

TORQUE

THE MAGAZINE OF THE RIDERS ASSOCIATION OF TRIUMPH



No 14

Winter 1999

UK/Rest of the World edition



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fever

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Upfront

THE excitement around the Triumph name continues to grow. Hard on the heels of the mould breaking T500 Daytona and Speed Triple models and the standard setting Sprint ST, the factory has released two stunning new bikes for the year 2000.

We've already seen the Sprint RS, and now Triumph has unveiled its challenger for the world's most hotly contested class – Supersports 600s.

With their incredible performance, light weight and amazing handling, a sports 600 offers the best all-round choice for many sports riders. The world's biggest motorcycle manufacturers have already recognised this and established their own contenders. Now Triumph are taking them on head-to-head.

It's a tough call, and not one that Triumph has taken on lightly, but the company has proved it can make motorcycles that compare with the best in the world and are confident that the TT600 will continue that proud claim.

It should also attract many new riders to Triumph ownership and RAT will be welcoming them with open arms. As well as our already extensive programme of touring rides and members meetings, we are looking closely at expanding our sports riding programme for next season. It's too early to give full details yet, but don't miss the next edition of Torque (out early March) for a full update.

With Winter upon us (unless you live in the Southern Hemisphere you lucky lot), now's the time to cheer ourselves up by thinking about next season's riding.

The club organised, or provided special facilities for members, at over 200 events last season and next year's programme will be even bigger and better.

You will see from this edition of Torque that the schedule is already coming together, so get out that new diary and start making plans! Whatever your riding style and whatever Triumph you own, there's no better way to get the most from your bike than taking part in RAT events.

The events detailed in this edition are just the start however. We are working hard to develop the schedule to cater for all Triumph owners, wherever they live and whether they enjoy touring, cruising or sports riding.

The full schedule will be in place for the Spring issue of Torque which will be published in the first week of March, so don't miss it.

Neil Webster, International Manager, RAT



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Super 600

comes out fighting



TRIUMPH have unveiled a brand new contender to take on all-comers in the fiercely contested 600cc sports bike class.

The TT600 is an all-new machine, featuring a 110 PS four cylinder engine in a lightweight aluminium perimeter frame weighing just 10.6 kilograms. Launched at the UK's International Motorcycle Show in Birmingham in November, it is designed to compete with the best machinery in its class.

Its development has included more track testing than for any previous Triumph, with test riders drawn from both Triumph's own highly-experienced team and from the world of grand prix racing.

The result is a chassis tuned to provide exceptional cornering stability, superb handling and extreme agility and an engine combining a relatively low cubic capacity with very high revs and a high specific power output, close to 190PS per litre.

The machine is however designed to meet all current and projected worldwide emission standards, with 98PS and 34PS versions being available to satisfy local legislative requirements.

The fuel injection system uses the Sagem MC1000 EFI system, with individual fuelling maps for each cylinder ensuring maximum efficiency at all times. No other machine in the class approaches this level of sophistication. The TT600 is also the first Triumph to include a forced air induction 'ram air' system to improve combustion efficiency.

Innovations in the engine department include forged pistons, the largest inlet valves fitted to any 600cc four cylinder supersports machine, all-aluminium cylinders featuring Nikasil coated liners to provide excellent wear characteristics and top quality high pressure die cast crankcases.

Brand new machining facilities have been installed in Triumph's Hinckley factory to produce the crankcases, cylinder heads and crankshafts for the 600, underlining the company's total commitment to the model.

The TT600's chassis and bodywork is also entirely new and is the result of extensive track, road and wind tunnel testing, while the aluminium frame's twin spars are constructed from four-cell material. This entails three inner walls running along the length of the spars, creating four square-section inner tubes in the single spar, which makes them incredibly strong with very little weight penalty.

The resulting package is a lightweight sports bike destined to set the class on fire. The first machines will be available in March, in a choice of Jet Black and Racing Yellow or Tornado Red and Aluminium Silver.

Specifications –

- Engine:** Liquid-cooled DOHC in-line four cylinder
Capacity: 599cc
Bore and stroke: 68 x 41.3mm
Compression: 12:1
Fuel system: Sequential electronic fuel injection
Maximum power: 110PS (108bhp) @ 12,750 rpm
Maximum torque: 68Nm (50.5 ft-lbs) @ 11,000 rpm
 (Figures taken without forced air assistance)
- Note:** Power/torque figures may vary according to specific market restrictions.
- Frame:** Aluminium beam perimeter
Swingarm: Twin sided aluminium alloy
Suspension: Front – 43mm cartridge forks with dual rate springs. Adjustable for preload, compression and rebound damping.
 Rear – Monoshock with adjustable preload, rebound and remote compression.
- Brakes:** Front – Twin 310mm floating discs, four piston calipers.
 Rear – Single 220mm disc, single piston caliper.
- Dry weight:** 170 kg (374 lbs)
Seat height: 810mm
Fuel tank capacity: 18 litres (4.8 US gals)

Taking the reins

YOU might like to make a note of a few changes to Triumph's international distributor network.

Triumph distribution in Canada and Sweden will now be handled by Triumph subsidiary companies, with Triumph Motorcycles America Ltd looking after Canada and Triumph Motorcycles AB taking the reins in Sweden.

Chris Ellis stays with Triumph as manager of the Canadian market, with Krister Akerblom also staying with Triumph to look after Sweden.

Triumph distribution in Portugal is now being looked after by Madrid-based Pro Europa, who also distribute Triumph motorcycles in Spain.

Royal appointment

TRiumph's Sprint ST has been chosen as the official motorcycle for the Prince of Wales' private office. The bike is being used to deliver important mail and documents and to act as an outrider at official functions.



Flying the flag

GERMAN Triumph dealers ZSO of Leverkusen and J&A in Numbrecht have produced Union Jack paint schemes for the Daytona 955i. If you're interested give them a call on +49 (0)2171 44577 (ZSO) or +44 (0)2293 6044 (J&A).



Top man

SHEPPERTON dealer Jack Lilley Ltd scooped top honours at the annual Motor Cycle News awards held recently.

Coming out on top in the 'Dealer of the Year' category, store owner Steve Lilley commented: "I'm absolutely knocked out. This award is for the team at Jack Lilley reflecting the hard work and dedication we all put in

every day of the year"

The awards scheme began in 1996 to honour excellence in motor-cycling.



Good as new

TOUGH nut Nick Sanders set a new endurance mark when he circled the world in just 31 days on a Triumph Daytona 900 back in 1996. Now one of the secrets of his success has been unveiled.

Sponsors Mobil Oils have stripped down the Daytona's engine and discovered that the Triumph unit was still within the factory's tolerances for a new engine, despite its history of hard living in Sanders' hands.

Fed on a diet of Mobil 1 Racing 4T oil, the engine displayed only marginal deposits of sludge on the interior surfaces and bores, while the pistons and piston rings were in good condition and largely free of lacquer and carbon deposits.

Camshafts, followers, valves, bearings and crankpins also emerged unscathed and no replacement parts were needed for the gearbox or clutch.

"The visual cleanliness of the Triumph engine was remarkable, as was the absence of smell," said Mobil's Automotive Technical Manager Mike Frost. "After a thorough examination of each component we can say that despite an extremely testing journey around the world, the engine is essentially as good as new."

See 'On Tour' for details of Sanders' latest Triumph-mounted adventure.



Despite a gruelling record breaking round the world trip, the engine of Nick Sanders' Daytona 900 was "as good as new," according to Mobil technicians.

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Stephenson's rocket

BBRITISH racer Stuart Stevenson has won the UK's prestigious Roadstocks Championship for road legal machines aboard a 1997 Daytona T595.

Despite having 7000 miles on the clock, the Jack Lilley Motorcycles backed machine carried Stuart to 21 wins out of 28 starts, ahead of many more modern machines from

all leading manufacturers.

"The bike has performed immaculately all year and results have occasionally looked easy because of the way the T595 drives off the line, making lightening starts simple. All year it has only failed to finish once, and that was because I fell off in wet conditions while I was leading by eight seconds!"

Apart from a race exhaust and suspension modifications, the bike is virtually standard.



Stuart Stephenson took the UK's Roadstocks Championship on a 1997 Daytona T595.



Tony Griffiths from Speedway Motorcycles (left) with pack co-ordinator Malcolm Leddington.

Speedaway in the *West Midlands*

FLYING the Triumph flag in the West Midlands are new signings Speedway Motorcycles of Warley who have recently joined the UK Triumph dealer network.

"Speedaway are a progressive dealer with a great deal of experience selling non-

Japanese marques," said UK sales and marketing manager Bruno Tagliaferri. "We have every confidence Speedway will promote and support Triumph in the West Midlands area alongside Ideal Garage." You can contact the dealership on 0121 559 1270.

Tasty rates *for new 600*

TRIUMPHCARE' Insurers Fernet Ltd have promised competitive rates for buyers of Triumph's new TT600 sports bike.

'Live' quotations produced by Fernet on the Triumph stand when the TT600 was launched at the Birmingham Motorcycle Show in November confirmed that the programme will continue to offer good value cover to owners of even the sportiest Triumph models.

"Cooperation between

Triumph and TriumphCare Insurance over the six months preceding the launch of the TT600 resulted in highly competitive rates being set for the new bike," said Fernet's Paul Ellegard.

"The motorcycle insurance market traditionally loads higher performance bikes, but the TriumphCare scheme treats the Triumph owner differently due to a favourable history of experience and use of effective acceptance criteria."

The scheme has now

been operating for almost eight years, with no revision in premiums for the last six years.

Although governed by fairly strict acceptance criteria, the scheme now covers over one third of all Hinckley-built Triumphs in the UK and offers additional premium savings for machines fitted with security devices as well as 15 per cent discount for RAT members.

Quotations can be obtained direct from Fernet on 07000 337638.

Totally Triumph

HERTFORDSHIRE dealer Market Motorcycles of Tring have shown their confidence in the Triumph marque by becoming a solus Triumph dealer. "There are some very exciting new models just around the corner, prompting us to commit ourselves entirely to Triumph," said sales executive Nigel Lee who can be contacted on 01442 822599.

Sales success

TRIUMPH sales in the UK to the end of September are up an amazing 32% against the same period last year. Three key models have contributed to this success, namely the Daytona 955i, the Sprint ST and the Legend. Despite extremely stiff competition, the Daytona is in the top six best selling large capacity sports bikes and the Sprint is Britain's second best selling sports/touring motorcycle in only its first full year of production.

The ever-popular Legend is Triumph's best selling classically styled machine, proving its excellent all-round capabilities.

End to End

RIDING from the south-western tip of England to the north-eastern tip of Scotland in October might not be everyone's idea of a perfect weekend, but it proved a big enough challenge to attract a group of RAT members.

Around 20 members left the start line at the Lands End Hotel in Cornwall on the Saturday morning, with almost all managing to fight through torrential rain and force eight gales to reach John O'Groats on Sunday afternoon, accompanied by a group of Scots members who joined up for the last leg on Sunday morning.

Most riders took a scenic route that stretched the standard 874 miles distance well beyond the 900 mile mark for the full trip – not including getting to Lands End or home from Scotland, which more than doubled the total for most riders!

George and Penny Rennie from Corby, Northants, took the award for the 'Hard Work' trophy, having battled through the whole route two-up on their unfaired first generation Speed Triple.

Bad Luck award went to Paul Guile who completed the run on his Thunderbird only to be knocked off his bike ten miles from home by an American FBI agent on holiday who forgot which side of the road to drive on! Neither bike nor rider suffered serious damage.



Some of the hardy souls who completed the first RAT 'End to End' Run.

Salt Road success



of the Cévennes were the reward for members who took part in October's 'Salt Road Run' organised by the Nimes Techno Moto RAT Pack.

Saturday saw everyone's imagination being tested by a devious treasure hunt quiz leading from the medieval walled city of Aigues Mortes through the 'Petit Camargue' and into the hills of the Cévennes and the Aveyron.

Everyone made it to the finish at the picturesque village of La Couvertourade,



Superb riding and excellent organisation made the first Salt Road Run a resounding success.

TWO days' fantastic riding in the hills but only four riders managed to make it without using their emergency map. The winner was Sprint ST rider Vincent Borel, from Prades Le Lez, who managed to answer most questions.

A fantastic 'Petit déjeuner Aveyronnais' got things underway for Sunday's relaxed guided ride through the hills – a trip to the top of Mont Aigoual being abandoned due to mist on the mountain – with a lunch stop in Ganges following a superb ride down the valley of the Hérault.

The finish was at the Musée des Motos et Vélos at Pont du Gard, where all members were treated to free entry and coffee before breaking up to head for home.

Champagne celebration

MEMBERS from Germany, Luxembourg, France and England made up a 30 strong group who visited Champagne for a weekend's riding in September.

The visit coincided with the harvesting of the grapes for this year's champagne, providing an atmospheric backdrop of sights and smells to the weekend's rides which threaded through the region's famous vineyards.

Devised and led by club manager Neil Webster, Saturday's route explored the vineyards between Reims and Epernay, while Sunday's ride headed north from Reims over the Chemin des Dames and on to the impressive hilltop cathedral city of Laon.

A impromptu group dinner for around 30 people in central Reims on Saturday evening caused some initial consternation for the chosen restaurant's staff, and much enjoyment among the Triumph group as they watched the manager becoming more and more stressed, but the meal worked out well and everyone had a good evening. Even the manager was smiling at the end!



The Champagne Weekend allowed members to share the sights, sounds and smells of the annual harvest in the world famous vineyards.

In the mountains of Flanders



Top: Armentière's Place de l'Hotel de Ville provided an impressive starting point.

Above: A rest stop on the Mont des Cats allowed time to buy the local cheese made by the monks who live in the Mont's abbey. Bottles of 'Bière des Trois Monts' had to be saved until the ride had finished!

Right: The fine weather allowed an open air lunch stop at Bergues.



THE surprising routes of the 'Mountains of Flanders' welcomed the first RAT Run organised by the Avenir Moto pack from Lille in September.

A strong attendance of over 30 riders met in the Place de l'Hotel de Ville at Armentières to collect their road books for the route devised by member Bertrand Goyez which visited picturesque Mont des Cats, Mont Noir, Rodeberg and Cassel.

As well as enjoying with the panoramic views over the Flanders Plain from these commanding high points, the riders were able to explore some little used roads that repeatedly snaked from France into Belgium and back.

Dutch speed

HOLLAND'S seaside Zandvoort circuit rang to the sounds of Triumphs in August when a capacity 120 riders took part in a Triumph Track Day.

Perfect conditions and the twisty Zandvoort short circuit proved ideal for the event, which saw participants spend the morning practicing riding skills under the eyes of qualified experts before being let loose for four track sessions during the afternoon.

Machines ranged from Daytonas and Sprint STs to Tigers and Trophys, with riders split into three groups to accommodate all levels of experience and speed.

A Benelux track day is already being scheduled for next season. Members from all countries will be welcome.



Triumph riders took over a sun-soaked Zandvoort circuit for a day in August.

Swedish stunner

SUPERB lake and coastal scenery formed the backdrop to a successful first Swedish RAT Weekend which covered the west of the country in September.

The excellent route planned by member Joakim Lindblad was complemented by terrific sunny weather as the party skirted Lake Vanern from the

start at Karlstad on Saturday, calling at Haverud for lunch and a visit to the historic lock, aqueduct and viaduct complex.

The ride then headed for the coast and a coffee stop at the fishing village of Skarhamn before reaching the impressive

Stenungsundbaden Yacht Club hotel for an overnight stop and a dinner by the scenic Stenungsund waterway.

A large party from Goteborg, led by Triumph dealer Johan Iseback, swelled numbers for Sunday's ride which took the party to the stunning waterfalls and rapids of the Trollhatten hydro-electric complex and the south of Lake Vanern for a rest stop at the lakeside Otterstad castle before breaking for home.



Otterstad castle was an impressive finishing point for the first Swedish RAT weekend.



A network of ferries links the islands off the western Swedish coastline.



The fishing village of Skarhamn provided a picturesque coffee stop on Sunday afternoon.

Around *the world* ...

▼ Norway's first official RAT Run was held in September with a group of members braving the wet weather for a successful inaugural ride.

Starting from Triumph dealer Classic Motorcycles of Tonsberg, the route took in narrow and twisty roads around the Vestfold and Telemark areas, finishing with a hot dinner in the late afternoon.

"Considering the weather we were very surprised that so many members took part, but everyone stayed to the end and the atmosphere was really good," said Norway's national RAT manager, Simon Dimmock.

▼ A cross-country route took members from the Wicklow Mountains south of Dublin out to the wild western coast of County Clare and the sheer drops of the Cliffs of Moher in the club's Irish Adventure weekend in August. Typical Irish hospitality and plenty of Guinness in the evenings complemented a memorable weekend.

▼ The mystery of the Loch Ness Monster remains unsolved despite club members

spending a weekend by the shores of the famous Scottish lake. Undeterred by their disappointment of not spotting the monster, the members enjoyed a superb weekend's riding in the Highlands.

▼ Fifty riders joined up for the finale to the UK's riding season with a ride around Mount Snowdon in Wales. Fine weather added a surprise bonus to a suitable end to the club's most successful season yet.

▼ Members in the States are welcoming a rapidly growing programme, with well attended events in the Oregon 'North West RAT Fest' and 'Californian RAT Riot' adding to the club's popularity. A greatly expanded schedule is planned for next season.

▼ And don't forget – members are welcome at all RAT events in all countries, so why not put some of our year 2000 events in your diary now and meet other Triumph enthusiasts at the same time as sharing some memorable motorcycling experiences?

Competition winners

THE winners of the Spring competition were drawn on the Swedish Lakes and Coast Run. Harald Nebel, from Burgwedel in Germany won the Triumph Horizon leather jacket, while Philippe Goubet from Meylan, France, and Matt Marino from Colorado Springs, USA, each won a RAT polo shirt.

The answers were –
The Factory Open Day was on July 18.

Zandvoort was the location of the Dutch track day.

Triumph production at Hinckley started in 1991.

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Dragon Tales

MEMBERS from as far afield as Kent and Hertfordshire joined the Beacon Blast held in late September, when the club spent a terrific day riding the roads of mid Wales. Hosted by M & P of Bridgend, the circular route bobbed and weaved through excellent Welsh scenery before finishing back in Abergavenny.



Gathering for the Beacon Blast



Some of the Triumphs that made it to Duxford.

Duxford *delight*

FIGHTERS and bombers from a bygone era set the scene for the club's visit to Duxford Air Museum in September. Hosted by Market Motorcycles of Tring the run followed a route over Dunstable Downs before heading east towards the Cambridgeshire aerodrome. "With around 30 Triumphs here I think this has been a real success," said Nigel Lee of Market Motorcycles.

Wolds *wanderers*

BLISTERING sunshine and superb roads were the main ingredients for the Wolds Weekend when we explored Lincolnshire and East Yorkshire in late July. Riding from Lincoln to Pickering.

RAT members experienced Caistor High Street which is in quintessential English countryside and nowhere near a town as the name might suggest. We're returning to the Lincolnshire area in March – see 'What's happening?' for further details.

Taking the *Cheese*

CHEDDAR Gorge welcomed RAT members who took part in the club's run to this popular tourist attraction in September. Despite heavy rain, the challenging route was enjoyed to the full as we soaked up the scenery the ride had to offer. Rafferty Newman of Fareham hosted the 120 mile run and they can be contacted on 01329 232424 for more details of future pack events.

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Mountain Rangers

FINISHING the RAT Run season in style, the club's 'Mountain Run' saw more than 40 Triumphs head for Mount Snowdon in beautiful North Wales. Hosted by Telford dealer Wylie and Holland the day was blessed with warm autumn sunshine and magnificent scenery. Said pack co-ordinator Bryan Adams: "This is the first regional run we've hosted and the turn out has been brilliant. Roll on next year!"

RAT's got the cream

DEEPEST Devon was discovered by RAT members who enjoyed the club's 'Devon Cream Weekend' held in early October. We spent two days riding excellent roads led by pack leader Paul Witherford of Bridge Motorcycles. Saturday night saw a group of 16 sit down to dinner at the RAT table in The Old Coaching House, Chudleigh, giving the weekend a real party feel. Look out for similar events next year.



Taking a breather in dramatic Glencoe.

Monstrous fun

MISS the 'Monster Weekend?' Shame on you, as the A82 must be one of the best roads in Britain to explore by motorcycle. Scorching sunshine accompanied over 20 Triumphs to Inverness from where we rode to

Pitlochry, crossing the spectacular Grampian Mountains before breaking for home following afternoon tea. For more Scottish RAT action see 'What's happening?' in this issue, and this time make sure you don't miss out!

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PACKchat

▼ **MARKET Motorcycles** of Tring will be meeting on the second Sunday of the month at 1pm during January, February and March. Their venue, The Coach and Horses in Newgate Village, remains unchanged.

▼ Beverly Williams of **Fowlers of Swindon** now has a RAT pack coordinator working with her. Peter Clarke will be organising pack runs and has



Sally Blackwell of Wylie and Holland pictured with Bryan Adams (left) and Richard Stilwell



Paul Armer, part of the Eddy's Motorcycles Pack co-ordinating team.

already committed to arranging the Wye Valley regional RAT Run – see 'What's happening?' Further dates will be announced in the spring issue of Torque out on the first of March.

▼ In the south east, Essex dealer **Ongar Motorcycles** are busy preparing for a full year's activity. Based in Great Dunmow, they have several events planned for next year giving Essex and south eastern members even more choice of events.

Regular RAT Runner Ken Kirby will be RAT Pack co-ordinator, working alongside dealer principal Alan Gurden.

"We're looking forward to hosting a regional event next year as well as linking up with other RAT Runs and weekends," said Ken. Give Alan a call on 01371 875252 for further details.

▼ Covering the north of the country, **Eddy's Motorcycles** in Leeds have a packed events calendar for next year. Helping Eddy is a co-ordinating team of Paul Armer, Danny Mountain and Harvey Bosomworth who will all be planning and leading RAT Runs during the season, starting in March – see 'What's happening?' for further details with additional dates to be added in the next issue.

▼ New West Midlands dealer **Speedway Motorcycles** are already looking forward to joining the packed RAT 2000 programme. Tony Griffiths and Steve Bastable of Speedway will be working with pack co-ordinator Malcolm Leddington who is busy preparing for next year.

"We're planning the 'Cosford Museum Run' for March and we'll be joining other regional events, too", said Malcolm.

▼ Heading north, **Two Wheels of**



Beverly Williams of Fowlers Swindon with Pack co-ordinator Pete Clarke.

Edinburgh have a busy summer schedule planned. Give Neil Danskin a call on 0131 667 7305 for further information and check out the diary dates list.

▼ **Windy Corner** continue to meet on the first Wednesday of the month at MIRA social club. You can find MIRA on the A5, approximately 3 miles north of Hinckley. For further information, you can call Roger Winterburn of the Leicestershire dealer on 01455 842922.

▼ London's **Boyer Racing** are arranging a return visit to the popular Motorcycle Loft Hotel in Belgium. They're leaving on the 29 April and returning on the 2 May. Call Bill Saker on 0181 854 8133 for more details.

▼ **Wylie and Holland** of Shropshire now have regular runs and meetings. On the first Tuesday of each month you'll find them at the Pheasant Inn in Admaston. Call Sally Blackwell at Wylie's on 01952 248868 for more information.



Ken Kirby - Pack co-ordinator with Ongar Motorcycles.

Lapping up the Lakes

WEATHER usually associated with a tropical storm greeted RAT runners taking part in the first Lakes Weekend, in August. Not that this spoilt an excellent weekend that saw us ride all over this wonderful part of Britain.

Starting in Lancaster, we took lunch at the 'Ratty Arms' before riding to Penrith in the afternoon sun. Sunday was spent absorbing the fantastic roads and scenery but with so much on offer, a return visit next year has already been planned. Don't miss it.



Was ever a pub more aptly named?

French Spring Break

WHY not start the season in style by joining our French Spring Break in the Pas-de-Calais region of northern France on May 5 to 7?

The weekend will be based at the comfortable Chateau des Tourelles hotel, at Le West near Boulogne, and will feature guided rides on both Saturday and Sunday.

The area is just 30 minutes from Calais, and is often bypassed by visitors to France as they hurry on to other areas, but we will take our time to explore some of the excellent roads in the area and make the most of the hotel's excellent restaurant.

To make things easy for UK members we have arranged a weekend package with Allez France which includes return Eurotunnel crossings and two nights in a twin room, with breakfast and dinner on both days.

Prices are £159 per person for two adults sharing a motorcycle and a room; £206 for a solo rider willing to share a room; and £220 for a solo rider who requires a single room.

To book a place, call Amanda Rye at Allez France on 01903 748178.



The pretty Chateau des Tourelles near Boulogne is the base for our French Spring Break in May.

Members from other countries can book direct with the hotel by calling +33.3.28.38.53.53 (fax +33.3.28.38.53.54) to book a room. Say you are with the Triumph group.

The hotel was a base for a similar event last Spring and was so popular it has been decided to visit again.

Rallye du Coté du Corbières

GREET the arrival of Spring by taking part in the Rallye du Coté du Corbières in the South of France on March 26 and 27.

The event will include both a treasure hunt style ride on the Saturday and a gentle guided run through the Corbières vineyards on the Sunday.

The programme starts from Cournonterral, a small village near Montpellier, on the Saturday and follows a 180 kilometre route through the Corbières and La Montagne Noire, before finishing at the Maison St George in Coursan, near Béziers, the home of French based English member Martin de Cayless.

The evening's programme includes an apéritif, dinner with local specialities and rock music.

After a typical local breakfast on Sunday morning riders will ride 'La Route des Vignobles' through the

Corbières, arriving in mid-afternoon at the abbey of Maguelonne near Palavas for a farewell drink.

Local member Hervé Descamps is

organising this event, assisted by other members of the Nimes Technic Moto pack. Contact him on +33.4.66.85.42.96.



Members of the Nimes based Technic Moto pack are organising a number of events for next season and offer a warm welcome to members from anywhere in France or other countries. Pack leader Hervé Descamps is kneeling at the front of the group.

Eleven Cities Tour

HHEAD to the Low Countries for the rearranged RAT Elfstedentocht (11 Cities Tour) in Holland on May 7.

The tour will follow the 240 kilometre route traced by the famous ice skating event and visits the 11 cities of Friesland in north-west Holland.

The event is being co-ordinated by Benelux Triumph importers Greenib and replaces the original event which was scheduled for last Autumn. The start will be at the Iselmar Sporthotel, Lemmer, where rooms can be booked for the night before and after the event.

All riders completing the course will receive the famous 'Eleven Cities Cross' as a souvenir of the event.

For information about entries and accommodation contact Lida Hoogstraten at Greenib on +31 71 305 1562, fax +31 71 305 1569 or email general@greenib.nl.



Historic Friesland is the location for the Dutch 'Elfstedentocht' - 11 Cities Tour.

German invitation

If you plan to travel further afield, how about joining one of our German weekend events?

Members converge on Berlin on May 26-28 and then at St Michaelisdonn, north of Hamburg on June 16-18.

The superb Austrian Alps are the location of our Tirol Rally, based at Serfaus, on June 14-16, while race fans can meet other RAT members and enjoy some race action at the Oschersleben Speedweek on August 10-13.

The final event of the season will be the third running of the Nordeuschland Rally near Hamburg on September 8-10. This year's event attracted over 150 people, next year's should be even bigger.

Call Martin Driehaus on +49 6175 93360 for more information.

Ride with the Penguins

MEMBER Anne-Marie Breau from Bégles, near Bordeaux, would like to invite other hardy members to join her on her annual trip to the Pinguinos Rally at Tordesillas, near Valladolid in Spain between January 14 and 16.

This year's event will be the 19th running of this popular winter rally, which attracted 15,800 people in 1998 and 9,600 last year despite heavy snow and freezing conditions, so don't be tricked into thinking that Spain means automatic sunshine! (You may recall the photograph of Anne-Marie's snow-covered Adventurer in last Summer's edition of Torque.)

If that hasn't put you off and you still fancy an adventure this Winter, contact Anne-Marie on +33.5.56.49.24.75.

Additional information

can be obtained from the organisers on +34.983.334.598 or email turismoto@ctv.es (Spain) and José Villalva (Germany) on 05154.2590. The event internet site is at www.ctv.es/usesas/turismoto.



Are you ready *for this?*

MAKE sure your Triumph is in tip-top condition, as you've only got three months before the start of the most comprehensive UK events programme RAT has ever seen.

We're starting in March and not stopping until October, ensuring that even the keenest riders will have plenty to keep them occupied during the main riding season.

Realising just how popular RAT Runs have become, we've got more dealers than ever before hosting Regional Runs in a part of the country near you. For those who enjoyed the riding weekends, just take a look at what's on offer for next

season; Isle of Skye Adventure, a return visit to the Lakes and the Scottish Borders as well as a weekend following the dramatic Cornish coastline. The weekend programme starts on March 11-12 with a tour of the East of England covering former air bases of the RAF and USAAF and continues in April visiting Olde England and famous smuggling haunts of days gone by.

The weekend events are 'members only' and will feature a host of special privileges for RAT members. "We want to give members an even better service and this will help us to make our weekend events really special,"

commented UK RAT manager Lee Parslow. "All members who've participated in previous RAT weekends will know they're exactly what riding a Triumph is all about – great roads, good company and brilliant fun," he continued. "Adding some extra spice for next season, each weekend will include that little bit more – perhaps a treasure hunt or road rally with prizes given at the end of the day. Join us for one or both days, it's up to you."

For full details, check out 'Future adventures' and make the most of the closed season – you've got a busy summer ahead!

Bomber *Base Blast*

JOIN us for the first weekender of the season when we head east and enjoy the roads and sights surrounding former wartime airfields of eastern England on March 11 and 12.

Starting from Lincoln Travel Inn at 10.30 am on Saturday 11th, we'll enjoy the nostalgia and history of this superb region. To underline the historic significance of this area, Woodhall Spa boasts the official 617 'Dambusters' Squadron memorial, and RAF Coningsby

is the home of the Battle of Britain Memorial Flight.

Saturday finishes at the Travel Inn at Huntingdon, where we'll enjoy a group dinner before Sunday's ride starts at 10.30am from the same venue.

You can find the Lincoln Travel Inn located on the junction of the B1188 and B1131. Huntingdon Travel Inn is found on the A1/A14 junction.

You can make a reservation at either Travel Inn by phoning 0870 242 8000.



The magnificent Lancaster



Picturesque Rye will feature in our Smuggler's Trail.

Follow the Smuggler's Trail

OVER two hundred years ago, thousands of people in South East England were involved in the dangerous act of smuggling. Many died in fighting with the customs men and rival gangs who would resort to murder to protect their patch.

Now you can explore the wonderful coastal towns and villages where the likes of the notorious Hawkhurst Gang roamed and dealt their trade in illegal contraband when we head for the south coast during the weekend of 15

and 16 April.

We're starting on Saturday at 10.30am from the Travel Inn at Dover West (there are two Travel Inns in Dover – we're meeting at Dover West, Folkestone Road), from where we'll ride the Kent coastline, passing historic towns such as Hythe and Romney (Old and New) before taking lunch in Rye.

From there, we'll ride to the Hastings Travel Inn where Saturday's ride will finish and Sunday's ride will start. Part two of this historic

ride will see us enjoy typical Garden of England scenery as we head inland, leaving our start point at 10.30am.

You can find the Dover West Travel Inn on the B2011, signposted 'local services' from the A20 after junction 13 of the M20 (continue through the tunnel). Hastings Travel Inn is on the A21, St Leonards on Sea.

Bookings for all Travel Inns are made by phoning 0870 242 8000.

RAT Run diary dates

Date	Run title	Hosting Pack	Start point
5.3.00	Pateley Bridge Run	Eddy's Motorcycles	The Old Red Lion, A64, Leeds
19.3.00	Cosford Museum Run	Speedway Motorcycles	Station Hotel, Dudley
19.3.00	Pioneer Run	Boyer Racing	Posthouse Hotel, Bexley
26.3.00	Fleet Air Arm Museum Run	Three Cross	Sammy Miller Museum, Hants
26.3.00	Scottish Run	Two Wheels	Two Wheels, Edinburgh
2.4.00	Cotswolds Run	Windy Corner	MIRA social club, A5, Nuneaton
9.4.00	Aberystwyth Run	M&P, Bridgend	Little Chef, Junc.33, M4 West
30.4.00	Wye Valley Run	Fowlers, Swindon	Prince of Wales, Wootton Bassett
30.4.00	Blackpool Run	Eddy's Motorcycles	The Old Red Lion, A64, Leeds
30.4.00	Scottish Run	Two Wheels	Two Wheels, Edinburgh

AS well as our two-day RAT weekend events (and you're always free to join us for just one day if you can't make both) we also have a strong calendar of one day RAT Runs. All RAT Runs are guided and route cards will be issued before the start, so you can either ride with the group or go at your own pace. There is no charge and no need to pre-book. Just turn up! RAT Runs start at 10.30am and please arrive with a full tank of petrol. If you need any more information, call 01455 891515 for further information.

Future Adventures

GIVING RAT members even more flexibility, we've planned well ahead for 2000. On the 27 and 28 May, we're heading north for the Isle of Skye, where we'll spend two days touring the western isle. On July 22 and 23 we're visiting the Welsh Marches, to enjoy glorious roads and scenery. August sees a return to the Lake District over the weekend of 12 and 13 and the successful Border Raid will be repeated on 16 and 17 September.

Rounding the season off, we're going to ride the dramatic Cornish coastline on October 14 and 15.

We've also organised three camping weekends for next summer. Starting in May, we'll be visiting Sandy Balls Camp Site in the New Forest with a visit to Yorkshire 'Heartbeat' country in July. A late summer visit to Anglesey in September will see a return to this popular destination.

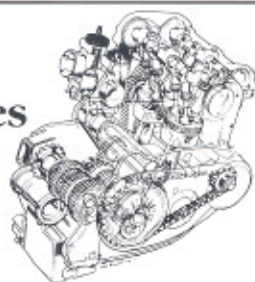
Full details of all these events will appear in the spring issue, out on March 1. Now there's no excuse to miss out!



Visit 'Heartbeat' country with us in July.

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

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Email: mail@wilcoxengines.demon.co.uk

Diary dates

Dec 19	'Bouillabaise Run'. Nimes to Marseille	France
Dec 26-30	Florida Lap Run	USA
Mar 5	Pateley Bridge Run	England
Mar 8-9	'HQ Run'. Georgia to Florida	USA
Mar 11	Daytona Run and Party, Florida	USA
Mar 11-12	'Bomber Base Blast' weekend	England
Mar 19	Cosford Museum Run	England
Mar 19	Pioneer Run	England
Mar 25-26	Rallye du Coté du Corbières	France
Mar 26	Fleet Air Arm Museum Run	England
Mar 26	Scottish Run	Scotland
Apr 1	Mr Jags' Seattle Warm-Up Run	USA
Apr 2	Cotswolds Run	England
Apr 9	Aberystwyth Run	Wales
Apr 15-16	'Smugglers Trail' weekend	England
Apr 30	Wye Valley Run	Wales
Apr 30	Scottish Run	Scotland
Apr 30	Blackpool Run	England
Apr 30	Tanus Run	Germany
May 6	SonomaFest Run	USA
May 6-7	French Spring Break, Pas-de-Calais	France
May 6-14	Greek Tour	Greece
May 7	De Elfstedentocht	Holland
May 12-14	Pioneer Weekend, Texas	USA
May 26-28	Berlin Rally	Germany
May 27-28	Isle of Skye Adventure	Scotland
June 16-18	St Michaelisdonn Rally	Germany
June 17-18	Brittany Weekend	France
June 30-July 2	Mount St Helens Run, WA	USA
July 14-16	Tirol Rally	Austria
July 21-22	Mid-West Weekend at the BBC	USA
July 22-23	'Marches Madness'	England/Wales
Aug 1-13	RAT-Meeting at Oschersleben Speedweek	Germany
Aug 12-13	Lakes Weekend	England
Aug 24-27	Rocky Mountain Weekend, Co	USA
Sept 7-10	New England B&B Run	USA
Sept 8-10	Norddeutschland Rally, Hamburg	Germany
Sept 16-17	Border Raid II	England/Scotland
Sept 22-24	Californian RAT Riot	USA
Oct 14-15	Cornish Coastal Caper	England

More details to follow in the Spring edition of Torque (out March 1). For the latest information and contact details for all events, check out the RAT website. Go to www.triumph.co.uk and enter the passwords TORQUE and RAT891515.



Expedition leader Nick Sanders takes a break as the storm clouds gather in Utah.

Journey to the top of the *World*

Nick Sanders found fame when he rode a Triumph around the globe in a world record time. Back home he found it hard to settle down. His solution was to set off on another marathon ride – this time accompanied by 17 other Triumph riders.

A YEAR ago I was recovering from my speed ride around the world. I came home to my girlfriend Hennie and we made plans to get married. Things looked great, but I was at a crossroads. After spending 20 years pursuing various adventures I didn't know what to do next, but knew I had to do something.

For the first time I decided to set up

a project which involved other people. My plan was to take 17 Triumph riders on a 12,000 mile, 27 day ride from New York to Alaska and back. It would involve averaging over 400 miles each day across four weather systems, two mountain ranges and three deserts. I didn't know what to expect and neither did the riders.

Having shipped the bikes to New

Jersey, we left New York for Pennsylvania in the rain and stayed in our first motel at the top of the Appalachian Mountains.

The second day proved to be one of the hardest of the trip. We set off at 9am and didn't get into our hotel 50 miles west of St Louis until past eleven at night after a gruelling 630 mile ride. Crossing one of North America's



The team celebrate their arrival at Alaska's Top of the World Highway.

biggest and busiest cities in the dark after 13 hours in the saddle was a crucial test for us, but this journey was not billed as one of the hardest adventure tours on a whim.

During day three we crossed Kansas. The heat beat down with a vengeance. At 44 degrees centigrade

Speed Triple rider Nick Grinsell began to wobble all over the road, exhausted and dehydrated.

After a two hour rest we were back on the road, heading for Great Bend for the night and Colorado early the following morning. As we rode through small towns on the Santa Fe Trail we were

reminded of how life was lived in the days of the Wild West. Council Grove looked much as it did over a century ago. Lush maples and oaks were the last hardwoods on the long route west across the treeless plain, allowing traders and travellers to make final repairs to their wagons. This was the western extent of safe territory, after which travellers were subject to frequent attacks by Arapahoe, Apache and Cheyenne Indian tribes.

So on across the level lands of America's 'Wheat Belt' where over half the nation's bread grain is grown. The heat was relentless and the flatness stupefying.

Sitting alongside the Arkansas River at the eastern foot of the Monarch Pass we were a short distance from the Continental Divide. We also had to deal with our next casualty. Northern Ireland rally car champion John Keatley came to grief right at the end of the day. Riders were dispatched to see where he was and found him lying beside his Thunderbird, after falling unconscious



Taking a break at Stewart Crossing in the Klondyke.



with the strain of the miles and the heat. Pushed and pulled back to the team hotel for the night, he told how he began to hallucinate and then collapsed.

Despite the difficulties spirits were high. Journeying so quickly meant we crossed a state each day. The impact was enormous. Project mechanic Rowland Rogers worked on the bikes most evenings, but the Triumphs were holding up well and only required routine servicing.

The flat agricultural prairies faded away the following day as we wound through alpine meadows, snow covered peaks and deeply etched river canyons and climbed the 11,000 foot Monarch Pass.

Travelling west on Interstate 50, known as the 'Loneliest Road in the USA' due to the vast distances between large towns, we turned south-west towards Silverton and across the San Juan National Forest and the 550 down to Durango. This stretch of road is reputedly one of the top ten biking highways in America. Ahead a slab of

mountainside was like a wall, above clouds formed a roof. It was like being in a tunnel.

It began to grow dark and we were hours from day's end. Illuminated by a waxing moon, we rode into the magnificent Monument Valley. The castellated crags and rocky towers are

amongst the most awe-inspiring natural forms I have ever seen, but we were passing by in the dead of night so I made everyone stop in the middle of the desert, switch off their engines and breathe in a silence so dark and absolute you could hear yourself think.

By one in the morning we reached



Day four on the 11,000 foot Monarch Pass in Colorado.

Journey to the top of the World

our motel in Page. The next day we rested. The group was finding its confidence and the consensus of opinion was now to ride in increasingly smaller groups, meeting up at our destination point, but always in front of the back up vehicle should anything go wrong.

In Las Vegas we stayed in the pyramid shaped Luxor Hotel before setting off for the infamous Death Valley. Did the riders ignore the 'strip' for an early night and a cup of hot cocoa? Is Pammie Anderson a virgin? Seventeen riders, three crew, one wife, a small child and a tour organiser had been unleashed on America and they were not going to slow down now.

The next day, bog-eyed and bleary, the boys and girls filtered out to their bikes. Temperatures often exceed 48 degrees centigrade in the valley and everyone was nervous. Today however it was raining slightly. For some reason



A team conference deep in Death Valley.

the Gods were smiling on us and as we crossed into California and turned north-west into Death Valley it was actually cool. By mid-way it warmed considerably, but nothing compared to what it should have been.

In Nevada the police stopped us. Storms ahead were the worst experienced in the state since records began. Hail that could break the wind-screens of cars. We were advised to sit it out so we checked into a nearby motel and let the storm pass overhead. The air turned into a wall of water, with rain-

drops bouncing up four feet from the ground.

For days we rode in the heat along straight tracts of tarmac etched across semi-arid desert. We rode north across Nevada and Washington State to our first major service point at Olympia Motorcycles in Olympia where Mike Hall and his team couldn't have been more helpful.

The next day we set off again to find a campsite and bed down for the night. The temperature had plummeted to that of a cold spring day and remained



Nick Sanders blasts his Thunderbird Sport through Utah.



Kim Coucher on Monarch Pass.

low as we journeyed across British Columbia.

Most days we were riding over 400 miles. On the run across Missouri to St Louis we topped 629 miles and there were several other occasions when we came close to this. At Dawson Creek we stayed with friends of mine at the Alaska Hotel, 55 paces south of Mile Zero, the start of the Alaskan Highway. This next section was going to be a major test of stamina and nerves.

The Alaskan Highway was a tough road to build. As part of the US military

war effort to defend Alaska, it was agreed in February 1942 to build a road from Dawson Creek to Fairbanks. Nine months later, 2000 miles of serviceable highway with over 200 bridges had been built by 10,000 soldiers and 17,000 civilians, using 7000 trucks, bulldozers and cars. Temperatures were so low that it was cold enough to freeze exposed skin and explode tyres when the air inside them froze.

We loaded up the van with a few provisions and headed north for Whitehorse. Here we turned right on to

a highway called the Klondike Loop and headed into the heart of the gold mining territory at Dawson City.

The following morning we boarded the ferry and crossed the River Yukon. In winter this river is frozen and you can walk with the bears from its source to the sea. Now, at the height of summer, we were hours away from accomplishing our quest. Seventeen Triumph riders and one man on a BMW were about to make it to the top of the world.

The Top of the World Highway is the shortest of all the routes in Alaska and the Yukon. Tired, hot, sometimes wet and always far away from home, we had made it. Now all we had to do was ride 5000 miles back to New York. Hell, that was easy, we were just getting warmed up!

■ A video of the trip is available direct from Nick for £14.99. Contact him at The Old Dairy, Prescote Manor, Cropredy, Oxon, OX17 1PF, England.



Time out Wild West style in Austin, Nevada.

Classic Rectangular Watch - Gold
Case/Brown Strap
M9410099



Classic Rectangular Watch - Silver
Case/Navy Strap
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Chronograph
M9410095



Classic Watch - Cream
Face/Tan Strap
M9400095-G



Classic Watch - Green
Face/Green Strap
M9400095-H



Sport Watch
M9400197

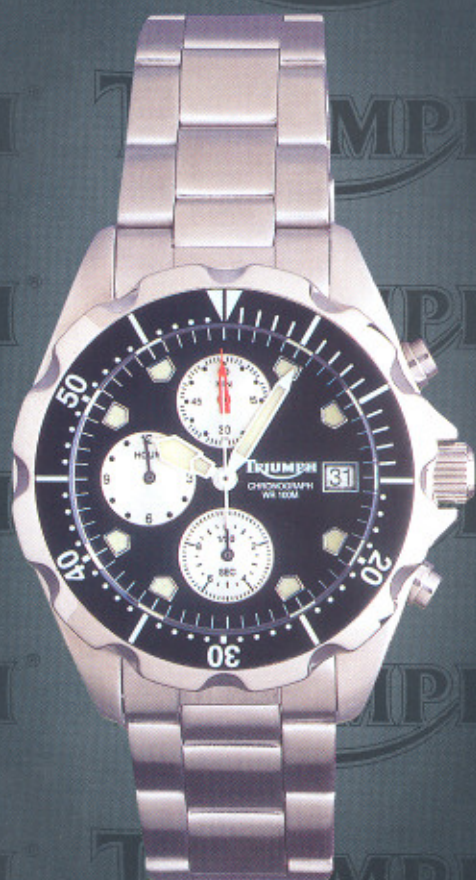


Perfect Timing

With the new year upon us there is no better time to treat a friend, a relative or yourself to a genuine Triumph watch. These high quality quartz timepieces offer style and craftsmanship, and exclusively carry the Triumph logo.

The range consists of classic dress watches, a sports watch and an excellent range of chronograph watches. New to the year 2000 product range are two chronograph watches, plus a ladies watch.

All of the Triumph watches carry a two-year warranty (excluding straps), are water-resistant and are available from your Triumph dealer.



Chronograph 2
M9410299

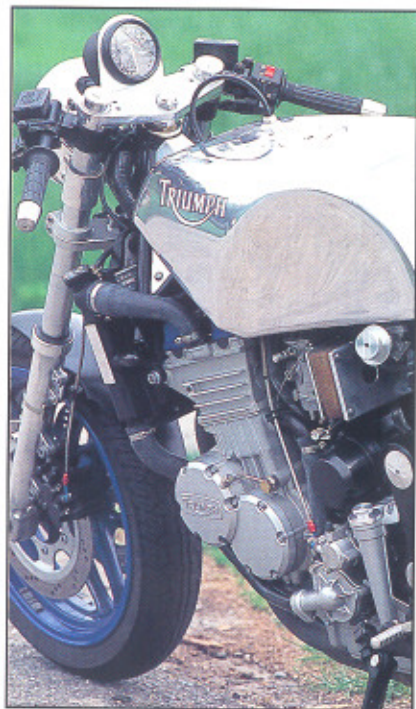


Chronograph 3
M9410399



Ladies Watch
M9410499

When Italian styling was combined with Triumph engineering, the result was one man's vision of café racer perfection. For Alan Cathcart it was the key to rediscovering his mis-spent youth.



Mechanics are standard Trident. Image was the main objective.



Latin dream machine



It may have a British heart but this bike is unmistakably Italian in style.

ITALIAN Carlo Talamo had a better starting point than most special builders when he decided to create his own ideal of a Triumph café racer. As head of Triumph's Italian distributor, Numero Tre, he could take his pick of a donor bike for his project.

His vision was a nineties version of a classic 1960s road burner and his chosen base was an unfaired 900cc Triumph Trident which offered the right balance of clean lines and a classically modern power unit.

Working with engineer Alberto

Poggi he created a highly individual machine brimming with attitude and exuding style, but under the skin it remains very much a Triumph.

The stock engine, chassis, wheels, brakes and suspension were all retained, although the rear brake



The aggressive riding position demands a committed response from the rider.



A Rocker's dream for the 90s.



The single headlight is stock trident. Skinny Michelin tyres give the necessary combination of grip and style.

caliper was mounted at the bottom of the disc rather than at the top and the brake lines were constructed from braided metal hoses.

Though the engine is an unmodified 98hp unit, the performance was enhanced by the use of a less restrictive café racer-style chrome air cleaner/filter for each carburettor and a musical Italian-made one-off exhaust system that perfectly captures the haunting melody of the Triumph triple engine. Anyone who doesn't feel a shiver down their backs when they crack open the throttle of the Numero Tre café racer has no motorcycling soul!

But it's not just for the sound or the improved response above 4000rpm from the free-breathing engine that marks out this machine as one of the best specials of the nineties. Talamo and Poggi have radically altered the riding position, which not only gives a more sporting stance, but makes it a bike that demands to be ridden hard.

I was happy to oblige on a Spring morning test run near Numero Tre's Varese base in northern Italy.

The Michelin Hi-Sport tyres fitted to the 3.50/4.50 inch rims look suitably skinny by modern standards, but are remarkably grippy. The clip-on handlebars come from an old-model Triumph Daytona, while the single headlight is sourced from the Trident donor bike, but with special mounting brackets which, like the battery box and alloy chain



Brute force oozes from every corner of the Café Racer 900's chromed bodywork.

guard, were handmade by a local craftsman.

The gearbox sprocket and front mudguard are stock Trident items, suitably carved to provide 'The Look'.

Moving the ignition switch to a position where it is guaranteed to interfere with the inside of your right leg is perhaps taking retro-mania too far, but that and the removal of the speedometer are the only things to fault on this fabulous born-again café racer.

The only instrument is a rev-counter, which is neither particularly sensible nor historically authentic, since, as I recall from my own ton-up days as a spotty teenager, the only dial that really mattered on a true café racer was the one that confirmed you were doing the magic 100mph when you were out riding with your mates! A pair of chrome backed instruments would have given complete period authenticity.

The Café Racer 900 is the sort of bike to delight the senses and kindle a warm glow deep inside anyone whose heart is still back in the 1960s Rocker era.



A lonely rev counter means you won't know when you reach the magic 100 mark on this bike.



Custom air filters and exhaust provide a musical accompaniment to every ride.

Dave Croxford at Ballacraine.



Sam's *finest hour*

SLIPPERY Sam' has gone down in history as the most famous racer to come out of the Triumph's Meriden factory, but its finest hour came towards the end of its career in the longest ever TT race – the ten lap, 377.37 mile, 1975 Production TT in the Isle of Man.

After dominating the early 1970's production TTs with five wins in six years, 'Sam's' racing life should have been over under the rule that put an age limit of six years on machines in the production race, but the governing body agreed to allow the bike's owner, Les Williams, it to run in the experimental two-rider 1975 marathon.

With Alex George and Dave Croxford as the riders, 'Sam' set a scorching pace from the start and went into the lead on the fourth lap when the BMW piloted by Helmut Dahne and Werner Dieringed expired.

George and 'Crox' maintained a relentless pace to the end to complete the race in 3h 47m 17.2s, an average of 99.60 mph and with a record lap of 102.82mph.

It was a first TT win for Croxford, who first raced in the island in 1966, and he still has a soft spot for Sam. "It was a good old tool and ideal for the job," recalled Dave, who now runs an engineering business which specialises in gearboxes for Triumph cars.

"It had a soft suspension set-up and the road holding was superb because it was a bit heavy and didn't bounce all over the place," he said. "The top speed wasn't so good but there was plenty of torque and that suited my style because I never liked to go too quick!

"It really was so easy to ride despite the fact that we were running on TT 100 tyres that were the real bees knees in those days."

Croxford is one of racing's characters

and raised more than a few official eyebrows on the occasion he arrived for morning practice with a map of the Isle of Man sellotaped to the tank of the machine.

"Do I turn right at Ballacraine?" he enquired. "It's a long way round here. I don't want to get lost!"

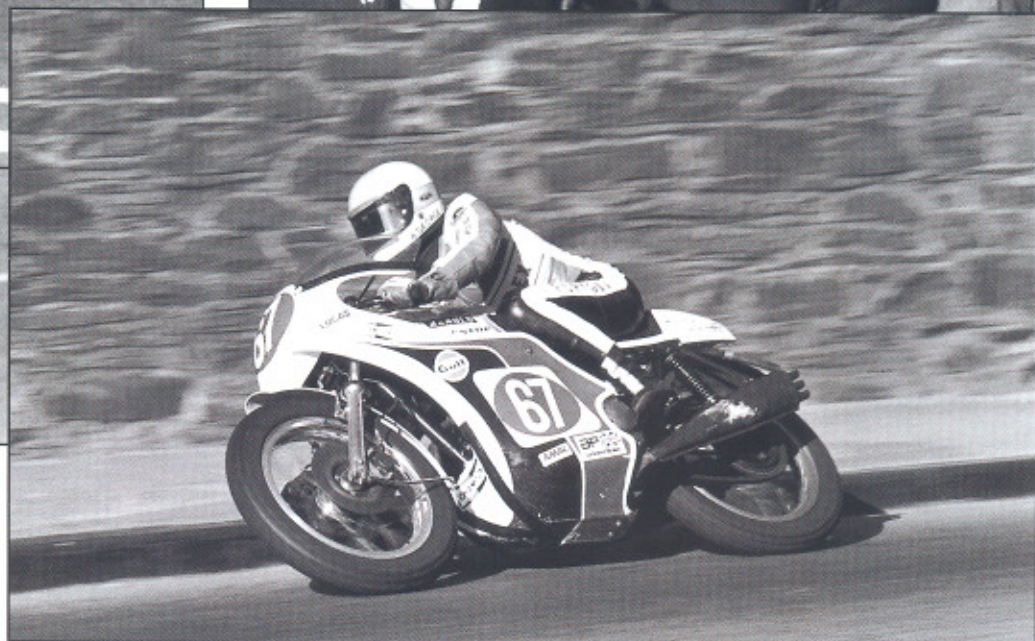
There was also the occasion when he reported that he had been overtaken by a pig. "I can't quite remember where it was, but it came out of the hedge and charged off into the distance! I'll never forget that incident."

Croxford recalls the pre-race testing sessions that were carried out with Sam on open roads. "We used to go and ride it along the mountain section so that Les could work on the settings. It's something you wouldn't be allowed to do these days," he said.

"In the race Alex was the quickest. He put in the fastest lap and I reckon I



Dave Croxford, Les Williams and Alex George in 'Victory Lane'.



Alex George at Union Mills.

Alex George acknowledges the cheers as he takes the win.

should have only done one lap and then the winning speed would have been over 100mph! The most memorable moment for me was when the BMW boys broke down. I must admit I shouted 'Hooray'."

Les Williams always believed that a properly prepared production bike should be good for 2000 racing miles with basic maintenance, but Sam had completed a Bol d'Or, six TTs and one Thruxton 400 mile race. That gave a total of 3600, not to mention countless shorter races and practice laps.

Les finally retired Slippery Sam in 1984 when it took its place among other legends of the track at the National Motorcycle Museum. ■



Letters



Triple fan Steve Bamford in action at Cadwell Park.

Smart's transmission

AS an enthusiast and owner of Triumph triples old and new I always find Torque stimulating and thought the piece on Paul Smart in edition 13 was excellent. I actually remember seeing and hearing the works triples in action, but that's showing my age.

I believe however that there may have been a mistake when you say that the standard bikes were fitted with a multi plate clutch. In fact the standard bikes were fitted with a single plate clutch and some works racers, including Smart's, were fitted with a multi-plate lightweight transmission system.

The lightweight system consisted of a longer gearbox main shaft, four-plate clutch and magnesium cases. It was much more robust and had a 9.5 pound weight saving over the standard unit.

I include a photo of myself and my 955I taken at Cadwell Park.

Steve Bamford,
Barnsley, England

Rough ride

WHEN I learned I had won a weekend away at a lodge near Fish River Canyon in Namibia, south-west Africa, I knew there was only one way to get there - on my 1998 Thunderbird. As I live in Cape Town, South Africa, that meant a return trip of around 2000 kilometres, much of it on gravel roads.

The first day was perfect - not too hot, no rain and a tarred road to Grunau, the first town in Namibia, but the next day meant going onto the gravel.

Namibia is desert. Miles and miles of sand with thorn bushes and a few rocky outcrops to relieve the monotony. The towns are mainly situated along the tarred highway, but are 160-200 kilometres apart. You may pass a truck or two on the highway, but on the gravel road, nothing!

The sun was behind us as we set off on day two. The gravel road was really in good condition and the scenery became spectacular. The only disturbing part was the dips in the road. These dips had been caused by flash floods across the road and were filled with sand. You have no idea how deep the sand is until you ride into it!

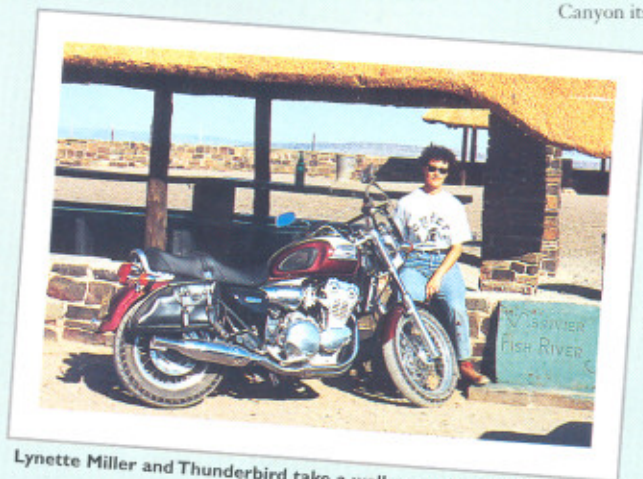
Sending my husband ahead to forge the route on his bike, I followed gingerly in his tyre tracks.

This went on for 80 kilometres and we arrived at the Lodge very hot, very thirsty and very relieved after two hours' hard riding.

On the third day we went back onto the gravel and into Fish River Canyon itself. The road was

rutted and stony, but the bikes handled their ordeal well and were none the worse for their adventures, even after returning home by the same route.

Lynette
Miller,
Bakoven,
South Africa



Lynette Miller and Thunderbird take a well-earned rest at Fish River Canyon in Namibia.



John and Jacqui Akhurst at the 1999 Mustang Rally. Fancy joining them in 2000?

Winter sun

GREETINGS from John and Jacqui Akhurst in sunny (but wintry) South Africa. We are proud owners of a pair of triples - I bought my Tiger in '96 and soon after Jacqui traded in her bike for the Daytona.

The pic was taken at this year's Mustang Rally which was organised by our local club, 'Touriders Natal'. Since it's mid-winter (the temperatures do drop to zero at night), the rally is held at Sierra Ranch hotel in the KwaZulu-Natal midlands.

Don't be deceived by the dirt road, it's only two kilometres long and

there are hundreds of other kilometres of tarred roads in a number of directions, all with their fair share of great corners.

We would love it if some other RAT members would consider visiting us for the millennium event. It costs under £40 for the whole weekend, including accommodation and all meals, and is held in the last weekend of July. For more information, contact Dennis Bronner at bronner@iafrica.com.

John Akhurst,
Pietermaritzburg, South Africa.

Strange brew

I ATTENDED my first RAT event at the Norddeutschland Rally near Hamburg in September and would like to say what a great time I had. Nice weather, wonderful people and beautiful scenery.

My picture shows German RAT Manager Martin Driehaus with a bottle of Finnish magic potion! The bottle was given away as a prize at the event.

Some of us Hinckley Triumph owners in Finland are wondering if we can get together to have some RAT events in Finland. If anyone is interested maybe they can contact me on puuppapekka@hotmail.com .

Pekka Partanen, Helsinki, Finland.

If any Finnish members without email would like to contact Pekka, write to me at club HQ and I will forward any letters. NW.



German RAT Manager Martin Driehaus (with cap) considers the best way to test out Pekka Partanen's 'magic potion'.



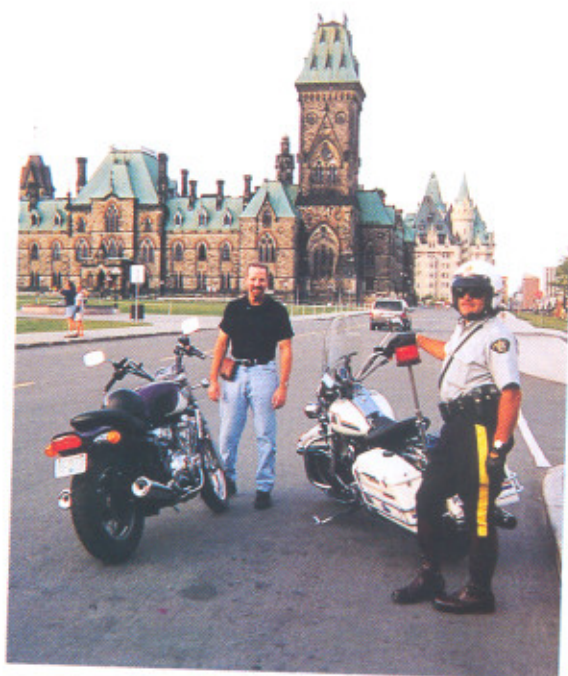
Open Day competition winner Derek Polson with his unique Eclipse Blue Daytona.

Paint shop prize

I WAS lucky enough to win a full bodykit for my bike in the colour of my choice at the Factory Open Day in July and thought you might like to see the results. The colour is Eclipse Blue (the new Tiger colour) and I think my 1998 T595 looks terrific in its new clothing and year 2000 graphics.

I was really pleased with the results and would like to thank the guys in the Triumph paintshop for the excellent job they did.

**Derek Polson,
Gosforth, England.**



Ottawa's police department shows an interest in Renwick Brewster's Adventurer.

Canadian wanderings

AS I left Green Bay, Wisconsin, and cruised my way north through Michigan and into Ontario, my goal was to complete a 2300 mile trek on my Adventurer.

I had decided to travel alone and spend most of my time in the French speaking part of Canada. What I did not expect was how much attention a purple 1996 Triumph would receive.

There are a lot of nice bikes out there but people get emotional about a Triumph. From Canadian World War Two veterans recalling their early days to little children saying "What a cool bike," and everyone in between, I was seldom alone on my Canadian voyage.

Leaving my bags behind in the motel and touring parts of Quebec and Ontario with other riders was the highlight of my trip and wherever I went the Triumph proved a big hit – even with the Ottawa police and a newly married couple.

I cannot say enough great things about Canadians and Canada and am already planning my next trip. I would be happy to hear from any other RAT members with any comments, questions or ideas.

**Renwick Brewster,
Green Bay, USA. crb13@dct.com**

Show us yours

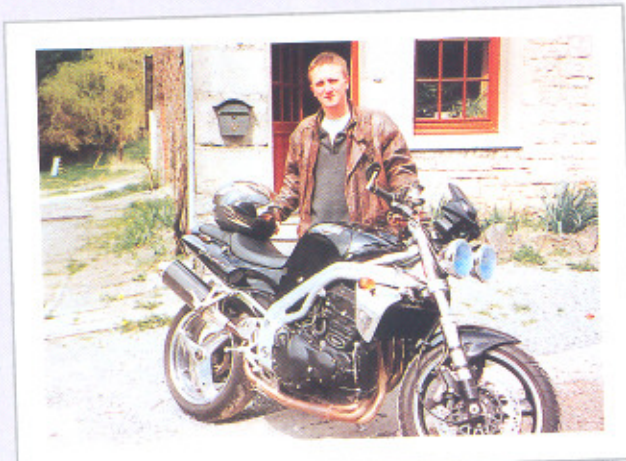
Tasty triple

I HAVE made several modifications to my Speed Triple including polishing the wheel rims and reworking the whole of the rear end to incorporate the indicator lights and registration plate. The indicators are actually those fitted to a Fiat Marea car!

I found the polished radiator cover in Germany (thanks to the internet) and as a finishing touch painted the inside of the headlights blue (which doesn't please everyone!).

For next year (when the warranty has expired!) I plan to modify the exhaust. I'll keep you in touch.

**Olivier Wuine,
Lompret, Belgium.**



A host of details changes make Olivier Wuine's Speed Triple stand out from the crowd.

Custom tourer

MY 1996 Trophy 1200 is the perfect canvas for my personal artwork. While my previous bikes have had a few personal touches, I have never really attempted to customise a bike - until now.

The changes are more than just cosmetic. Starting at the front, Race Tech suspension components have replaced the stock parts and six piston calipers with full floating rotors provide stopping power.

The dual exhaust has been replaced by an Indigo four-into-one system with a carbon fibre muffler. A jetting kit has been added for more power (not that it needed it!). I've also replaced the 44 tooth rear sprocket with a 42 tooth item.

Next the cosmetic changes. The wheels, swingarm and side covers have been polished and powder coated in a clear finish. The Trophy bars have been replaced with Sprint Executive bars and the front and rear fenders replaced by carbon fibre parts made for the Daytona. These were painted to match the stock colour while leaving a portion of carbon fibre exposed.

Finally a Corbin seat was added and the stock windscreen cut down into a sports bike style.

The bike isn't just to look at however. Last Summer I rode from San Diego to Montana up to Canada and then back home, two-up. The bike handles, stops, has incredible low end power, is extremely comfortable and is drop dead gorgeous. It's my ideal sport touring bike.

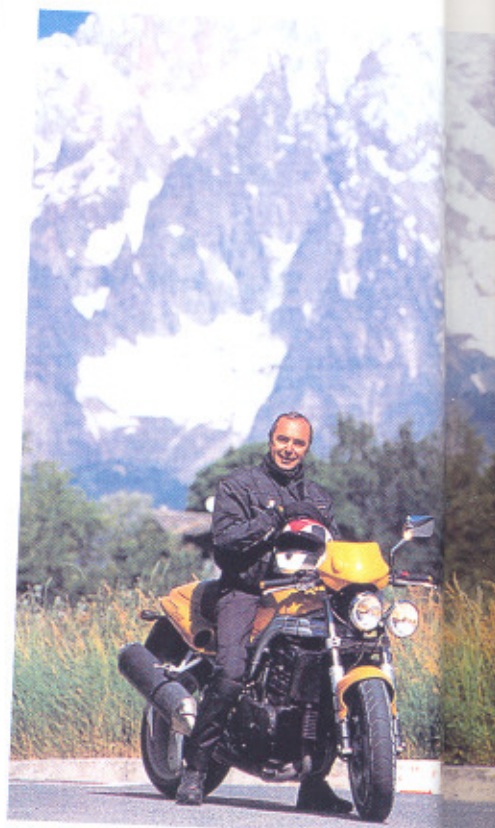
To give credit where it's due, the suspension and braking was done by Rocket Motorcycles and the exhaust system, jet kit, polishing, new bars, fenders and painting was handled by South Bay Triumph.

Thinking about my next project - how about turning an early Speed Triple into a 1970s race replica with an old bubble race fairing and custom gas tank and seat?

**Larry Scott,
San Diego, USA.**

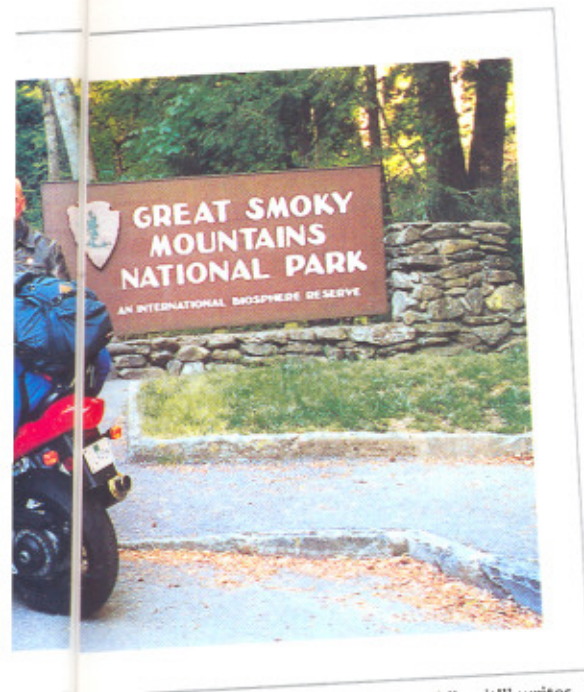


An unusual base for a custom bike, but Larry Scott's Trophy incorporates both cosmetic and technical changes.



Corrado Ferretti works for the Mont Blanc cable car company and spends his spare time riding his Speed Triple in the Alps. Lucky man!

Gallery



"Love it! Can't stop riding it!" writes Larry Tompkins from New York about his Sprint ST. To prove his point, after covering 7020 miles in his first two months of ownership he then rode 1800 miles in a two-and-a-half day run from New York to North Carolina via the Blue Ridge Parkway and the Great Smoky Mountains National Park.



Londoner Norman Hardy has spent over £20,000 creating this Daytona outfit. The results speak for themselves.



David Webster has really gone to work on his Tiger. As well as fitting the forks, wheels and brakes from a Daytona Super III, he has also changed the cams and made a number of other engine modifications.

Please note: While we like to see your modified 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.

Gallery



French member Sylvain Sick dreamed about owning a Barracuda Blue Daytona, but had to wait for four years before realising his ambition. "Its engine and its individual style make it stand out from the crowd," he writes.



"What is the best place in Paris to photograph your Triumph? The Arc de Triomphe of course," says T-bird Sport owner Philippe Bovar.



"Winter or Summer, work or play, solo or with Christelle (visibly happy after 3000 kilometres in two weeks), my Tiger is a pleasure every day," writes Freddy Richard from Brittany in France.

Power release

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

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

Mobil 1 Feel the difference





TRIUMPH'S network of around 1000 official dealers is at the sharp end of dealing with customers' needs, but back in Hinckley a team of 45 works around the clock in the parts, accessories & clothing department to handle the massive task of supplying this demand.

The process starts by ensuring that the warehouse has as many parts as possible available in stock. A computerised forecasting system calculates the ideal stocking levels by analysing demand for each part over the previous three years and producing a set of models to determine the type and number of parts that need to be ordered.

This enables the warehouse to currently supply over 97 per cent of parts from stock and the system is being continually refined with more accurate and sophisticated forecasting programmes designed to achieve the next target of 98 per cent availability all year round.

The growth of the Triumph model range and the move away from a modular system of production has created its own challenges with an increasingly diverse parts inventory, but

At your . service

It may seem amazing, but after eight years' production there are now almost 100,000 Hinckley-built Triumphs on the road. The model range now spans 21 different machines with a rainbow of different colour schemes. Add detail variations to meet differing national regulations and the list of spare parts required to support the world's Triumph enthusiasts stretches into the thousands.



the parts operation has developed to keep pace and can now access over 13,000 different parts from stock.

Even if a part is unavailable – on 'back order' – the parts operation is committed to cutting the delay in getting the part to the customer. At the moment the aim is to ensure that any back orders registered at the start of each month are cleared at the end of the month, but moves are in hand to reduce even that delay, with the department now having its own purchasing and supply department to cater specifically for its needs.

The process for ordering and delivering a part differs slightly depending on where the customer lives. In the UK, France, Germany, Switzerland, Sweden and Austria, parts are shipped direct to the dealer from Triumph's Hinckley warehouse. In other areas, including the USA, the national Triumph distributor orders parts in bulk from Hinckley and supplies its dealer network directly.

For the USA alone, that entails a weekly shipment of a 40 foot container full of parts by sea between Manchester and Charleston. The parts are then stored at Triumph America's Georgia HQ to use in response to dealer orders. Air shipment of parts is also used to respond to emergency orders.

Most dealers keep a stock of the most common spares, but when a customer needs a part not available over the counter, the whole Triumph parts department swings into action.

Dealers can order parts either by fax or on Triumph's own internet-based on-line ordering system which operates 24 hours a day, seven days a week. At present around 77 per cent of all orders are placed on this system, with all Triumph distributors and many Triumph dealers using it for direct access. In the UK almost all the 58 franchised Triumph dealers are linked to the on-line ordering system.

Orders received before 2pm UK time will be despatched later the same

Peace of

Triumph believes that when you own one of our motorcycles, you should keep it! Triumph, Datatool and Thatcham have joined forces to produce the most effective complete anti-theft system on the market, designed specifically for your Triumph.

Triumph and Datatool engineers have worked together to ensure that each new motorcycle manufactured by Triumph has the provision for an integrated alarm/immobilisation system. The alarm/immobiliser is included within Triumph's vigorous testing programme to guarantee a high quality product. Regular training by Datatool staff at Triumph dealerships ensures continually high fitting standards and fault diagnostic work.

Motorcycle theft in the UK - THE FACTS

- Theft of motorcycles increased in 1998 by 40%, on 1997.
- In 1998 28,000 motorcycles were stolen, of which only 14% were recovered. (The average recovery rate for all categories of vehicle is 59%).
- It can take only 12 seconds to steal an unprotected motorcycle.
- A motorcycle is stolen every 18 minutes.
- 55,000 motorcycles have been stolen and not recovered in the last 3 years.
- Theft accounts for 1/3 of all motorcycle claims - which reflects on your insurance premiums.

Source: Thatcham Motorcycle Security Launch 30th April 1999

THATCHAM
THE MOTOR INSURANCE
REPAIR RESEARCH CENTRE



The significance of Thatcham

The Motor Insurance Repair Research Centre, based at Thatcham, UK, began attack testing in 1993, with the British Insurance Industry's Criteria for Vehicle Security. This scheme was extended to Light Commercial Vehicles in 1996, Heavy Commercial Vehicles in 1997 and now motorcycles in 1999.

Respected throughout the world, "Thatcham" is generally considered to have the highest standard of all anti-theft specifications in the world. Three months' testing is the minimum time period for approval of a Category I Alarm/immobiliser.

The Veto Evo is the only system approved to Category I Thatcham standard (the highest standard there is), with Triumph currently being the only OE manufacturer with Thatcham approved systems.

mind



Why else should you consider the Triumph approved alarm?

Triumph's version of the Datatool Veto Evo is a sophisticated alarm & dual circuit immobiliser designed specifically for the motorcycle environment. It is not an adapted car alarm. Designed and built in the UK, the features include -

- Radio Controlled with random code encryption.
- Two circuit immobilisation (Starter and Engine Management unit).
- 'Fail safe' Immobilisation circuits.
- Battery back-up from an auto re-chargeable internal battery.
- Alarm functions for movement, hot-wire' detection, power supply disconnection & tampering with the alarm control unit.
- User customisable for arming mode & movement sensor type - either 'instant trigger' or Datatool's unique 'Pre-reaction alert' mode, designed to help prevent unwanted/false alarms.
- Extremely low battery drain - less than 2.5mA.
- 'Ferry mode' & 'Service Mode'.
- The LED will tell you if the motorcycle has been tampered with, and if the alarm is set in Ferry mode or not.
- Factory - specified fitting and connection points.
- All of the Triumph alarms are covered under the standard Triumph warranty, and are available from your Triumph dealer.

Trouble shooting

Alarms and immobilisers are often blamed for trouble that they don't actually cause! The system is a mini-computer and therefore relies on the signals it receives to tell it what is happening. If, for example, the unit cannot 'see' the motorcycle ignition is switched on, it will not let the motorcycle start. The same applies if the unit cannot 'see' the motorcycle battery or earth connections.

Low Battery Warning - There is a low battery warning built into the key fob - if it flashes when you press the button it is time to replace the battery.

Additional Radio Signals - If there are other, stronger radio signals around the area of the bike, you may experience a problem with disarming the alarm. Waiting for a few minutes should cure it. A further remedy is to operate the key fob closer to the alarm box.

Key Fob Re-alignment - The 'number' from the key fob to the alarm changes everytime you press the key fob, so the thief cannot copy this number and steal the bike. Continual, repetitive pressing of the key fob will dis-align these numbers. The Veto Evo has a re-alignment facility. Press both buttons together and hold down for five seconds and this will realign the random numbers.

Deals on wheels

In Brief...

Hotel accommodation -

Company: Campanile/Clarine/Bleu Marine Group.

Product: Hotel accommodation in over 450 hotels throughout Europe.

Offer: 5% discount at all Campanile hotels in Europe and 10% at Clarine (except Nevers and Courbevoie) and Bleu Marine hotels in France.

Contact: Central reservations on +33 1.64.62.46.36, or the hotel direct, quoting client code P42

500, UK, 0181 569 6969; NL, 033 455 6566; Belgium 02 627 7007. You can also book on the internet at www.campanile.fr using the client code and password RIDERSASS.

Company: Forte Hotels plc.

Product: Weekend hotel packages.

Offer: 10% discount on all 'Leisure Break' weekends in the UK and Ireland.

Contact: +44 (0)345 404040 to make a reservation, quoting 'Privilege 10'. For a brochure call +44 (0)345 700350.

Company: Stakis Hotel, Leicester, England.

Product: Hotel accommodation. Ideal for factory visits.

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

Contact: +44 (0)116 263 0066.

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

Product: Hotel accommodation with private garage.

Offer: 10% discount.

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

Company: Hotel Engel, Ulm/Lehr, Germany.

Product: Hotel accommodation with private garage.

Offer: Special RAT rates.

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

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

Product: Hotel accommodation.

Offer: 10% discount.

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

Company: Hotel Regina, Serfaus, Austria.

Product: Hotel accommodation.

Offer: 10% discount, free swimming and garaging.

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

Company: Best Western New Zealand.

Product: Hotel and motel accommodation in New Zealand.

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

Contact: +46 (0)9 520-5418. Fax +64 (0)9 520-5413.

Company: Vista Palace Hotel, Monte Carlo.

Product: Hotel accommodation.

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

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

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

Product: Farmhouse accommodation.

Offer: 10% discount.

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

Company: Auberge de la Benvenuto, Provence, France

Product: Hotel accommodation.

Offer: Discounts to 10% depending on season.

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

Company: Maison St George, Languedoc, France.

Product: Chambres d'hôte and gites near Narbonne.

Offer: 15% discount and secure motorcycle parking.

Contact: Martin or Jo (English speaking) +33 468 33 36 71.

Company: Allez France,

Product: Holidays in France from the UK.

Offer: £15 discount per person (not applicable to group bookings).

Contact: 01903 748100, quoting reference AR2.

Insurance and financial -

Company: Fernet Insurance Brokers Ltd.

Product: Motorcycle and general insurance.

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

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

INSURANCE

FERNET Insurance Brokers



- Discount for RAT membership
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- FREE uninsured loss recovery
- Age of bike discounts



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

Company: RAC.

Product: Breakdown assistance.

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

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

Company: Protecta Insurance.

Product: Motorcycle insurance in New Zealand.

Offer: Preferential rates for RAT members.

Contact: (09) 377-6872.

Fax (09) 379-6779.

Applies to New Zealand only.

Sea crossings -

Company: Hoverspeed.

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

Offer: 30% discount on motorcycle fares on Dover-Calais and Folkestone-Boulogne routes. 15% discount on motorcycle fares on Dover-Ostend route. 15% discount on fares for a car and up to five persons on all routes.

Contact: 0990 240241 (UK); +33 800 191 777 for crossings starting from France; +32 (0)59 559955 for crossings starting from Ostend. Quote code ST/TRM for standard return fares and EX/TRM for 5-Day returns.

Company: P&O Stena Line.

Product: Ferry crossings, Dover-Calais.

Offer: 30% discount.

Contact: +44 (0)87 0600 0600

quoting ref: TMS 50531 Retail Promotions.

Company: Stena Line.

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

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

Contact: +44 (0)990 204402 stating account number BC047.

For Irish Sea reservations also quote Reduction Code RAT. For Scandinavian reservations also quote Reduction Code RST.

Company: P&O North Sea Ferries.

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

Offer: 10% discount.

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

Company: Isle of Man Steam Packet Company.

Product: Ferry crossings to Isle of Man.

Offer: 10% discount on selected crossings.

Contact: Phone +44 (0)1624 645645.

Triumph rental -

Company: Fowlers of Bristol.

Product: Triumph hire in the UK.

Offer: 5% lower than published rates.

Contact: +44 (0)1179 770466.

Company: Triumph Hellas.

Product: Triumph hire in Greece.

Offer: 5% reduction on published rates.

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

Organised tours -

Company: Big Rock Ltd.

Product: Guided sports bike tours to Europe.

Offer: 10% discount.

Contact: +44 (0)1285 656588

Company: Triumph Bike Tours.

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

Offer: 5% reduction on published rates.

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

Company: Rocky Mountain Motorcycle Holidays.

Product: Tours of the Canadian Rockies using Triumph motorcycles.

Offer: 10% discount.

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

Company: Biketours Thailand.

Product: Tours of Thailand using Triumph motorcycles.

Offer: 15% discount.

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

Company: Adventure New Zealand Ltd.

Product: Tours of New Zealand using Triumph motorcycles.

Offer: 10% discount.

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

Company: Vrij Uit Motorvakanties.

Product: Motorcycle tours in Europe.

Offer: 5-10% discount.

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

Company: Languedoc Moto Tours

Product: Guided tours in the south of France.

Offer: 15% discount.

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

Company: Himalayan Roadrunners Ltd.

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

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

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

Literature and video -

Company: RAC Publishing.

Product: Maps, atlases and guides.

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

Contact: +44 (0) 800 550055.

Company: Project Moto Ltd.

Product: Motorcycling videos.

Offer: 10% discount.

Contact: Project Moto Ltd, 5, Kinburn Street, London SE16 1DN, England. Telephone +44 (0)171 231 6331 or +44 (0) 956 419257.

Company: EMAP National Publications.

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

Offer: 20% discount on subscription rates.

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

Training courses -

Company: Shire Training.

Product: Motorcycle training in the UK.

Offer: 10% discount.

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

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

PIN BADGE

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WALLET

NOW £4.00

Price £6.00 (Green)

RAT REGALIA

REDUCTIONS

Whilst Stocks Last

To make space for our new range of RAT Regalia we are offering many items at half price - order now, whilst stocks last.

Now you can buy direct from us!

BINDERS

TORQUE BACK ISSUES

NOW £4.00

NOW £1.50

Binders £7.45 (Green) Back Issues £3.00

T-SHIRT

NOW £7.50

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

SWEATSHIRT

NOW £15.00

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

RAT REGALIA ORDER FORM

Please send me the following items

	Price	P/packing	Size	Colour	Quantity	Total price
Green Cap	£5.00	£.....			.....	£.....
Two tone cap	£5.00	£.....			.....	£.....
Sweatshirt (white)	£15.00	£.....			.....	£.....
Sweatshirt (green)	£15.00	£.....			.....	£.....
Polo shirt (white)	£12.00	£.....			.....	£.....
Polo shirt (green)	£12.00	£.....			.....	£.....
Jacket	£50.00	£.....			.....	£.....
T-shirt (small logo white)	£7.50	£.....			.....	£.....
T-shirt (small logo green)	£7.50	£.....			.....	£.....
T-shirt (large logo white)	£7.50	£.....			.....	£.....
Mug	£6.00	£.....			.....	£.....
Mouse mat	£5.00	£.....			.....	£.....
Acrylic key ring	£1.50	£.....			.....	£.....
Lighter	£2.00	£.....			.....	£.....
Bonded key fob	£2.00	£.....			.....	£.....
Leather bonded coaster	£2.00	£.....			.....	£.....
Pennant (shield)	£15.00	£.....			.....	£.....
Baron pen	£1.50	£.....			.....	£.....
Rollerball pen	£4.00	£.....			.....	£.....
Hip flask	£10.00	£.....			.....	£.....
Fridge magnet	£2.00	£.....			.....	£.....
Tankard	£10.00	£.....			.....	£.....
Driving licence wallet	£10.00	£.....			.....	£.....
Wallet	£4.00	£.....			.....	£.....
Belt buckle	£7.50	£.....			.....	£.....
Pin badge	£2.50	£.....			.....	£.....
Binder	£4.00	£.....			.....	£.....
Back issues	£1.50	£.....			.....	£.....
Issues req:					.....	£.....

Total amount £.....

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

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

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

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

Please allow 28 days for delivery.

How to pay

• By credit card Visa M/card Access Delta Eurocard

Number Expiry date

Signature

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

Make your order

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

• By e-mail to ratdirect@btinternet.com

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

My details

Name Address

Post code Country

Daytime telephone/fax/e-mail



NOW £12.00

POLO SHIRT

Price **£18.00**

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



KEYFOBS

Bonded Keyfob NOW £2.00

LIGHTER

Prices
Bonded Keyfob **£4.00**

Acrylic key ring **£1.50**

Lighter **£2.00**



NOW £50.00

JACKET

Price **£100.00** (Black/ M, L, XL, XXL)



NOW £10.00

TANKARD

Price **£15.00**



NOW £4.00

PEN

Rollerball pen **£5.00**

Baron pen **£1.50**



NOW £2.00

COASTER

Price **£3.00**



NOW £2.00

FRIDGE MAGNET

Price **£3.00**



NOW £5.00

MOUSE MAT

Price **£7.00**



NOW £10.00

FLASK

Price **£15.00**



NOW £10.00

WALLET

Driving licence wallet **£12.00**

When you're riding hard...

DESIGN

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

TESTING

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



BRAKE PADS & DISCS

What the press say.....

Ride magazine - "The handling is deemed excellent and the brakes 'wonderful' by the vast majority of owners."
 Motor Cycle News - "This set-up is one of the best in the business and does a superb job of bringing the 955i down from high speeds."
 Motor Cycle News - Five out of five! ***** for the braking system.

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

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