to Australia and Japan. Please allow 28 days for delivery.

You can pay by cheque, credit card or Eurocheque, by post, fax, telephone or e-mail.

- Cheques to: Torque, Bob Berry Marketing Services, Suite C, Deene House, New Post Office Square, Corby, Northants, NN17 1PB, England.
- E-mail your credit card number on mechanics@diat.pipex.com
- Fax +44 (0)1536 400147.
- Telephone +44 (0)1536 206286.
- All payments to 'Bob Berry Marketing Services'.



On line

WORLDWIDE web surfers would have been drawn to Triumph's Internet site after it was selected as a 'Pick of the Week' by the Microsoft Network. The site is at <http://www.triumph.co.uk> and features a dedicated RAT page.

Big seller

THE 50,000th Triumph is scheduled to roll off the Hinckley production line in early March. The bike will be a UK specification Daytona T595.

DIARY DATES

March 6	RAT Ride, Deland, Florida. Depart 1pm, return 6pm.
March 7	Bike Week Party, Daytona Beach Hilton Hotel, Florida. 8pm - midnight.
March 23	Pioneer Run, Epsom to Brighton, England.
April 10	Action Day, Mallow Park, Leicestershire, England.
April 27	Spring Rally, Stanford Hall, Leicestershire, England.
May 10-11	Rutland Rides weekend.
May 17-18	BMF Rally, Peterborough, England.
May 17-18	Alsace Tour, Strasbourg.
June 1	TT Gathering, Creg Malin Hotel, Peel, Isle of Man.
June 8	Post TT Classic, Mallow Park.
June 15	Biggin Hill Air Show, England.
June 22	Goodwood Festival of Speed, England.
June 24	Performance Riding Day, Mallow Park, England.
June 29	Motorcycle World at Beaulieu, England.
August 22-25	Summer Festival, Bad Peterstal, Schwarzwald, Germany.
August 27	RAT/CLASS training school, Sears Point, Sonoma, California.
September 13-14	Ace Cafe Reunion, Brighton, England.
November 18-20	RAT Beaujolais Run.

Events in bold are exclusive to RAT members.

On the border

Loved by both tourers and sports riders, Germany's Eifel region is a motorcycling Eldorado, claims Wolf Töns.

The mysterious Eifel region of western Germany is a motorcyclist's dream. A land of lakes, forests, small villages and countless bends. Once you have savoured its unique flavour it will draw you back again and again.

A border land, squeezed between Germany, the Netherlands and Belgium, you can find it easily by taking the A4 motorway from Cologne

Simonskall is not much bigger than this.

to Aachen and leaving at Düren. Don't get drawn into the city

centre, which lost much of its charm during Second World War bombing, but travel in the opposite direction. Heading south, the landscape empties quickly and as soon as you have reached Nideggen, you are in true Eifel country.

It's worth entering the small town through one of its gates, which is far easier than it was in the 14th century when the Count of Jülich used to live there. Pass through another gate, and you have reached the Count's castle of

Cosy atmosphere in the Monschau streets.



Nideggen. Climb one of the towers and you'll see that there was no other access. The castle is situated on red sandstone rocks high above the Rur, the Eifel area's most important river.

As you make your way from the motorway deeper into the Eifel, the river forms an important part of the landscape. In Blens, the Rur's silvery

surface runs alongside the road for the first time and shares your route through a thickly forested valley to Heimbach.

The castle at Heimbach is even older than the one in Nideggen. Mentioned for the first time in 1016, it's the oldest castle in the region, dominating the river and village. Old architec-

ture mixes with new in its small streets - not always a proof of good taste - and that's true for the castle itself, to which concrete balconies and steps have been added in the past 1000 years. But despite their possible lack of grace, the balconies provide the perfect place to relax with a cup of coffee watching whoever crosses the stone bridge over





Crossing the border, you get to the 'Hammerbrücke' near Hauset in Belgium.

the river.

As you watch the smooth running river it's hard to imagine that just a couple of kilometers further down it becomes Germany's largest reservoir, the 'Rurtalsperre.' Whichever way you choose to ride around the Rurtalsperre, you will discover why it is here - because there's space that would be hard to find elsewhere in Germany.

The reservoir lies in the middle of forests and hills, with the only traces of civilization coming in the roads swinging and flowing through the landscape and hardly ever meeting a village. It's up and down, left and right all the time as the bright colours of flowers mingle

into the dark green of the forest.

It's a motorcycle Eldorado but unfortunately, at weekends it comes close to matching the Isle of Man's 'Mad Sunday' as supersport heroes wheelie up and down the road and show their scratched kneepads at the meeting point at the reservoir wall.

The parking is crowded, with hardly any space for the car tourists, but everybody peacefully queues up in front of the small kiosk for a cool drink or a handful of chips - and to exchange news about the police controls which do their best to keep the average speed down.

But the more you get away from the lakeside traffic the more peaceful the roads become - and smaller, too.

You enter a timeless world - so timeless that comes as no surprise to meet a man out running with his horse. Trotting along, he will show you the way and interrupt his outing for a chat, telling you the best places for a cosy stop to relax from your less strenuous afternoon pleasure.

But the best places are found off the beaten track, like the old mining village of Simonskall. Just a couple of houses, it would do well in a village beauty contest.

The scenery is dominated by black and white timber framed 'Fachwerk' houses. Such a building is the 'Hotel im Wiesengrund', a peaceful place of bird song and wind in the trees. Motorcyclists are welcome to stay overnight.

Another notable building is even more hidden. The Mestrenger Mühle is modestly signposted from the A 399. To get to the old mill, which was rebuilt in the spirit of the old days after a cruel fire only a couple of years ago, you have to follow a tiny road for three miles, ducking overhanging trees. Here, the forest is so close that the place is not spoiled by the sun, but it's a truly idyllic place of incredible quietness with enough space to explore on foot to see the old mill wheel still turning in a mossy side house.





But the Eifel can be crowded, too. Going South again, Simmerath gives you a warning what Monschau will be. But in contrast to the Simmerath, Monschau is worth the trip. The old village hides in a kind of Rur canyon.

The Hotel im Wiesengrund in Simonskall.

From the main road, you have a splendid view on the mosaic of

roofs and 'Fachwerk' houses to both sides of a river, leaning towards the rough rock covered by wood.

The artistic roof of the tower of the Protestant church and the ruined tower of the old castle dominate the village which spans the Rur, linked by tiny bridges.

To get through, you have to walk. There is nowhere to park your bike anywhere nearby and you have to share the large parking area with buses and the narrow streets with thousands of people. The many shops provide an ideal hunting ground for souvenirs of the area, and if you like porcelain dogs and countryside knitwear you will be glad to have fitted panniers to your bike! But do the shopping last and the sport first!

Steep steps lead you up to the old castle which is a youth hostel these days - nothing the builders would have dreamt of when erecting the walls in 1217. Open to all generations are quite a few places like the 'Red House' - no, not what you think, but an industrial society museum. In fact, Monschau was of quite some significance at that time, housing many important textile

manufacturers.

Away from Monschau and its crowds, towards the Belgian border, you will discover Röttgen, historic in a different, but more pleasant way - especially if you like old railways. The 'Vennbahn' is based on the small Röttgen railway station, taking tourists through the 'High Venn', the hilly continuation of the Eifel. A nice alternative, but no thanks - I would rather stick to my bike, be it for the Eifel or the High Venn.

On weekends, the Rursee is a motorcyclist's eldorado.



Hotels and contacts

Rhein-Mosel-Eifel-Touristik
Bahnhofstr. 9, 56068 Koblenz/
Tel. 0261/14024 fax. 14025

Hotel im Wiesengrund
52393 Hürtgenwald-Simonskall/
Tel. 02429 7155

Mestrenger Mühle
52393 Hürtgenwald 1/
Tel. 02427/1487

Tiger's tale

I bought the Tiger new from Jack Lilley Motorcycles of Shepperton at the end of May 1995 and immediately set off on a trip to the Isle of Man for the TT and then to Norway. In the first month it covered 5000 miles!

I quit work early in 1996 with the intention of somehow taking the Tiger down to South Africa, but in the meantime I had met my girlfriend who was fairly new to biking. We originally thought of riding two bikes to South Africa, but decided she wasn't ready yet.

As a result we ended up spending three months riding around the south of France and the north of Spain, based at a friend's near Toulouse. I spent some of the time riding with some very fast French road riders on Triumph Daytonas, Speed Triples and other sports bikes.

I also took the Tiger out on the 'Candy' circuit at Toulouse. This track is unique in that it is run by the local police and most of the time you can just turn up and take your bike out for a thrash. Better road safety statistics in the area since the track's opening suggest it has been a success.

I found the standard Tiger a bit of a handful on the track due to its weight, soft suspension and 21 inch front wheel which had been fitted to take a proper off-road tyre for the next stage of the journey.

It was also at night, on a narrow twisty circuit more suited to karts or 80cc racing bikes, but after a few laps I was on the pace with most of the local guys.

After France I fitted Michelin desert tyres and Jo and I went two-up on the Tiger through Europe to Israel and Egypt. We bungled into war zones

Triumph's Tiger has a reputation for versatility, but British owner Dave Berry has taken this to extremes. After using his Tiger as a long distance tourer he decided to convert it into a road racer! The result was surprising. He takes up the story....





and military areas, falling out with the Egyptian police.

We went two-up through the Negev Desert in Israel and the Sinai in Egypt in heat up to 50 degrees in the (non existent) shade. Much of the route was over desert tracks and the Tiger performed faultlessly.

We met a complete range of people, including the most generous people possible, rarely conforming to racial and ethnic stereotypes.

After all this, and with some 30,000 miles on the clock in just over a year, we decided to convert the bike to a road racer!

I wanted a bike to race and our friend Clive Wood and his team at Jack Lilley Racing wanted to get some publicity for beating the *Performance Bikes* Spondon racer in the KRC endurance series, so we pooled resources.

Clive had plenty of parts lying around from his earlier efforts developing and tuning Hinckley Triumphs over the last five years and I had the Tiger.

The modifications undertaken by Clive make a long list, but include fitting Trophy yokes, Trident handlebars and brake calipers and a modified Speed Triple swinging arm, drop links and drag links.

Brembo wheels were also borrowed from a Speed Triple and Super Three engine mounting plates, a Trident camshaft and a Daytona front

mudguard were brought into use.

We reckon the Tiger is now producing 108-109 bhp at the rear wheel, with top speed estimated at more than 160mph.

The first outing was at the Snetterton Six Hours endurance race in Norfolk during September, just three weeks after Clive had first laid hands on the bike.

Clive had been running a Speed Triple in the KRC series and was leading his class, but had already raided the Speed Triple for parts for the Tiger project, so couldn't fall back on it if the Tiger didn't work.

Jo and I arrived in the early hours of Sunday morning, after two weeks spent working as pit crew for a friend at the Manx Grand Prix and a week touring in Scotland. My friend had fallen in the Newcomers race and come second to last in the Senior, so we were hoping for better at Snetterton!

At lam there were still some lights on in the Snetterton pit garages and we sneaked in to take a look at my transformed bike. It looked..... well, different. Using my imagination it looked like a real tiger in mid leap, but someone referred to it as a 'turbocharged camel'. Whatever, I liked it and most people thought it looked 'mean' and 'streetfighterish'.

The three riders were Clive Wood, Ian Penfold and John Laker. Clive started the race as he's the most aggressive of the three riders. I don't know how he got away with leaning on the guy in front as he pulled across the track after the start, but he got away well.

Clive was potential the slowest of the three riders, but on the day there was nothing between him and Ian. After a bit of a dice Clive got ahead of the PB Spondon and the fastest Class D lap time for the first hour. We then went on to set the fastest lap for each subsequent session.

PB got ahead of us when our modified clutch cover started to

leak oil, contaminating the rear tyre. We had to pit to change the cover and frantically clean the tyre, which lost us over four laps, then just as we were starting to make up the lost time, the pace car came out and we lost another half lap or more as the riders bunched up behind the car. Still, that's racing.

We were well on the way to making up the deficit when it started to rain. We were running on standard Pirelli tyres and by this point of the race they were not capable of anything heroic.

But the rain also hit PB's Spondon. It cut out and they had to push in, losing over three laps and handing us an unassailable lead.

Overall, the Tiger was a big hit with the marshals and spectators. It gave them something interesting and different to watch and provided us with an unlikely base for a race winning machine.

For 1997 we are planning to take part in some 'BEARS' type races and might do some KRC endurance rounds. I might also try some hill-climbs, sprints or drag races and as we've got enough parts left over to build a chassis up for off-road use, I might even do a few enduros or even a beach race. The bike itself is also still street legal, so it might even be brought out for a trip to the TT - who knows?

One thing is for sure however. We will have to do without Clive and John. They will be running a Daytona T595 and I don't want to slow them down!



Letters



Far away friends

I WOULD like to introduce fellow members to the 'Amicale Motocycliste des Police Routières de l'île de la Réunion' - the police motorcyclists club on the island of La Réunion. I am the Vice President of the club and own a Tiger 900.

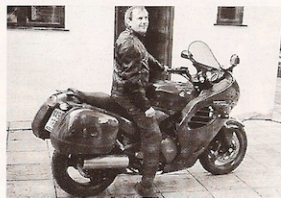
We have 480 members, with 200 motorcycles of various types and hold one monthly run, two dinner dances each year and an annual eight day trip to l'île Maurice.

We have over ten Triumphs among our number at present and they are starting to replace Japanese machines. All members of our committee are police motorcyclists, but our club members come from a range of professions including mechanics, doctors, bakers etc.

We would be happy to exchange photographs and letters with other RAT members, which would help to develop links within the world of motorcycling, and perhaps even lead to exchange visits and holidays.

My best regards to all RAT members.

Patrick Bomea, 48 Chemin Barouty, 'Pichette', 97419 la Possession, Ile de la Réunion.

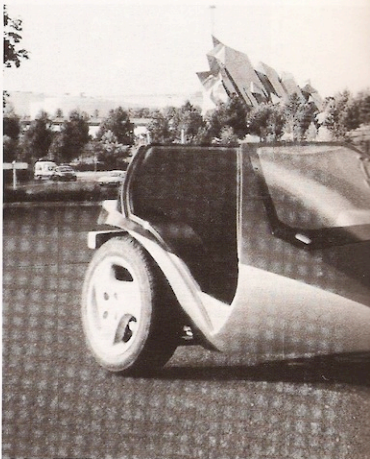


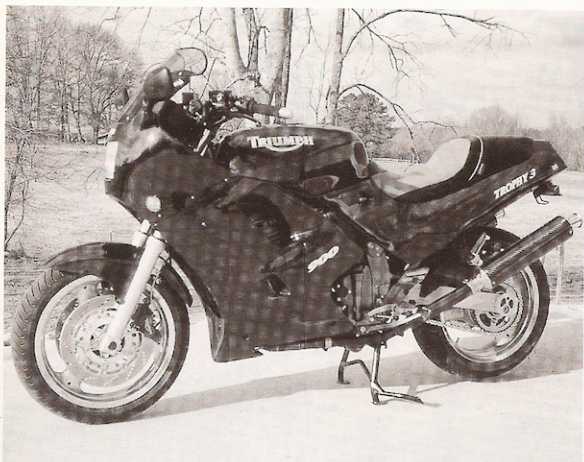
Totally Triumph

TO prove I am a long time Triumph fan, here's a picture of me, age seven, with a 1953 Speed Twin.

Things have moved on a bit, but at 49 I still ride a Triumph, this 1996 Trophy 900 getting me around these days.

David King, Verwood, Dorset, England.





Custom crazy

I'VE just received the latest edition of *Torque*. Great mag, just wish there was even more of it!

I am wondering what other guys are doing to their bikes. Here's a shot of mine to be going on with (above).

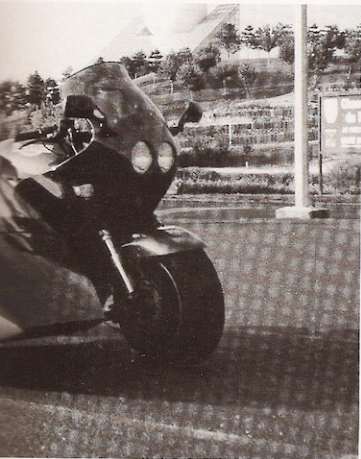
Let's ride!

Mark Penny, USA.

Bit on the side

HERE (below) is a picture of my Triumph sidcar outfit. The bike is a modified Trophy 900.

Joel Etisa, Perpignan, France.



Troubled past

DEAR Wolf Tons, I have read your article 'Highland Fling' and wish to correct one of your comments about Culloden.

The Culloden battle was not a battle for Scottish independence, as you suggest, it was the last battle to be fought in the British Civil War. There were as many Scots fighting on the King's side as there were fighting for Bonnie Prince Charlie.

The war was about an attempt to put a Roman Catholic king (Charlie) on the throne of Great Britain instead of a Protestant king, who was the Hanoverian, George II. Many of the Scottish clans fought against each other, depending on which side they were on.

Culloden's excellent visitors centre will provide you with good information.

Enjoy your holidays in my country.
Iain Cormack, Fife, Scotland.

Tour Down Under

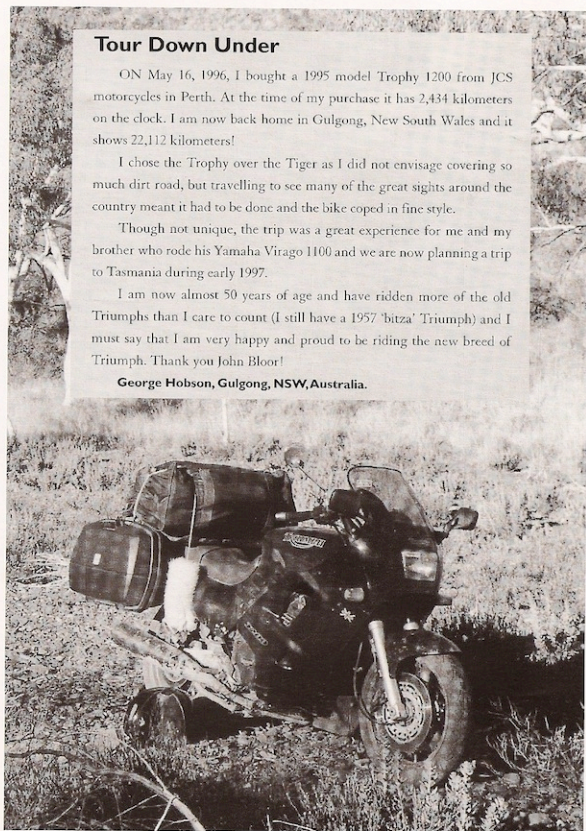
ON May 16, 1996, I bought a 1995 model Trophy 1200 from JCS motorcycles in Perth. At the time of my purchase it has 2,434 kilometers on the clock. I am now back home in Gulgong, New South Wales and it shows 22,112 kilometers!

I chose the Trophy over the Tiger as I did not envisage covering so much dirt road, but travelling to see many of the great sights around the country meant it had to be done and the bike coped in fine style.

Though not unique, the trip was a great experience for me and my brother who rode his Yamaha Virago 1100 and we are now planning a trip to Tasmania during early 1997.

I am now almost 50 years of age and have ridden more of the old Triumphs than I care to count (I still have a 1957 'bitza' Triumph) and I must say that I am very happy and proud to be riding the new breed of Triumph. Thank you John Bloor!

George Hobson, Gulgong, NSW, Australia.



A Living Legend



THE evocative sight and sound of the old factory racing Triumph triples of the Seventies lives on today in the classic racing movement.

The rules of classic racing allow

complete replicas to be campaigned on tracks throughout the world, and an international network of engineers manufacture brand-new frames, gearboxes and engine parts to the exact specification of the original factory designs.

This beautiful example was built by London's Norman Miles. The 'Miles Engineering' Tridents have remained a dominant force in the Classic Racing Motorcycle Club's 750cc and Open

classes during the Nineties and Norman's bikes will doubtless appear in the new 1997 'Formula 750' class being run by the International Historic Racing Organisation's world-wide series this year.

Where to see and hear the Racing Triples.

*Classic Racing Motorcycle Club
dates, 1997*

March 30 / 31	Cadwell Park
April 19	Snetterton
May 26	Mallory Park
June 21 / 22	Pembrey
July 5 / 6	Lydden
August 2 / 3	Three Sisters
September 20 / 21	Snetterton



Perfect paint

BEAUTY is in the eye of the beholder and Triumph ensure that every motorcycle leaving the factory is clothed in beautiful, richly coloured bodywork. Thanks to a painstaking process that subtly blends craftsmanship and technology, Triumph is justly renowned for its superb paintwork.

For while computerised control systems regulate factors such as spray booth temperatures and air pressure, the finish itself relies on the talent of Triumph's team of craftsmen which includes four highly skilled artists qualified to hand-paint coach lining.

The whole 60 strong painting team

is split into two eight hour shifts, with two moving tracks feeding the spray booths with a parade of parts.

Parts are wiped with spirit before being put on the track and then passing through a de-ionising anti-static treatment to ensure all traces of dust are eliminated before the painting process begins.

Two pack paints are used. Primer, base colour, lacquer and clear coats are applied in sequence, interspersed by temperature controlled rest areas that allow the bulk of the solvents carried in the paints to evaporate before the next coat goes on.

Painters in hooded overalls, breathing masks and surgical style rubber gloves treat the components as they pass by at a steady half metre per minute, giving the painter three minutes to complete the job and prepare for the next batch.

Cleanliness is vital to the process and no corners are cut to ensure it is maintained. Filters in the system are cleaned weekly and a constant 'water-fall' water screen on the back wall of each spray booth removes any traces of oversprayed paint before they have the chance to settle where they are not wanted.

Most painters on the line have been trained by Triumph to maintain this quality, but as team leader Darren Benton explains: "Even if they are qualified, the first thing we tell them is to forget how they've done the job in the past, this is how they will do it in future!"

The care lavished on applying the paint is equalled when the time comes to fix the machine's decals in place. After the component has spent 42 minutes in a drying oven, each decal is positioned and fitted by hand and checked for imperfections before being given a fresh coat of clear lacquer, 15 minutes air drying and a further 42 minutes oven drying.

A standard-finish part takes five hours to go through the whole six stage paint process, with the 'flamboyant' finishes currently used on the Thunderbird and Adventurer models demanding a further three stages and an extra two and a half hours' attention, not including hand painting the coach lines where necessary.

It's a long and complex process, but we think the results speak for themselves.



Choosing your oil

As bike technology continues to race forward with higher revving engines and increased performance, your choice of oil is now more important than ever before and is the key to getting the most from your machine. Richard Bowden gives some pointers.

You could be forgiven for being confused at all the technical classification on oil cans, but it isn't really as daunting as it may seem, and once you understand what the figures relate to, a quick glance at the label should tell you exactly what you're buying.

One of the most important classifications you should consider is the SAE (Society of Automotive Engineers) grade which is a measurement of thickness, or viscosity, of the oil. Originally, this consisted of one number, say 40 grade, but with the invention of multigrade oils the SAE classification now used two numbers to describe the oil's thickness at both low and high temperatures to give us a guide to its performance when you first start your bike and when the engine has reached normal operating temperature.

For example, a bike oil may have a

viscosity rating of 15W-50, where the W stands for Winter, or cold performance of the oil, and the 50 is a measurement of the thickness of the oil at high temperatures. The higher the hot temperature viscosity of the oil, the better it is at protecting your bike's engine against wear. An oil which has a low cold viscosity, will get distributed evenly around the engine much faster in the depths of winter, making starting easier. And because the oil is faster flowing at low temperatures it will ensure every moving part is protected with oil immediately, reducing engine wear considerably. That said, you should be careful; when using an oil for your bike with a cold viscosity lower than 10W, because these lubricants sometimes contain friction modifiers which can cause, amongst other problems, clutch slippage. As a guide, a 15W oil will perform normally down to -15 degrees C - more than enough to cope with winters in most countries.

Over and above the viscosity rating, you have to choose between mineral and synthetic oils. If you want the best for your Triumph, always use a synthetic oil such as Mobil 1 racing 4T 15W-50. Synthetics have proved to be one of the greatest leaps forward in oil technology and are about as far removed from mineral lubricants in the refining process as you can get. They are made from gases, one of

the purest products from the refining of crude oil, which through some very complex chemistry are synthesised to form new molecules. In their modified state, these molecules make superior lubricants that can cope with the most extreme operating conditions a modern bike engine can throw at them, which means they continue to provide protection when a normal mineral oil would, quite literally, break down under the stress.

The final consideration is the API (American Petroleum Institute) classification which is shown by a two letter code such as SH. This proves that an oil has passed a stringent set of tests which measure its performance in a range of different areas, like its ability to withstand heat or protect from rust. The API is constantly developing these tests and releases new codes which are increasingly difficult for lubricants to pass.

By following these simple guidelines when choosing your next oil, you can guarantee that you're providing the best possible protection for your bike's engine, whilst getting the highest levels of performance and power in return - your Triumph will love you for it!

Using the correct oil is important for both the performance and longevity of your engine.



Deals on wheels

Sleep well

MEMBERS touring in Europe can take advantage of major concessions agreed with giant hotel group Campanile/Clarine/Bleu Marine.

The French based group is offering special rates of typically 10 per cent below the published tariff throughout its chain of 168 properties.

Reservations can be made through the group's central booking office by calling +33 (0)1 64 62 46 36 and quoting the reference: RAT.

RAC savings

BRITISH based club members with DRAC Triumphcare Assistance can save 50 per cent on the cost of cover for any person in their family - and get FREE cover for themselves for any vehicle.

The RAC will provide half price cover for a close member of your family and include Joint Cover for yourself (worth £22) absolutely free.

Cover can be taken out for a range of services including breakdown and recovery.

To take advantage of the offer, call the RAC on 01454 209006, Monday to Friday between 9am and 5pm.

When an existing Triumphcare

membership is due to expire, you will automatically receive an RAC renewal offer at preferential rates.

* If you do NOT currently benefit from Triumphcare Assistance and are not an RAC member, but would like to join, RAT membership entitles you to a 10 per cent discount on your subscription. Call the RAC on 0800 716976 quoting reference MC0012.

French insurance cut

LARGE insurance discounts for members in France have been agreed with major insurers Sogerec Assurances.

Sogerec will give club members a 15 per cent discount on cover for Triumph motorcycles when they quote their membership number.

Sogerec can be contacted on (1) 48.81.14.14, fax (1) 43.81.19.48.

Luxury break

JOIN the jet set on the Côte d'Azur with a superb package being offered to RAT members by Monte Carlo's Vista Palace Hotel.

Members can book a large deluxe room with a balcony and panoramic sea view for the price of a standard room - equal to a 13.5% discount - as well as being welcomed with flowers, fruit and a glass of champagne. Perfect for a special occasion.

In the low season (January to April and October) daily room rates for club members are 1050 French Francs for a single room and 1250 FF for a double (normal rate 1250 and 1550 FF). In high season (May to September) the rates are 1300 FF for a single and 1600 FF for a double room. Prices are per room, per night.

For more details and bookings contact the hotel on (33) 92.10.40.00, fax (33) 93.35.18.94.

Under canvas

CAMPING specialists Select Site Reservations are running special packages for RAT members throughout the summer, including seven nights camping at Whitebridge Caravan Park, Killybegs, County Kerry, Republic of Ireland, one or two week packages at Los Gallardos, Almeria, Spain and a 'go as you please' package for Europe.

The Irish trip includes ferry crossing from Pembroke to Rosslare and costs £153 from 15 March to 17 July; £169 from 18 July to 28 August and £153 from 29 August to 31 October. Prices are for a motorcycle and two persons.

Two weeks at Los Gallardos will cost just £360 until April 30, with a one week trip priced at £311. This includes a return ferry crossing between Portsmouth and Bilbao with a two berth cabin each way.

SSR are also offering a package including six nights' camping vouchers and return ferry crossings for a motorcycle and

two people via Ostend or Dunkirk, for £136. This offer is valid up to July 10 and after August 20.

Between July 11 and August 19 SSR can offer £30 off all basic packages using the Sally Ferries' Ostend and Dunkirk services.

For further details and bookings contact Select Site Reservations on +44 (0)1873 859876.

Triumph tittle

TRUMPHER'S Greek importer produces its own brand of Triumph wine and is offering members the chance to try the tittle at £4 per bottle, half the retail value of £8.

Orders and shipping arrangements can be made by calling Triumph Hellas on +30 925 5917 or faxing them on +30 925 5918.



The right track

CUT the cost of finding your way around with RAC Publishing's range of maps and guides which are available at 15 per cent discount for all club members. Those also holding RAC membership will get 25 per cent.

Orders can be placed by calling free on 0800 550055.

Ferry good savings

DISCOUNTS of up to 35% off most major ferry operators' published prices have been negotiated for RAT members.

The rates apply to many routes to and from the UK and include Le Shuttle channel tunnel services.

For full details and bookings contact Motor Sport Travel on +44 (0)1759 373000 or fax +44 (0)1759 373111.

Get away

SPECIALIST motorcycle tour operators SH-C Travel are offering a worldwide range of deals for RAT members.

Examples include a 10 per cent discount on the cost of hiring a Triumph Thunderbird or Trident in New Zealand, complete United States packages including Triumph hire and 10 per cent off packages to South Africa.

Individuals or groups seeking a European tour can choose from 20 itineraries of between one and three weeks.

A range of insurance services, including 'top-up' and recovery policies are also available at a 10 per cent discount.

H-C are members of the Travel Trust Association, which ensures financial protection for customers and suppliers. They can be contacted on +44 (0)1256 707775, fax +44 (0)1256 771773.



Cheap thrills

The American Adventure Theme Park has always been a great day out. Now it's the best value as well.

Just present this coupon when you visit and up to six people can enjoy the day out for only £5 each.

This includes entry and an unlimited rider wristband which gives you access to all our major rides and attractions all day long.

- This voucher admits up to 6 people to The American Adventure Theme Park for just £5 per person, which is a saving of £5.98 per adult. Juniors (under 1.2m in height) save £3.98. Free admission for children aged under 4. The offer is valid until 30th September 1997. Management reserve the right to refuse admission to any party or parties. This voucher is not to be used in conjunction with any other offer and is not transferable. Go-karts, golf and coin operated rides are charged extra. Height restrictions apply. Please call to check opening dates and time.



24 hour hotline: 01773 769931.
Pit Lane, Ilkeston, Derbyshire. Signposted from M1 junction 26.

In Brief ...

Insurance and financial

Company: Fernet Insurance Brokers.
Product: Motorcycle insurance.
Offer: 10% discount on "TriumphCar" cover, special arrangements on other cover.
Contact: Fernet on 01708 768613.
Applies to UK only.

Company: Sogerec Assurances.
Product: Motorcycle insurance.
Offer: 15% discount for RAT members.
Contact: Sogerec on (1) 48.81.14.14, fax (1) 43.81.19.48.
Applies to France only.

Company: General Guarantee.
Product: Finance.
Offer: Priority rates.
Contact: Cliff Brewer on 01908 696001.
Applies to UK only.

Company: RAC.
Product: RAC membership and breakdown cover.
Offer: 50% discount for close family of holders of Triumphcare Assistance, including free Joint Cover for TA holders themselves. 10% discount on RAC membership for members not having Triumphcare Assistance cover.
Contact: RAC on 01454 209006 for Triumphcare holders; 0800 716976, quoting ref. MC0012, for other members
Applies to UK only.

Triumph rental

Company: Cruise America.
Product: Triumph and motor home rentals in the USA and Canada.
Offer: Discounts up to 20%.
Contact: Cruise America on +1-800-327-7799.

Company: Market Motorcycles / Fowlers of Bristol.
Product: Triumph hire in the UK.
Offer: 5% reduction on published rates.
Contact: Market Motorcycles on +44 (0)1442 825599, Fowlers on +44 (0)1179 770466.

Company: Triumph Hellas.
Product: Triumph hire in Greece.
Offer: 5% reduction on published rates.
Contact: Triumph Hellas on +301 925 5917 (phone) or +301 925 5918 (fax).

Company: H-C Travel.
Product: Triumph rental in New Zealand, USA and Canada.
Offer: 10% discount.
Contact: +44 (0)1256 770775, fax +44 (0)1256 771773.

Vehicle rental

Company: Avis Rent-A-Car.
Product: Car hire.
Offer: Discounts up to 10% plus special offers.
Contact: Avis Rent-A-Car on +1-800-331-4212.

Company: Cruise America.
Product: Motor home rentals in the USA and Canada.
Offer: Discounts up to 20%.
Contact: Cruise America on +1-800-327-7799.

Ferry crossings

Company: P&O European Ferries.
Product: Cross Channel ferry crossings.
Offer: 30% discount plus special offers.
Contact: +44 (0)990 980980 quoting ref: 50531.
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.

Company: Motor Sport Travel.
Product: Discount ferry fares, various routes.
Offer: Discounts up to 35%
Contact: Phone +44 (0)1759 373000, Fax +44 (0)1759 373111.

Hotel accommodation

Company: Hilton Hotels.
Product: Hotel accommodation.
Offer: 30-50% reduction on UK and European weekend break rates.
Contact: Hilton Hotels on 0800 856 8000 from the UK, +44 1923 250222 outside the UK quoting Ref: S35 for UK reservations or Ref: EW for European bookings.

Company: Campanile/Clarine/Bleu Marine.
Product: Hotel accommodation.
Offer: Special rates, typically 10 per cent below published tariff.
Contact: +33 (0)1 64 62 46 36 quoting the reference TRIUMPH.

Company: Hotel Regina, Serfaus, Austria.
Product: Hotel accommodation.
Offer: 10% discount, free swimming and garaging.
Contact: Bookings and information on +43 (0)5476 6253, fax +43 (0)5476 6739.

Company: Vista Palace Hotel, 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 92.10.40.00, fax +33 93.35.18.94.

Holiday packages

Company: Isle of Man Steam Packet Company.
Product: Package holidays in the IoM
Offer: 10% discount.
Contact: Phone +44 (0)1624 645645.

Company: Select Site Reservations.
Product: Camping and mobile home holidays in Europe.
Offer: Special packages
Contact: Select Site Reservations, Travel House, 34 Brecon Road, Abergavenny, Gwent, Telephone +44 (0)1873 859876, fax +44 (0)1873 859544.

Organised tours

Company: Triumph Owners Tours.
Product: Guided tours, including Scotland 1997.
Offer: 5% discount.
Contact: +49 (0)2205 92710 or fax +49 (0)2205 927129 for details and bookings.

Company: Enjoy Tours.
Product: Guided tours of south west Germany and Alps.
Offer: Up to 25% discount.
Contact: Telephone/fax +49 (0)7633 83580.

Company: Triumph Hellas.
Product: Guided touring holidays in Greece, including Triumph hire if required.
Offer: 5% reduction on published rates.
Contact: Triumph Hellas on +301 925 5917 (phone) or +301 925 5918 (fax).

Company: H-C Travel.
Product: Touring packages worldwide.
Offer: Various discounts, typically 5-10%.
Contact: +44 (0)1256 770775, fax +44 (0)1256 771773.

Literature and video

Company: RAC Publishing.
Product: Maps, atlases and guides.
Offer: 25% discount for RAC members, 15%

discount for non RAC members.
Contact: 0800 550055.

Company: Project Moto Ltd.
Product: Motorcycling videos.
Offer: 10% discount.
Contact: Project Moto Ltd, 5, Kinburn Street, London SE16 1DN, England, Telephone +44 (0)171 231 6331 or 0956 419257.

Company: EMAP National Publications.
Product: 'Bike', 'Performance Bikes' and 'RIDE' magazines.
Offer: 20% discount on subscription.
Contact: +44 (0)1858 435337 quoting reference NA25/A23 for 'Bike', NO36/011 for 'RIDE' or NH2/H26 for 'Performance Bikes'.

Training courses

Company: CSM.
Product: Motorcycle training in the UK.
Offer: 50% discount on SMART courses, extra saving on group bookings.
Contact: 0800 600 900.

Company: Shire Training.
Product: Advanced motorcycle training.
Offer: Special courses for RAT members at 10% discount.
Contact: Shire Training on +44 (0)1480 464689.

Company: CLASS Motorcycle Riding School.
Product: Performance riding course at Sears Point Raceway, California.
Offer: Special RAT course on August 27, 1997. \$275.00 per rider.
Contact: CLASS on (805) 933-9936 or fax (805) 933-9987.

Company: Mallory Park, Leicestershire, UK.
Product: Performance riding course.
Offer: Special RAT course on June 24, 1997. £95 per rider.
Contact: Mallory Park on +44 (0)1455 842931 or fax +44 (0)1455 848289.

Sports events

Company: Mallory Park, Leicestershire, England.
Product: Motorsports events.
Offer: 20% discount for pre booked tickets
Contact: +44 (0)115 912 9128.

Miscellaneous

Company: 'Buddy Holly' musical / Hotel Berlin, Hamburg.
Product: Musical show and accompaniment.
Offer: 10% discount on tickets, accommodation package.
Contact: For show information and bookings call +49 (0)1805 1997; for hotel and ticket package call +49 (0)40 251 640 (fax +49 (0)40 251 64413), quoting the reference "Triumph".

Company: Tony Upsall.
Product: Oil paintings.
Offer: Special rates for fellow members.
Contact: The School House Inn, Low Marshes, Malton, North Yorks, YO17 0RJ, England (telephone +44 (0)653 668247).

Company: American Adventure Theme Park, England.
Product: Leisure park.
Offer: Over 50% discount on entry tickets.
Contact: American Adventure on +44 (0)1773 769931.

Company: Triumph Hellas.
Product: Triumph labelled Greek wine.
Offer: 50% discount on retail price, £4 per bottle instead of £8. Plus shipping.
Contact: Triumph Hellas on +301 925 5917 (phone) or +301 925 5918 (fax).

Tank bag and harness.

Designed specifically for the T500 series, this tank bag has a capacity of 16 litres that extends to 24 litres. The bag is supplied with a harness which remains on the motorcycle tank. It has an integral water resistant cover and a carrying strap for use when the bag is removed from the bike. A key feature is the removable map pocket which can be fitted over the cover when riding in wet weather. (Part no: A9510010). Also fits T509.

Carbon fibre tank pad for T595 and T509. (Part no: A9720003)



Carbon fibre standard level race exhaust for T595 and T509. (Part no: A2200514)

Colour co-ordinated seat cowl. (Part no: Lucifer Orange, A9708005-ED; Jet Black, A9708005-PG (original equipment on T595).

Alarm.

The T595 and T509 alarm is a personalised version of the Datatool Series II. The LED is fitted as original equipment on both the T595 and T509. On the T595 the LED is fitted in the front parking light and on the T509 it is located by the ignition barrel. The motorcycle is manufactured with a dedicated alarm connector which allows a quick and easy fitment by the dealer or owner. This alarm powers the motorcycle horns as well as its own internal siren. (Part no: A9801004). T595 and T509.



High level carbon fibre race exhaust. (Part no: A9608000). Available for T595 and T509.

Tasty treats for T500s

TRIUMPH have unveiled a dedicated range of accessories to complement the superb Daytona T595 and T509 Speed Triple range. The full range is available from all official Triumph dealers.

Front mudguard extension for T595 and T509. (Part no: A9708006)

Also available - Paddock stand.

Our paddock stand has been designed in conjunction with the T500 series single sided swinging arm and enables rear wheel removal for general maintenance and cleaning and precise chain adjustment. (Part no: A9750037). T595 and T509.

Aluminium wrap race exhaust. (Part no: A2200512). T595 and T509.

Fork protectors. (Part no: A9641005). T509 only.

Chain and sprocket set. (Part no: A9950006). T509 only.

Rear wheel nut socket. (Part no: A9930005). Essential for rear wheel removal on T595 and T509.

Note: Race exhausts are sold for off-road and closed circuit competition use only.

Carbon fibre rear hugger and front mudguard.

The rear hugger is designed to minimise spray under the rear of the motorcycle and the rear suspension unit. The carbon weave pattern is distinctive and of premier quality, adding to the cosmetic appearance of the bike. (Part no: A9950068). The front mudguard is matched to the rear hugger. (Part no: A9950067). Also available for T509.

Colour co-ordinated fly screen.

The fly screen is available in both Lucifer Orange and Jet Black. This is designed to provide wind protection as well as having striking visual impact. (Part no:



Lucifer Orange, A9748000-ED; Jet Black, A9748000-PG). T509 only.



GORE-TEX

Guaranteed To Keep You Dry®



The perfect combination - modern function and classic tradition. Triumph Motorcycles and Gore have joined forces to produce a range of motorcycle clothing to the highest standard.

Feel secure in the 100% satisfaction guarantee that these products are the most durable waterproof, windproof and breathable available. Triumph and Gore - together leading the way in high performance protective clothing.

THE
Triple
CONNECTION

Trophy Gore-Tex suit

A colour co-ordinated all-season suit constructed from a three layer Milano fabric. This garment provides a lightweight solution to combat the elements.

Trophy Glove

A glove which combines leather and a tough outer nylon construction to resist the worst of conditions.

Trophy Boot

A touring boot which appeals to the discerning tourer by offering comfort and safety but not neglecting Triumph's keen eye for style.



Daytona T595

