

Triumph's new cruiser



## Rapid Access

The Triumph Chevron Oversuit

The fast step in, step out suit from Triumph.

Wet to dry in under 7 seconds.



#### We're here to help

If you have any questions regarding RAT activities and events in your country, or any questions or problems concerning your RAT membership, please contact your regional co-ordinator.



General Manager:

Neil Webster tel: +33 1 64 62 38 32 fax: +33 1 64 62 38 30 email: neil.webster@triumph.co.uk



· Brazil: Arthur Bezerra tel: +55 31 411 7696 fax: +55 31 411 6391 email: a hezerra@uol com hr



· France, Belgium: Bertrand Govez tel: +33 1 64 62 38 32 fax: +33 1 64 62 38 30 email: goyez@triumph.co.uk



Germany, Austria, Holland, Scandinavia & Switzerland: Rüdiger Buck tel: +49 160 883 67 20 fax: ++33 1 64.62.38.30 email: ruediger.buck@triumph.co.uk



• Greece: Eliza Stylianaki tel: +301 8000 500 fax: +301 8000 542 email: triumphgr@ath.forthnet.gr



Alessandra Gasperini tel: +39 02 934 5451 fax: +39 02 935 82575 email: rat@numerotre.it



North America:



Greg Casey tel: 678-854-2010 x2039 fax: 678-854-2025 email: gcasey04@aol.com



South Africa: Mike Davison tel: 27-11-609 7385 fax: 27-11-609 4118 email: cabcomm@iafrica.com



 UK & administration: Simon Carter tel: 01455 891515 fax: 01455 891450 email: simon.carter@triumph.co.uk

To join RAT or renew your membership, call +44(0)1455 891515 and quote a VISA or MasterCard number, send a cheque to PO Box 83, Hinckley, Leics, LE10 3ZP, England, or on-line at www.triumph.co.uk Follow the links to RAT, Join RAT, and select your preferred language.

#### www.triumph.co.uk

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Editor: Contributing editor: Bob Berry Production: Advertising:

Neil Webster Red Square Graphics Jayne Notley, Warners Group Publications, Tel +44 (0)1778 391189 Fax +44 (0)1778 394748 Email jaynen@warnersgroup.co.uk

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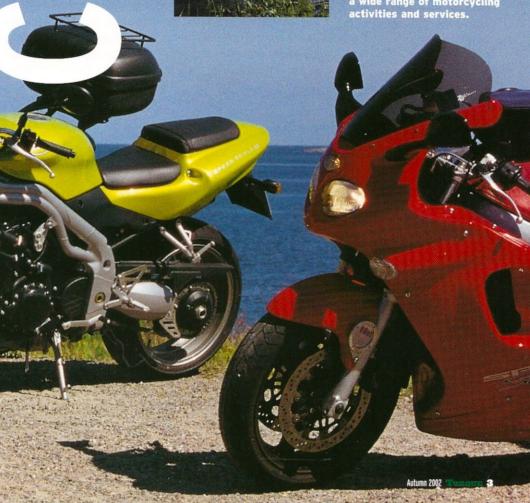
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from your Triumph with a
range of massive savings on
a wide range of motorcycling





As good as new. Triumph's rebuilt T1 plant has restarted production just five months after a major fire.

## Production begins at rebuilt factory

Notorcycle production has restarted on schedule at the Triumph factory damaged by fire in March.

Factory staff have been working round the clock with their construction team for the last five months to rebuild the Jacknell Road 'T1' unit into the most advanced motorcycle assembly line in the world.

Initial tests of the chassis assembly line took place in mid-August, followed by full motorcycle assembly tests in early September.

To enable production to restart on schedule, all processes needed to be back on line concurrently, so a number of production processes and machinery were relocated to Triumph's other Hinckley plant.

As a result, a trial build of 125 engines, covering the spectrum of engines used in



the current motorcycle range, was successfully completed in advance of the T1 restart to test all the processes and equipment installed on the relocated engine line.

Triumph has also built up a stock of other components, which, together with the preconstructed engines, formed the platform for the chassis trial build.

Production will begin at 20 per cent of the factory's capacity at the time of the fire, with build covering all models in all market specifications. Over the following 12 weeks, capacity will be restored to the pre-fire levels of 730 machines per week.

"A great deal has been achieved in a very short period of time and it is a tribute to the dedication of Triumph's staff that we have met our objective of restarting production in September," said Managing Director Karl Wharton.





Street style with added attitude

Street rod style took centre stage when Triumph's hot new Speedmaster cruiser made its world debut at the Munich Show in Germany in mid-September.

The aggressive lines of the new machine are based around the low-slung chassis and 790cc twin-cylinder engine used for the America model, but the Speedmaster is tailored for riders who like their cruisers built for speed, as well as comfort.

The 270 degree crank, DOHC, eight-valve engine provides the power, the offbeat engine note reverberating through dual, deepchromed pipes. The crinkleblack finish on the engine covers and silver linished cylinder head fins emphasise the purposeful nature of the machine.

The riding position too, is slightly more aggressive. Flat bars on risers pull back from the slab top-yoke and matched to heavy-chrome forward pegs, the rider sitting snug in a gunfighter-style seat with scalloped support.

There are twin disc brakes up front and at the back a classic machine-turned finish shows off the new cast rear wheel.



Munich Show debut for Speedmaster.

The rev-counter is housed in the tank nacelle, directly beneath the white-faced speedo.

And if the Speedmaster's a bit too minimalist for some, there's always the ever-expanding Triumph accessory range to put a bit more meat on its bones.

T'bird Sport makes a comeback

A stand was the Thunderbird Sport - newly reintroduced to the range in a rasping Black and Orange colour scheme.

A host of new colour options were also shown, including the Tiger in Lucifer Orange, Aluminium Silver Sprint ST, Tiger, Speed Triple and TT600 models, a Caspian Blue Sprint RS and a rugged all-black Bonneville.





Lucifer Orange Tiger.

> RS in Caspian Blue.





Rugged black Bonneville.

**Custom paint kits** 

Pollowing the success of the custom paint kits offered for the America and Bonneville models, Triumph have extended the number of kits available for the America and introduced a new kit for the Speed Triple.

The Speed Triple kit combines the vivid colours and striking shape of the machine with a sporty chequered flag design. It includes a fly screen, belly pan, radiator cowls, front mudguard, seat cowl and tail section, all featuring the new design and logos. Each item of the kit is also available separately.

To order, quote the following part numbers:

Custom Paint Kit A9708015-Z##AA

Fly Screen A9748008-Z##AA

Rad Cowls A9748018-Z##AA

Belly Pan A9708052-Z##AA

Seat Cowl A9708040-Z##AA

Front Mudguard A2304823-Z##AA

Tail Section A9748033-7##AA

The new America Custom Paint Kits include Stars & Stripes, Flames Chequered Flag designs.

All kits include a new tank & front Flames mudguard. Triumph cannot accept the Chequer

original panels in exchange.

Stars & Stripes Union Flag/Stars & Stripes Flames Chequered Flag A9708061-Z##B A9708061-Z##C A9708061-Z##AB A9708061-Z##AC





## Ladies take the lead

Demand for the ladies garments in the Triumph clothing range has led to an extension of the product line-up for 2003.

New for the season are the Ladies Sympatex® Evolution Jacket, Ladies Sympatex® Salopettes and Ladies Sympatex® Expedition Jacket, which have been designed for the serious lady rider.

The Ladies Summit Jacket offers a more casually inspired waterproof textile option, while the Ladies Five Pocket Jeans and Ladies Five Pocket Waterproof Jeans complement the range.

The Ladies Café Racer Jacket (right) is a stylish addition to the Triumph leather range.

The men haven't been forgotten however, with some exciting additions to the male line-up.

The Tornado Jacket and Jeans set is a waterproof, textile sport suit, while the more classic rider may prefer the Classic Leather Jacket and the Five Pocket Leather or Five Pocket Waterproof Jeans.

The Café Racer Jacket is a

strikingly designed garment while the Raptor Leather Jacket and Raptor Vented Jacket offer something for warmer climates.

A new range of motorcycle gloves is also being introduced, each glove containing the Sympatex® performance membrane. You can choose from the lightweight Sympatex Explorer 2 Glove, the versatile Sympatex Glove or the Sympatex Sport Glove. All three come in mens and ladies sizes.





#### Street racer

Triumph Brasil staff man Jose Holanda gave the TT600 a successful racing debut in his home country when he took a standard road version to fourth place in a field of 24 in the first round of the Paulista Championship at Interlagos.

Jose plans five more outing with the bike this season, including the Interlagos Six Hours race.

#### Finance extended

The current UK finance deal has been stretched until the end of October. Customers placing a minimum 10% deposit can benefit from the highly competitive rate on the entire Triumph range, excluding all Bonneville derivates.

The following interest rates apply:-

0% 12 months

1.99%

24months

2.99% 36months

3.99%

48months

Further details on the scheme can be obtained from all authorised UK Triumph dealers.

#### **Jubilee Jaunt!**



RAT member Paul Burbridge was one of 50 riders chosen to take part in the Queen's Jubilee Parade in London in June.

Triumphs made up the majority of the parade, raising £2500 for Kidscape.

Paul said: "As we came into the Mall, one million people erupted. We stopped in front of the royal party making as much noise as we possibly could."

#### **Macadam Trophy**

Dutch and Belgian members have a chance to win a VIP trip to England to visit the Triumph factory by taking part in the Autumn Triumph 'Macadam Trophy' event on September 28-29.

Run in the Netherlands, Belgium, France and Switzerland, the event includes open days at participating Triumph dealers on the Saturday and organised rides on the Sunday. Riders taking part in both days' activities will be entered into a prize draw to win the VIP trip.

It's a great chance to get the latest news about bikes, accessories and clothing from the Munich Show.

#### TT Round Up

Yorkshireman Nick Jefferies set the fastest ever TT lap on a Triumph when he clocked an average speed of 116.21mph on a virtually standard Daytona in this year's Production TT.

Riding for the Bill Smith Motors team, Jefferies also scooped the coveted Joe Craig Trophy for the best performance on a British bike.

Frenchman Bruno Bonhuil also rode for the Bill Smith Motors team on a TT600 that recorded a fastest lap of 110.43mph.

Flitwick Motorcycles boss Steve Linsdell also raced a standard Daytona in the Production event, an average speed of 109.26 mph making him the second triple home, behind Jefferies.

Action Motorcycles were present on the island with a Daytona ridden by Andrew Marsden in the Production class. Running in completely standard trim it finished the race comfortably.



#### **UK Dealer News**

It has been a busy time for the UK Sales network, with four new dealers coming on-line.

#### **New Dealers**

A1 Moto Services, York - 01904 625676
Bob's Motorcycle Centre Limited, Jersey - 01534 758255
Phillip McCallen Motorcycles, Northern Ireland 028 3832 9999

KC Superbikes, Carlisle - 01228 596003

## DEANSD



Dean Wain gets down to business on his Daytona racer. How well will he do if he gets the resources to run with richer teams?

## ATTONA CHALLENGER



Chris Pearson notes an unusual sound amongst the racing pack at Mallory Park and tracks down Dean Wain - the man who rides the pants off a Triumph 955i Daytona with a completely standard engine.

HE 'Sound of Thunder' race class is a promising and growing form of road racing both in the UK and on the continent, originally conceived as a competitive home for bikes no longer eligible for the modern-day classes.

Only a few years ago bikes like the big TZ fours and outpaced V-twins found a welcome home on the Sound of Thunder grid. These days however it has become a well-funded and hotly contested class in its own right with former World Superbike machinery much in evidence.

It was at the recent Mallory Park Post TT meeting that I found myself watching the SoT race and noticed an unusual drone emerging within the top three runners. The strange exhaust note came from an all-black machine but apart from the fact that the jockey was obviously riding the wheels off it, there was no hint of what the origins of the bike actually was.

No race team colours or logos, nothing. Closer inspection of the programme did reveal the

## No big budgets, spare bikes and 40-foot trucks here, just a transit van, a tool box and bags of enthusiasm.

Why all black? Because that was the colour of the fairing they bought.



Rear suspension linkage arms have been replaced with longer machined items.





rider's name, Dean Wain, and the bike, a Triumph 955i Daytona. I simply had to investigate further.

A few days later I was down at Dean's Oxfordshire base and inspecting this unlikely race machine. The impressive set-up that I saw at Mallory Park is, in fact, a simply-run affair run by Dean and his father Roy from the family home.

No big budgets, spare bikes and 40-foot trucks here, just a transit van, a tool box and bags of enthusiasm. The bike is black because that was the colour of the fairing they bought there is not enough cash around for fancy paint jobs in this team.

Dealers Hughenden M40 help out with parts but apart from that it is a good old low key privateer race effort. Not that extra cash would not be welcome of course. I am quite sure if Dean and his dad had some form of support they would put it to very good use.

It was easy to see that Dean and his father are dedicated to the Triumph marque. From the very start of 44 year-old Dean's road race career - which began only four seasons ago following years of moto cross - he has only ridden bikes from the Triumph stable.

He started off with Triumph's first real sporty number, the T595, before progressing to a TT600 and then the first of the 955 Daytonas. The 955i Daytona was acquired midway through last year with the whole of last winter spent rushing around trying to source things like fairings and other race items.

Amazingly, for the results Dean has achieved in such a hot class, this is one very standard machine indeed. The engine is exactly as it left the factory, apart from the left hand side casing which Dean has ground down with his forceful riding technique!

There has been very little done so far in the weight-saving department as things like the original steel engine casing bolts are still firmly in place. When time allows these will be replaced with alloy items all around.

Essential race items like fully adjustable

rearsets are in evidence and at first glance the machine looks more than capable. But things like the steel sub frame are still used to support the seat unit as are the original steel fairing mounts. So, it begs the question, if the engine is not fettled or even lightened why the amazing turn of speed?

Well there is more than one way to skin a rabbit. Enter Ron Williams, of Maxton Frames. The first thing that always presents itself as a problem when trying to get a road machine around a race track is the suspension adjustment, or rather the lack of it. Maxton have completely re-worked the suspension at both ends creating a bike that handles incredibly predictably, enabling Dean to perform his race track wonders.

At the rear, the swingarm has been modified slightly to facilitate the fitting of a Maxton shock and the linkage arms have been replaced with much longer CNC machined items. These two areas have eliminated the standard road-going progressive action and created a more linear travel and damping motion.

A progressive suspension is perfectly applicable to the road but no friend to the race track - linear is the only way to go. The rear ride height is also up by a couple of inches thanks to the special linkages. This greatly increases ground clearance as well as steepening the head angle, speeding up the steering in the process.

The front end has been re-valved and different springing utilised, once again by Maxton, to make the forks more predictable in all aspects of their operation. This has created a very stable platform upon which Dean can perform his heroic acts of cornering, making up for his speed disadvantage.

A steering damper is fitted but only at a very light setting. Both wheels have been replaced by ultra-modern 16.5 inch Dymag items facilitating the use of the smaller diameter rubber now common in GP racing. This update once again lends itself to incredible turn-in and corner speeds. The advantage of this latest tyre technology is that the manufacturers have all but ceased development of any other size for the bigger bike classes so Dean is assured of riding on the very latest compounds and carcasses.

One problem is the top-heavy weight bias. This results in some pretty extreme angles of lean illustrated by the scraped left hand casing and cannot really be solved without some pretty serious engine re-positioning.

On other top sports machines the engine is angled forward quite severely as well as having the frame rails much lower around the top end of the engine. For the latest 955i model the engine has been positioned slightly lower in the chassis but this has caused some handling problems for Dean as the chain tightens in mid corner and locks the



Father and son race team -Roy and Dean Wain. suspension completely.

At first this was confusing as the only evidence was a badly chewed rear tyre. But sitting down and thinking about it made the father and son team come up with the

solution - the chain was running out of slack, stiffening the swingarm movement and making the tyre skip. Now the chain is adjusted to run more slackly to allow more 'give' in the system.

It is not just the cornering aspect that has received attention - the front stoppers have been radically uprated. As a standard road machine the 955i, and in fact the whole Triumph range, has brakes that can only be described as market leaders.

Dean saw a potential race advantage however and with the assistance of PFM totally upgraded the brakes with a pair of six pot brake calipers. These trick looking pieces of kit do their stuff by grabbing massive 340mm floating discs, all made by PFM. A Magura 20mm bore, fully adjustable master cylinder actuates the braking through Venhill steel brake hoses.

Very impressive. Not only can Dean out-manoeuvre the opposition, he can out-brake them as well. Once again, the Maxton conversion to the front keeps everything ship shape when the lever is pulled back to the bar. Never do the forks bottom out or lose the all-important feel.

This brings us nicely on to the engine department. At present, the engine is exactly as it left the factory. Nothing has been attempted so far in the way of 'blue printing'

The only go-faster goody is a quick-action throttle.

or gas flowing. The only go-faster goody is a guick-action throttle.

The fuel injection is untouched as indeed are the exhaust down pipes, although an MHP aluminium, straight through end-can has been fitted. The engine in standard trim has, so far, proved bullet-proof and very reliable. On the dyno it produces 137 bhp at the rear wheel.

To be really competitive, Dean will need at least 155 bhp, perhaps even more when the weight of the Triumph is taken into consideration. The Hinckley engine is more than capable of that transformation and Dean intends to make that his next port of call.

But at present Dean is reluctant to let anybody get their hands on his precious Triumph but he is seriously considering the purchase of a spare engine to give him some breathing space should any tuning work not be successful.

So until the engine work is undertaken Dean will have to keep on riding the pants off his Triple racer and wait for the twisty tracks to come around on the calendar. He raced at Snetterton recently and had to just sit back and watch the big money teams leave him for dead down the long Revett's straight.

Luckily, next on the events list is Cadwell Park. With its undulating and meandering nature it is a real rider's circuit and Dean is looking forward to getting his own back in the twists and turns.



Only go-faster goodie is a quick-action throttle so far.





The engine is as it left the Hinckley production line but Dean is hoping to find someone who can increase power to 155 bhp.



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If a part is not in stock at your Triumph dealer, standard stock orders are delivered within days of the order being placed by the dealer using their Triumph On-Line Ordering System that is linked directly to the Hinckley distribution centre. At the peak of the season our facilities enable us to despatch over 12,000 parts per week.

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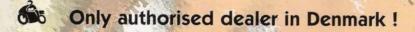
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Vagn Jensen Motorcykler Møgelgårdsvej 22 DK - 8520 lystrup

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## **Personal Exports**

Triumph receive numerous calls every year from owners who are emigrating to another country and want to take their Triumph with them. Many are unsure if this is possible at all and almost everyone who calls needs some help one way or another.

So why is help needed at all? Surely a particular Triumph model is the same all over the world and it is just a matter of dealing with the paperwork? Well, given that some of us drive on the left and some on the right, some measure distances in miles and some in kilometres etc., etc., the answer is a firm no!

Around the world there are at least four major areas issuing different technical legislation for motorcycles. This means that when your Triumph was built, the technical specification of many of its components was determined by the regulations of the country to which it was delivered when new. When you move to another country, the original technical specification of the motorcycle may often not comply with the regulations of your new home and so modifications must be made.

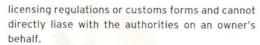
Our general advice, no matter where you are going, is to plan early! By early we mean months or years, not days or weeks. For many countries, every technical and beaurocratic problem must be resolved before the bike is shipped.

Also, a do-it-yourself route through foreign customs could see your bike having a long holiday on a dockside somewhere! Always use a shipping agent that knows the export paperwork requirements of the destination country.

You must also contact the vehicle licensing and registration authorities in your new country or state and ascertain their precise requirements for documentation etc. It is vital that you or your shipping agent do this, as Triumph cannot help respect.

So what can Triumph do and what can't they do? Well, our aim is to be as helpful as possible, but stopping short of the service which

a personal export company would provide. Triumph make no charge for advice though local distributors may require a fee, for any assistance they provide. Triumph can tell you which components need to be changed to meet a particular country's regulations, will provide contact details for the local Triumph distributor and may also be able to provide copies of any certification papers that are required by authorities for registration purposes. We do not however, have access to registration papers,



Personal export information on the more typical destination countries for Triumph owners is given below.

Canada: Canada will not permit the registration of a motorcycle that was not originally built as a Canadian model. The only exceptions to this rule are if the motorcycle is more than fifteen years old, or was built for and is coming from the USA. If you are going to Canada from anywhere other than the US, you can't take your bike!

**Australia:** Until very recently, Australia would permit registration of a used motorcycle as long as it had been modified to comply with Australian regulations. However, in April of this year, the Australian Federal Office of Road Safety announced regulation preventing any re-registration of foreign motorcycles.

Record Movement between most member states of the EC is relatively easy and these are perhaps the most commonly requested destinations we receive at Triumph. Some member states are less easy than others, but generally re-registration is possible with the help of the local Triumph distributor. It is also generally possible to bring motorcycles to Europe from almost anywhere else, though technical modifications will often be necessary.

**USA:** It is usually possible to take a Triumph built after 1994 to the USA. The motorcycle must be modified prior to shipping

as US customs will impound it, or send it straight back if it arrives in a condition that doesn't comply with US regulations. If your non-compliant motorcycle happens to be in a container with your furniture, the whole container goes back!

You must also contact the department of motor vehicles in the state in which you intend to register the vehicle for further advice about local requirements and registration papers and licensing.

Generally it is cost prohibitive to modify a motorcycle for use in the state of California as the additional requirements there are extensive.

Before issuing any paperwork to owners, Triumph will require evidence that the motorcycle has been modified to meet the new county's regulations. This generally means receipt of a copy of an invoice for parts and labour from an authorised Triumph dealer. By providing any support for a motorcycle being re-registered, Triumph

take on a burden of responsibility for its regulatory compliance which we will not do unless an authorised dealer has supplied the parts and carried out the modification work.

Triumph can be contacted through our web-site (www.tri-umph.co.uk), by e-mail at homologation@triumph.co.uk or through any subsidiary or authorised dealer.

We wish you luck with your move and will try to help you to take your Triumph if we can.



## JEWEL OF A BIKE IN THE EMERALD

The scenery didn't get that green without liberal doses of rain blown in from the Atlantic and Bruce Preston doesn't escape it either on his week-long tour. No problem, however, the magic still shines through.

Slea Head, Dingle Peninsula, Kerry.



Tiger loaded for the ride through yet more rain.



scenic photos courtesy Bord Fáilte

## ISLE

HERE are dozens of good reasons to visit Ireland but if it is sunshine you're after, perhaps the Sahara Desert might be a better bet! Ireland did not get to be that wonderful emerald green without liberal and regular coatings of rain.

So, if the chance arises to visit the Emerald Isle, grab it - but first make sure you have a good waterproof riding suit and a good waterproof motorcycle.

Things started out well enough as we (my riding companions were 24 Americans) headed north from London for our first stop - the BMF Show at Peterborough. This year over 88,000 people visited the East of England Showground over the weekend and there were 900 trade and club displays.

Few of us failed to find a few bargains. My wife Brenda was delighted to buy a new Triumph riding jacket at a bargain price on the massive Triumph stand. Little did she know how well it would be tested in the coming weeks!

Wales beckoned next and my group were surprised and delighted to find how beautiful it is.

Had we realised that the sun on Mount Snowdon was the last we would see for some time, we might have lingered a little longer.

I never tire of the majestic scenery of Snowdonia National Park or of introducing foreign visitors to 'Llanfairpwllgwyngyllgoerychwyrndrobwllllanty siliogogogogoch' - not only the railway station with the longest name but also the one most likely to tie your tongue into a knot!

Another agreeable surprise was to board the Stena Line ferry from Holyhead to Dún



Puffin Island and Skelligs, Kerry.

Emerald Isle

Laoghaire and find the decks dry and clean and brand new tie-downs available for the bikes. Crew members helped us secure the bikes and put foam pads over the seats to protect them from the straps.

WHAT a different sight greeted us in Ireland. Now we were into serious Irish 'liquid sunshine' which, coupled with arriving just as people were leaving work and a severe shortage of signposts, made the 70 mile journey to Tullamore, home of the famous whiskey, seem more like 170 as we splashed around Dublin looking for the right road.

Things improved the next day as we headed north west for Co. Sligo. The green, relatively flat, rolling countryside was virtually traffic free and there was no rain - to start with anyway.

Our planned night stop was at the magical Markree Castle, a good, old fashioned proper castle now run as a magnificent hotel by Charles Cooper, a 20th-generation member of his family to live there.

But first Brenda and myself lingered in Roscommon, the home of her great-greatgrandfather. As the houses didn't have numbers (then or now), we were unable to identify his home but got pretty close and did some interesting research in nearby Strokestown, where a genealogy centre thrives in an old church.

The centre itself is not easy to find as their sign was blown down some years back and has never been replaced! They explained that they opened the doors at two o'clock so people would know they were open. Fine, if you already knew there was a genealogy centre there in the first place. Now we knew we were in Ireland...

### You wouldn't believe how many castles there are in Ireland... over 4000.



Bruce Preston and Tiger during a rare dry spell at Markree Castle.



**Bunratty Castle** and Durty Nelly's Pub, County Clare.



John V's bar in Dunbrody.

MEANWHILE, the Tiger 955i felt really at home. Its Roulette Green colour was clearly in sympathy with its surroundings and we were getting on very well indeed. I felt totally at home with the upright riding position and everything about the Tiger seemed to have been designed for my shape.

Many riders prefer semi-dropped handlebars but the big, wide bars on the Tiger suited me just fine, as did the seat. A good screen and hand protectors did a grand job of keeping the rain off and I could even reach the ground.

Brenda was initially not too sure about the fairly high pillion footrests but after a couple of days she pronounced them okay. Our test bike



Muckross House, Killarney National Park.

came with matching hard luggage so we were not badly off for storage capacity.

One inescapable feature of Ireland is the wet weather. Ireland is the first port of call from the Atlantic Ocean; the prevailing winds pick up plenty of moisture and dumps a fair bit of it on Ireland, especially the west coast. As it did to us - and even the locals told us the rain was unusually excessive, even by Irish standards.

Never mind, we both had good riding gear and Brenda's new Triumph jacket was terrific warm, dry, comfortable and not too heavy. With good weather protection on the bike we set about enjoying Ireland.

ENJOYING the rugged scenery of the west coast round we stopped the night in Westport for Irish music, then the following night in Bunratty, where the medieval banquet and singers were a joy.

Foynes Flying Boat museum attracted us the next day, the initial stopping-off place for the first ever transatlantic flying boat service. As our group had previously visited the other end of the journey at Botwood, Newfoundland, it rounded off our picture of luxurious, if lengthy, flying in pre-war days.

It was here that we were surprised to find that many people were killed in Dublin during World War Two when a German bomber accidentally dropped its load on the neutral city.

Then there are the castles. You wouldn't believe how many castles there are in Ireland. Okay, I'll tell you - over 4000. One of the most famous is at Blarney where the fit or determined can climb to the top and hang upside down to kiss the Blarney Stone.

Our preference was Muckross House in Killarney, a beautifully restored ancestral home

## The wide bars on the Tiger suited me just fine, as did the seat.

with a wealth of history. When Queen Victoria visited it during her reign they spent six years preparing the house for her two-day visit and she brought her own fire brigade!

Even on the constantly wet roads the Tiger was confident and sure-footed. Our test bike had the 955i fuel injected engine, 955ccs of instant power without instant panic. The three-cylinder engine has a sound and character all of its own.

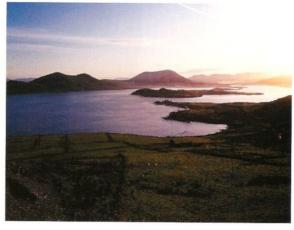
Although a six-speed gearbox is standard it was almost unnecessary for the Tiger would pull without complaint from 30 mph in top. If I was feeling lazy, miles and miles could be put under the wheels without troubling the gearbox. On the other hand, drop a few gears and the three cylinders turn into roaring Tigers. Either way it was fun.

In Ireland, where I felt no inclination to travel at more than 70 mph, the

bike returned 54 miles to the gallon. With a capacity of 5.2 gallons that gave a range of 280 miles and the fuel warning light never came on until over 200 miles had been covered.

On the ride across middle England, much of it on motorways, we cruised at 80-ish and the Tiger gave a very acceptable 50 mpg.

PERHAPS the best riding in Ireland is in the south-west corner and the three rings. The famous Ring of Kerry well deserves its reputation for outstanding scenery but watch out for the coaches. They are limited to



Valentia Island, Kerry.



Not Ireland of course but a stop on the way to the ferry in Wales at the station with the longest name in the world.

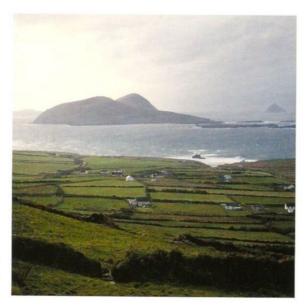


Halfpenny Bridge, Dublin

travelling in the clockwise direction so it pays to ride the ring anti-clockwise to avoid being held up.

There are also two other equally beautiful circuits. To the north west of Killarney is the Dingle Peninsular and to the south of the Ring of Kerry, a great route around the Caha

## The only way to enjoy Ireland is from the seat of a motorcycle.



Blasket Islands from Mount Eagle, Dingle Peninsula.



Mountains. We spent three days in Killarney and would have liked longer.

We had been in Ireland a week and it had rained every day. Every night the Tiger sat in the downpour but always started immediately the next morning. We use lightweight softluggage inners and leave the panniers attached to the bike. Although the panniers never let in water when we were riding, there was always water inside them the next morning. Strange.

Our favourite places were Westport and Killarney while Bunratty Castle enchanted our American guests.

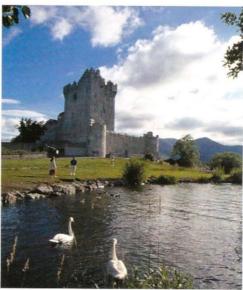
Maybe the biggest surprise was the vast improvement in main roads. Tourists will see a great many notices proclaiming that a road is being improved with 85 per cent EEC funding. Happily, the back roads have not been messed around too much and the long travel suspension of the Tiger was frequently made to work pretty hard.

These roads are still the real character of Ireland. When I first came here 25 years ago it was not uncommon to come around a bend and find a man riding a donkey in the middle of the road or two battered cars stopped in the middle of the road whilst their drivers passed the time of day gossiping.

For my money, the only way to enjoy Ireland is from the seat of a motorcycle. People always made us welcome and were more than happy to pass the time of day.

Naturally, no visit to Ireland would be complete without sampling their national drink-Guinness. It is true what they say, Guinness does taste better, much better, in Ireland than anywhere else. Mind you, we were not too sure at first and had to try a few glasses after our day's riding, as the Irish would say, "To be sure."

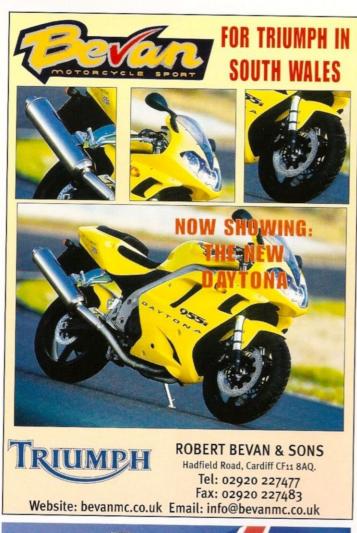


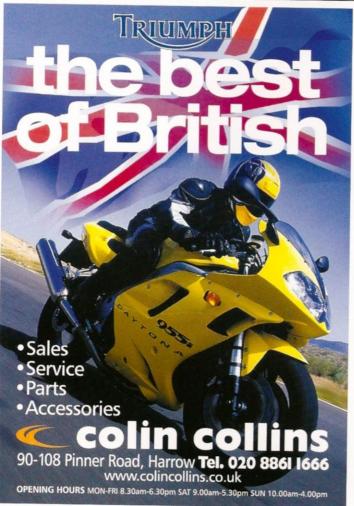


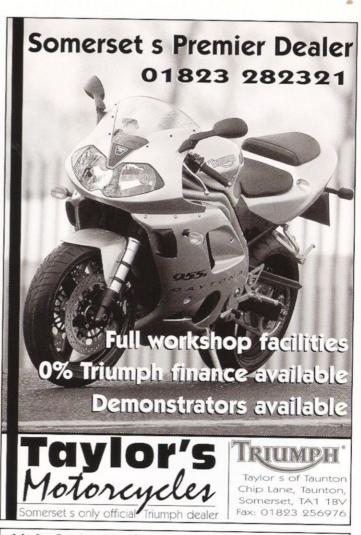
Far left: Dublin's O'Connell Street.

Left: Ross Castle, Kerry.









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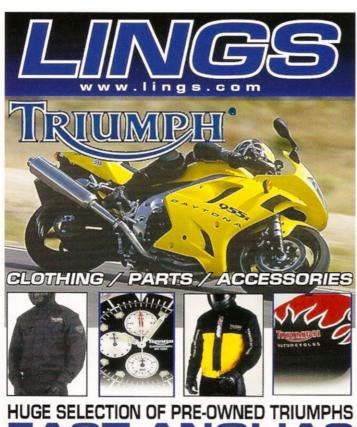






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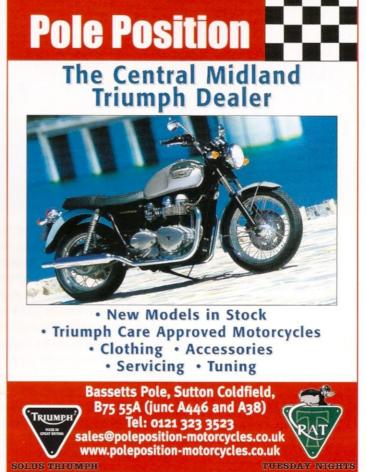
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## TRIED AND TT



Large ducts directed cooling air through internal channels in the fairing. S the world's oldest surviving motorcycle marque, celebrating its ton-up centenary this year, Triumph has a proud track record in the Isle of Maneven if their last TT victory was as long ago as 1975 with Dave Croxford and Alex George on the legendary 'Slippery Sam'.

Since then, the Triumph name has featured infrequently on the entry list, but there have still been some notable performances, such as Steve Linsdell's 1996 Senior TT aboard a Saxon-framed 980cc triple.

Linsdell, now a Triumph dealer in

Alan Cathcart raced a Saxon-framed Triumph 980cc triple for two seasons before Steve Linsdell took it to the TT in 1996 and lapped at over 113 mph. Alan explains how it all started over a bottle of beer.

Pictures by Kyoichi Nakamura.

Bedfordshire, averaged 113.43 mph to finish in 14th place overall and win not only a silver replica but also the massive Joe Craig Trophy for the most outstanding performance on a British-made motorcycle.

In fact, the PFM-backed Saxon-Triumph was one of the handful of customer copies built in his Surrey-based stables workshop by Saxon design guru Nigel Hill - a bike I had raced over the two previous seasons for owner Paul Taylor in International BEARS/Thunderbike events around the world.

Like a lot of good ideas, it all started over a drink - in this case, a consolatory round of Austrian pils in the open air cafe at Zeltweg's scenic Osterreichring circuit in the summer of

## TESTED



'93. I had just failed to finish the European Thunderbike race with a blown motor in oil geologist Taylor's Saxon-framed 1000cc Motodd-Laverda triple.

"I guess this is going to have to be it," said a resigned Taylor. The 20 year-old three cylinder Laverda design was just to long in the tooth to keep up. But what about a modern three cylinder motor with performance potential? No contest, really - it had to be a Triumph.

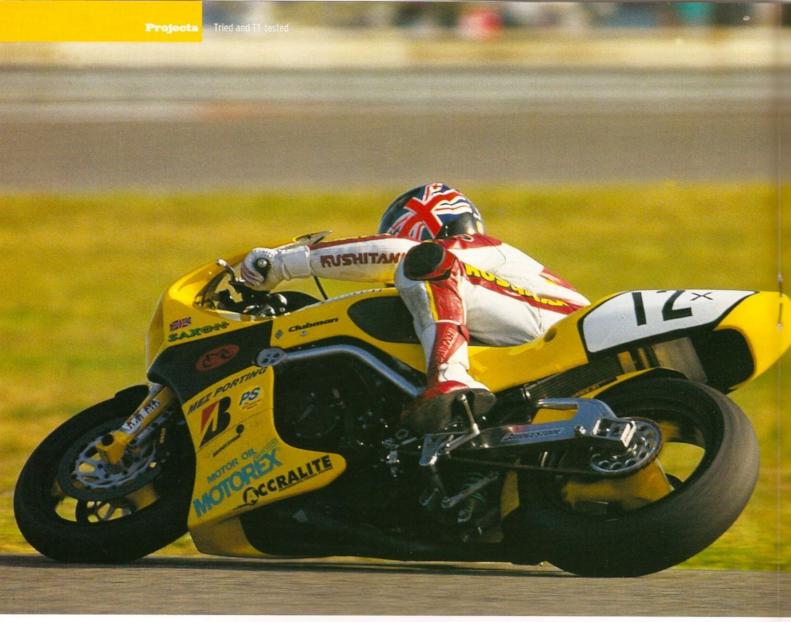
One phone call to John Bloor later, we sat in front of Mr.Triumph himself and came away with a deal for factory support in the form of a couple of engines, a parts deal and the promise of help from Hinckley's R&D engineers.

The 12-valve dohc triple motor was the

factory's own 885cc Super III development motor with Cosworth crankcases and 19 kilograms lighter than the standard unit.

THIS had been originally prepared for Taylor by Jack Lilley Motorcycles, who removed the heavy gear-driven balance shaft to save vital weight and speed up engine response. They fitted a set of 39mm FCR Keihin flatslide carbs, a digital ignition with altered curve and a special crankshaft with revised balance factor, both supplied by Triumph.

Power was raised from the standard 115 bhp at 9500 rpm to 133 bhp at 10,200 rpm at the rear wheel. At the bike's Monza debut in the Spring of 1994, I rode it to third place in a Alan Cathcart at Zeltweg in 1994, scoring the first international race win for a Hinckley Triumph.



Daytona in 1995 and a third place for the Cathcart/Saxon combination.

## A Micron exhaust satisfied the noise police without sacrificing the glorious engine note.

soaking wet race.

The engine was then overbored to 980cc and fitted with exotic camshafts from German specialist Gunther Knuppertz. The head was ported and flowed and when the 'Taylormade Racing' Triumph arrived at Daytona a year later it was producing 142 bhp at 9800 rpm and we finished third again.

It was in this same form that Steve Linsdell ran his customer bike at the TT, fitted with a Micron exhaust which satisfied the noise police without sacrificing the glorious engine note and good for a top speed of 170 mph on Isle of Man or Daytona gearing.

To accommodate the rather tall Triumph engine, Saxon's Nigel Hill designed an opencradle aluminium, tubular space frame chassis using the engine as a fully-stressed member. At a glance, the front forks looked conventional but were, in fact, Hill's SaxTrac system merely thin-walled cast-alloy tubular sliders running on compliant linear bearings. Devoid of internal hardware, the tubes served only to locate the front wheel and operate the single Saxon-developed shock.

AFTER two seasons of racing the Saxon-Triumph I know the SaxTrac design works. It offers inherent anti-dive under braking and the steering geometry can be altered very quickly via the eccentrics. Head angle could be varied in increments between 22 and 26 degrees - though



The Triumph triple engine was a prototype unit from the factory with Cosworth crankcases.

The Saxon was one of a handful of customer copies built by designer Nigel Hill.



we usually opted for 23.5 degrees - and trail could be adsjusted over an equally wide range.

The four mounting points for the front suspension package are widely spaced, allowing suspension loads to be spread over a wide area and the shock delivers more sophisticated suspension compliance than any set of forks.

But that wasn't where the innovation ended. The Saxon bodywork featured internal ducting and in order to be able to mount the bulky watercooled Triumph engine as far forward as possible, Hill mounted the radiator beneath the seat, just ahead of the rear wheel.

In this position it shared - with the carbs - the flow of cool air from the large ducts in the front of the bodywork. Running at 85 degrees C on a Summer race day in Austria showed that Hill had done his sums right. The Triumph never got too hot and bothered to spoil the fantastic starts I was consistently able to make.

The Monza rostrum finish for a bike which had only turned a wheel at a Mallory test session just four days before, was a great start and we went on to grab a pair of victories at our next big international race at Zeltweg in Austria - the first-ever such wins for a Hinckley Triumph.

Unable through injury to ride the bike at Assen, I handed it over to Robert Holden who took an impressive victory to make it three in a row. A pretty good start.

FOR 1995 we opted to tackle the BEARS

That very special front suspension
- not telescopic forks but the
Saxon 'SaxTrac' system.

## I handed it over to Robert Holden who took an impressive victory to make it three in a row. A pretty good start.





The Saxon team presenting their restored race bike to the National Motorcycle Museum where it now stands.

> World Series, starting out well with that third place at Daytona behind two Brittens from New Zealand. This was followed by a deeply satisfying victory at Monza when we turned the table on the Kiwis, and beat them.

> That left us leading the World Series after two of the six rounds - but that was as good as it got all season, and we wound up fourth in the points behind the Brittens and Ron McGill's VR1000 Harley Superbike.

> In 1996 the Taylormade Saxon travelled to America for local star Scott Zampach to race in the Formula USA series, returning for Linsdell's TT 'triumph' and a fourth place in the Sound of Thunder World Series.

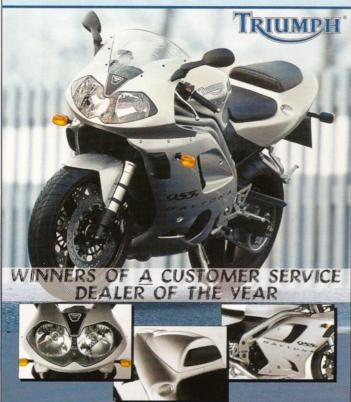
Zampach had some good results against 1300cc four-cylinder bikes before sadly crashing it very hard in the last race of the season, suffering career-ending injuries from which he's thankfully mainly recovered.

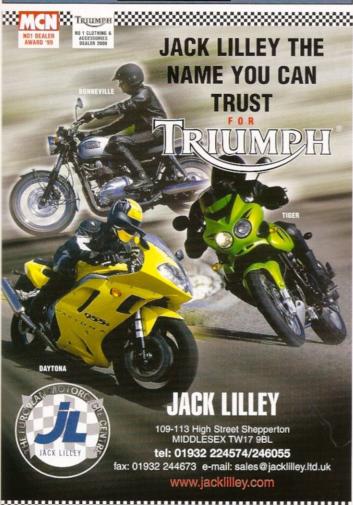
The bike caught fire and was burnt out, but a hard year's restoration work by the Taylormade team saw it back to its former glory, earning a permanent home in the National Motorcycle Museum where it's presently on display in the foyer.

So if you see a new Triumph street bike model with a funny front end that looks just like a conventional tele-forked package, you'll know where it came from!

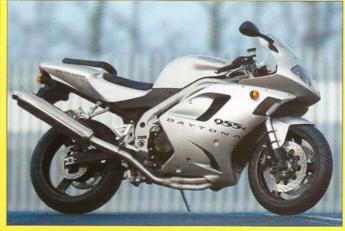
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## WORLD RECORDS

#### and the legendary Triumph-3 racer but dark days were looming

Despite success on the Utah salt flats that gave birth to the Bonneville, lack of investment and growing competition from Japan were beginning to ring alarm bells. By Jim Reynolds



ITH Triumph's success well established in the 1950s, there were some

sensational developments in America that kept the name in the headlines. Late in 1956, Texan Johnny Allen, in a 650cc Triumph streamliner, averaged 193 mph for the flying-start kilometre on the Bonneville salt flats in Utah, a speed well in excess of the official world record.

The run wasn't overseen by the FIM, motorcycling's ruling body, so it only stood as an American national record. But it stirred the big German NSU factory into action and, in July of the following year, they were in Utah to set a

new world record of 210 mph. European pride was salvaged for a while.

Two months later Allen was back, his sponsors assured that the timing equipment was fine for an official record. The result was 214.4 mph and the FIM secretary accepted it as a new record, subject to confirmation. After months of delay, the committee turned it down, saying the timing equipment wasn't up to standard. Never mind what they'd said before!

The motorcycle press of the 1950s were a very polite lot, not given to criticism and certainly not likely to stand up and fight for the underdog. But they really had a go at the FIM, coming down off the fence and saying loud and clear that this was shabby treatment.

It probably got Triumph more publicity than an official record and Edward Turner advertised it as the world's fastest, adding a sticker to the bigger models that repeated the message. In 1958 came the bike that exploited all this speed and spite, a model destined for immortality. It was the Bonneville, named after those famous salt flats where Triumph had beaten the world.

PRODUCTION started late in 1958 for the '59 season and demand after its Earls Court Show debut was enormous. The twin-carb 650 put out a claimed 46 bhp and the bike's official T120 title suggested a top speed of two miles a minute.

It was only a very well-prepared Bonnie that would reach that speed but the fast boys still loved it. Those early versions were rapid but not the best handling bikes on the road. The swinging-arm spindle lug was not firmly supported, so the back end would dance around under pressure, while the spindly front forks were prone to twisting and getting the front end dancing.

In 1962 Doug Hele joined the company to





head the development department. One of the industry's best, yet one of its most modest men, he set about uprating the wayward Bonnie to match the 650SS Norton that was dominating the important 500 mile production race at Thruxton.

By 1965 Edward Turner had retired, racing was no longer a forbidden subject and Hele was confident enough to call leading entrant Syd Lawton in Southampton and tell him the Bonneville was a match for the Nortons Syd had been winning with. It says it all about Lawton's faith in Hele that he ordered Triumphs for that year's race. They won.

In 1966 the Americans were out on the Bonneville salt again, this time with Bob Leppan at the controls of a streamliner powered by two alcohol-burning 650cc engines. The result was another world record, an average of two-way runs through the course of 245.6 mph that stood unbeaten for four years.

IN 1967 the Production Machine TT races were introduced in the Isle of Man and there was a strong entry from Triumph. Factory tester Percy Tait's 500 went sick and left that class win to Velocette, but MV Agusta team member John Hartle brought a Bonneville home first in the 750 class.

Lessons learned on the track were being fed back into the production line and in 1968 the Bonnie appeared with a twin-leading-shoe front brake that was better than any other you could buy in a production bike - and more than one Norton Commando racer fitted the Triumph unit.



Johnny Allen's 650cc Triumph streamliner that clocked 193mph at Bonneville.

The forks had good two-way damping thanks to Hele's shuttle valve design, and the swinging-arm pivot was properly supported. The result was the bike Triumph buffs regard as the best of the Bonnies, with reliable speed, the ability to stop quickly and handling to match the power.

1968 was also the year the three-cylinder 750cc Trident was launched, basically a 500cc twin with a third cylinder added. But in 1967 Honda had announced their CB750-4, boasting four cylinders, five speeds in the box, electric starting and a disc front brake.

The Trident offered four speeds, a kick start and drum brakes at a similar price. But they had a hugely loyal following and down a winding road the Triumph was way ahead as the Honda wobbled on its FVQ rear dampers, soon known to all as 'Fade Very Quickly'.

Welshman Malcolm Uphill made history in the 1969 TT, averaging 99.99 mph to win the 750 Production TT on one of Doug Hele's Bonnies, putting in the first ever 100 mph lap by a



Triumph-3s were still competing up to 1992! Dave Pither on the Trident in that year's F1 TT.



The legedendary 'Slippery Sam' Triumph triple with Mick Grant in a 2002 TT parade.

production bike. Uphill had almost opted to ride a Norton Commando when Triumph's man pleaded poverty and didn't want to pay him properly. But the canny Welshman wanted one of Doug Hele's bikes and settled for £300 and the bike if he won.

By 1970 the factory was pushing the new three-cylinder model as a racer to boost sales in the showrooms of the world because the Honda-4 was hitting it hard in the vital American market.

Triumph's continuing success was led by US sales, with 6300 bikes exported there in 1963 and growing to a whacking 24,600 in 1967. The 650 twins were the definitive sports bike, dominant in long distance enduros. An American market Bonneville T120TT is a great bike to ride, with usable power from low revs and light weight making it easy to handle. But the sheer convenience of electric starting and the technical appeal of disc brakes - even if they were dire in the wet - was selling the rival Honda.

DEVELOPING the Trident as a racer was largely a matter of using lessons learned on the 500cc twin that Percy Tait had shaken some of old established names with - a humble pushrod roadster engine given the Meriden development department's treatment to rev to over 10,000 rpm and kick out more than 50 horsepower.

Tait's outstanding ride was the 1967 Belgian Grand Prix, when he led the great Giacomo Agostini on his world championship MV for

three laps and finally finished second.

The trio of Percy and mechanics Jack Shemans and Arthur Jakeman weren't welcomed by MV mechanics in the privileged part of the paddock reserved for works teams, unable to believe that three men in a Transit were a proper team. They thought differently after the race.

The Trident racer was born and went on to win more races than we can list here, carrying some of racing's greatest names to victory on both sides of the Atlantic and in South Africa too.

In those glorious days before noise meters took over, a works triple revving to 9000 and barking loud through its three-into-one exhaust system with an open megaphone, was one of the great sounds of motorcycling.

And when John Cooper on a nominal BSA-3 (built at Meriden) beat Agostini on the MV Agusta at Mallory Park's Race of the Year, 25,000 people shouted themselves hoarse in support.

But there was trouble brewing behind all this. The parent BSA company reporting a loss of £8 million in 1971. In 1960 they'd posted a profit of £3.5 million but there had been some dreadful misdirection since then and little investment in the sort of tooling needed to compete with the products from Japan.

With suppliers edgy about giving more credit, supplies of components became unreliable and bikes were sometimes wheeled off the production line without some parts fitted and parked to await the next delivery before being finished for despatch.

ONE of the BSA Group's worst ideas was the development of a research and development facility at Umberslade Hall on the outskirts of Birmingham, known in the factory as Slumbersglade.

There, designers with little motorcycle experience came up with a new frame for both Triumph and BSA ranges. The problem was a seat height of 33 inches (84 cm) - far too high for most of the world's riding population. As factory engineers, who understood the basics of motorcycling, struggled to come up with bikes for the new selling season in America, many dealers were forced to take on other agencies to keep their businesses alive.

Ironically, as the owners of Triumph dug their own commercial grave, one Trident carried on its winning ways. Development shop foreman Les Williams bought the production racer that had won the 1971 and '72 TT races when the competition programme was closed.

Entered by Les, the legendary 'Slippery Sam' won three more production TTs before a five-year age regulation forced its retirement. Stunning success by a private owner as the group was dragged into crisis by bad management, highlighted the folly of ignoring the knowledge of its customers. Dark days were coming.

Ken Heanes pits in the 1966 ISDT in Sweden on the works Triumph he took to a Gold Award.



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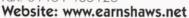
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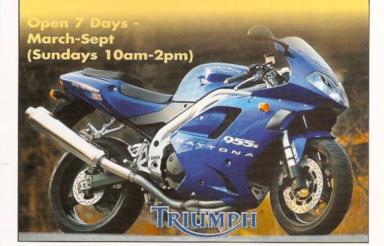
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## RAT World



#### **Centenary Home Run**

huge crowd in excess of 1300 people joined in to celebrate
Triumph's 100th year during a day of celebrations on June 15.

The day began with ride-ins to the new factory from the North, South-East, Midlands and South West. The Midlands ride-in drew

107 bikes with the South-East pulling in an astonishing

Complemented by some large pack turnouts from all over Europe, Hinckley was swamped with Triumphs by late morning.

A huge thank you to Colin Pavitt, Mike Coleman, Ray Davies, Neil Macdonald and Danny Mountain for all of their help in organising the routes.

After a presentation at the new factory and a chance to view the rebuilding at T1, members

converged at Towcester Racecourse to enjoy afternoon tea, a centenary parade and a marvellous parachute display by the Royal Navy. At one point there were in excess of



800 Triumphs in the car park - a fantastic sight!

Over 400 people stayed for the evening celebration that was a truly spectacular affair. Prizes were won (and lost!) at the Bridgestone Casino, prior to the evening meal.

After the three course meal and brief speeches from each of the RAT co-ordinators, the crowd adjourned to the main marquee, where they were blown away by the awesome 'Andy Leek and the Blue Angels' who rocked the night away. The unforget-table grand finale, a laser show and huge firework display celebrating 100 years of Triumph closed the event in brilliant fashion.

#### **Prize Winners Required!**

Were you at Towcester racecourse and riding a Daytona, registration K900 AJT, or a Bonneville registration number MDZZ19? If so please contact Simon Carter at Hinckley. You won a prize at the Home Run for the best standard and the best non-standard bikes respectively.



eptember already, and time to reflect on the events of the past year and time to start planning the 2003 RAT calendar.

We experimented with several new ideas this year, with the one day Raids and escorted continental trips proving extremely popular. Expect to see more of these during next year.

If you really feel like spreading your wings, start booking your leave for March 2003. We will be running an escorted trip to the Catalunya Raid in Spain next March. This will be one adventure guaranteed not to disappoint and a fitting curtain raiser to the 2003 RAT season. The exact format of the Catalunya trip is still being finalised, and there will be more news on this in Torque 26 in December.

## Up tront

It has been an eventful Centennial year for Triumph Motorcycles, and not one that any of us will forget. On the UK RAT side, it had been our most successful year, with the first three Raids being completely sold out. If you have not had your RAT fix for this year, make sure you don't miss out! The final event is in Devon during October with limited places available. As ever, get your bookings in now!

I will be at the NEC for the duration of the show in November, so if you are planning a visit, come and say hello. As usual there will be a competition for RAT members only remember to bring your membership card with you.

See you out there!

Simon Carter

UK Co-ordinator, Riders Association of Triumph

#### The wet fantastic

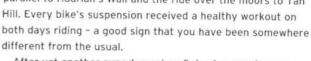
#### **Borders Raid**

Atrocious weather didn't deter a hardy bunch of 45 members from enjoying themselves in the Borders in May. The excellent routes, cunningly devised by Raid regular Danny Mountain, and the five star cuisine served at the Manor House Hotel helped compensate for the foul weather.

Flippers, snorkels and aqualungs would have been more appropriate clothing during one of the many cloudbursts on Sunday, but even this was not enough to prevent several local riders from turning up to participate in the days ride.

Highlights of the rides were undoubtedly the military road that runs parallel to Hadrian's Wall and the ride over the moors to Tan

Leaving for Kielder



After yet another superb meal on Saturday evening, we mingled with the locals and a wedding party in the sumptuous surrounding of the bar. The groom became so involved with talking bikes that he 'forgot' his marital duty and was eventually dragged away from the bar in the early hours by his understandably annoyed bride!

Yet again a successful and highly enjoyable weekend. It needs more then appalling weather to dampen your spirits when you are away with a large group of fellow Triumph owners.

Keith Walton enjoys his first RAT Raid. He's since booked for two more.



### Doing it the French way

#### Champagne Raid

Before the party. Being lost in France is a pleasure on roads like this!

High spirits fuelled by copious supplies of champagne

Members from the UK made up the majority of the party on the second Champagne Raid in June. A group of 25 left Calais, and met up with international RAT manager Neil Webster, who guided the group to their base in Epernay.

The highlight of the weekend was the 7-course 'dinner by candlelight' celebration, held on Saturday evening. During the night we toasted the health of Bertrand (who was sadly missed during the party after his excursion during the afternoon!) with far too much champagne, danced to the live band, and held an impromptu 'how many people can you get on a Trophy' competition.

The group snaked back to Calais on Sunday via the glorious castle-dominated village of Pierrefonds. We enjoyed lunch in the traditional town square before heading North to the ports.

After a weekend of action packed incidents, the feedback from those who attended this event was exceptionally positive. Proof again, in the right company, in the right place, at the right time and on the right bikes (!) you will enjoy a fantastic experience when you travel with RAT!

# Veni Vidi Vici

### **Cotswolds National Trust Run**

The first National one-day RAT run drew a crowd of 28 people. Departing from Action Motorcycles in Redditch, the group enjoyed a B-road inspired route to Broadway Tower, where light refreshments were sampled.

After exploring the best of the Cotswolds, we stopped at the venue for the RAT Christmas Party in December, the excellent Frogmill in Shipton, for lunch. Later in the afternoon we visited Chedworth Roman Villa, before heading back to Action Motorcycles for prize draws and refreshments.



Enjoying the view at Broadway Tower.

Glyn and Chris Barnes scooped the star prize, a Triumph Centenary jacket. Rowena Davis won the watch, with her husband Colin also winning a prize.

This popular one-day format will be repeated next year. There will be more details on the web and in future Torques.

Proud prize winners showing off their booty.



"The turns on this track invite you to turn into them earlier than is good for a proper line." With these words from chief instructor Hennie Lentink ringing in their ears, 40 Triumph riders from across Europe headed for pit lane of the famous Dutch circuit.

The impressive 5:1 pupil to instructor ratio worked well and offered ample track time for everyone. Each group used a rolling position system, moving their position in the groups so that everyone had a chance to learn the line around Assen behind a qualified instructor.

After lunch each rider had an attempt at leading their group whilst



Tackling Assen's famous chicane.



being followed by the instructors and then the riders finished off with two free sessions. Each rider received a certificate with their best lap time – although the emphasis on this event was very much learning the line and not breaking track records!

Some of the less obvious bikes in the Triumph range were present on the day. Alongside the Daytonas, Speed Triples and TT600s. Thunderbirds, a Bonneville and several Sprint executives were out on the track. Next time we are looking for the Trophy riders!

This event was a good opportunity for track newcomers to try racetrack riding, not racing, with professional instruction. We are planning to repeat this track day at Assen next year. If there is sufficient interest from the UK, there will be an escorted trip from the UK.

# **Party Time**

#### Flanders Raid



Over 60 RATS attended the 2002 Flanders Raid. Held at the unique Motorcycle Loft Hotel on the outskirts of Ostend, we enjoyed a terrific party crowned by live music from 'Maxwell Street'.

Local Triumph dealer Patrick Blondeel was responsible for the routes and introduced the group to some of the quieter less known roads in the region.

The contrast between Saturday's Ardennes and Sunday's North Sea coast routes was startling, and significantly added to the enjoyment of the rides.

This popular social event is in the schedule for 2003. Look out for details in an upcoming Torque.



Coffee stop in the historic centre of Geraadsbergen.

What a view from the Tiger.

Dancing the night away with live Music from 'Maxwell Street'.

# A ferry good time

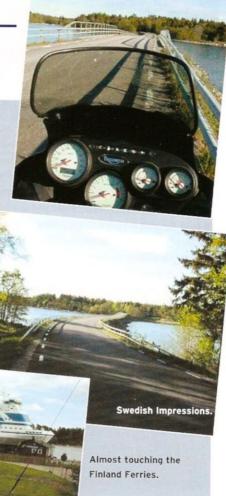
Sweden Raid



RAT-Members form Finland, Sweden and England converged for this excellent Raid. The archipelago of named Skärgård was the perfect setting for this event.

The huge Finland ferries passing by just 60 yards from the hotel's terrace were just one of the many highlights of this weekend. Brilliant weather complimented by two days excellent riding were exactly what this event deserved. Full marks to local member Joakim Lindblad for compiling the roadbooks.

There will certainly be a Swedish Raid next year. Comparable costs to the UK are lower - make sure you come along!



# Coming up . . .

To enter any of the UK Raids, send a cheque for the relevant amount, made payable to 'RAT' to RAT, PO Box 83, Hinckley, Leics, LE10 3ZP. Riders on all Raids must be RAT members (there is no membership requirement for pillion passengers). If you only want to join in on the rides there is no charge, just be at the start point at the relevant time.

## **Devon Raid** October 11 - 13

Be quick if you wish to join us on the final UK Raid of 2002! The Best Western 3 star Tiverton Hotel is our venue to bid a sad farewell to the 2002 UK calendar. The hotel is ideally located on the outskirts of the city, five minutes from junction 27 of the M5.

The weekend will start on Friday night when we will enjoy our welcoming meal prior to retiring for drinks in the bar. Following a hearty



breakfast on Saturday we will depart from the hotel at 10.30 for the main event! During Saturday we will explore some of the most scenic parts of the county, and stop at some point to enjoy a traditional cream tea. Saturday night means one thing the Raid party! This is the last one of the year so we will do our very best to make it a memorable evening.

Tickets for the weekend cost £30 per head, which includes evening meals, entertainment, prize draws and road books. If you only want to join in on the rides be at the Tiverton Hotel by 10am on both days.

We have negotiated a special rate of £35 per person per night including breakfast at the Best Western. To reserve your room, call the hotel direct on 01884 256120 quoting Triumph. Please note there is a £10 single supplement per night.



## RAT Christmas Party December 13

Come and celebrate Christmas the RAT way in December at the Frogmill in Cheltenham.

Hosted by the Cheltenham pack - this is a Christmas party you can actually look forward to attending! With a mix of food, drink, music and plenty of bike talk, we are sure to have an enjoyable evening!

The cost for the evening is £18.95. Contact the Frogmill on 01242 820547 and quote 'Cheltenham RAT'. A deposit of £5 is payable with the balance to be paid on the evening itself

Further information on the evening can be obtained from Steve Prior on 07802 447478 or via email on stephenlprior@aol.com

# **European Events**

There is still time to head for the ports, take advantage of one of our RAT negotiated discounts and head off into Europe for one of the remaining overseas events for 2002.

Unless otherwise stated, please send a cheque payable to RAT to our French office: Triumph/RAT. 19 Bd Georges Bidault, Croissy Beaubourg, 77437 Marne La Vallée, France. Sterling cheques are acceptable. If paying in Sterling, please calculate the correct amount based on the current £ - € conversion rate.

Bertrand Goyez and Rüdiger Buck can be contacted on +33 16 46 23 83 2, or via email on goyez@triumph.co.uk or ruediger.buck@triumph.co.uk respectively. Mobile: Rüdiger +49 160 883 67 20; Bertrand +33 6 80 02 03 93.

## Sauerland Raid September 13-15



One of the most unknown but thrilling motorcycling areas in Germany is set to host the Sauerland Raid in mid September.

Often referred to as the 'Dutch Alps', the Sauerland is situated 50 kilometers east of the Ruhr. Offering small hilly roads, traditional villages,

dams, water reservoirs and of course traditional food to compliment the area. The RAT-Pack Rhein-Ruhr is organizing this event.

For further information and bookings contact pack-leader Sebastian Schenk directly at s.schenk@cityweb.de or +49(0)170 638 9206.

## Black Forest Raid October 2-6



# Don't miss it! After the success in 2001 this is going to be an unforgettable event.

Based at the three Star Hotel Hirsch in Bad Peterstal we will have the chance to ride on some of the most testing roads in the Black Forest together with a choice of things like a visit to Castle Haut Königsburg in Alsace, a wine-walk (train-trip and wine tasting) and a day in the old thermal baths of Baden-Baden.

We're going to have a program scheduled for sunny and rainy days. Take this chance for a small holiday trip before the Christmas rush starts!

The price for this for 4-day event is  $\in$  215/per four nights per person in a single or double room including the breakfast buffet and evening meals. For those who are after a little bit more luxury a suite with a separate sleeping room is available for  $\in$  260 for four nights per person.

Contact Rudiger for bookings and additional information.

#### Escorted Trip to the Black Forest

We will be running an escorted trip for UK members wanting to take part in the Black Forest Raid, leaving from Dover on the 7am ferry on October 2.

It's 435 miles from Calais to the hotel, but we have an interesting route planned that will use a combination of motorways, A and B roads.



Regular petrol and comfort stops have been planned and we expect this trip to take 9 - 10 hours. Please contact Simon Carter for further details and plans.

## Monaco/Menton Raid October 11 - 13

The French season's grand finale is an action-packed weekend on the Côte d'Azur.

Starting with breakfast at Menton's Casino, we will then go to Entrevaux to visit a private motorcycle museum and enjoy lunch near the Var river. In the afternoon, be prepared for a scenery overload! The route will take in the Gorges de Daluis, Gorges du Cian, Vallée de la Vésubie, Col du Turini, Col de l'Horme, Col de Brau and de Castillon! Dinner will be enjoyed at the Italian border on Saturday night.

Sunday, and in memory of our friend Claude Bogliolo, we will travel into Monaco to take pictures in front of the Palace. The route will then return to Menton via the Col de la Madone,

The price for this fabulous weekend is € 160 per person including 2 nights B&B, breakfast at the Casino on Saturday morning, Saturday lunch, Saturday dinner, Sunday lunch and aperitif on Sunday evening.

This Raid is being sponsored by Le Restaurant Mirazur at Menton and Toulon dealer, Triumph Road Spirit. If you want to stay at the hotel on Sunday evening you can for  $\in$  35 per person. Contact Bertrand for further details about this event.



**RAT Raid entry form** 

Please accept my entry for	
Surname:	
First name:	
Address:	
· · · · · · · · · · · · · · · · · · ·	
Tel. :	

Membership No:....

Machine:....

# **Around the packs**

#### Canterbury - Robinsons

Freshly returned from the awesome Nurburgring, Robinsons continue with their remaining domestic schedule. The pack is now operating under the watchful eye of new pack leader Nick Hamilton, and has the following events lined up for the rest of the season.

6 October: Club charity run. 8 October: Monthly meeting. 12 November: Monthly meeting. 10 December: Monthly meeting. 14 December: Christmas dinner.

The pack meets on the second Tuesday of each month at The Four Horseshoes pub in Graveney. Contact Mike Robinson in the shop on 01227 766267; or visit their excellent web site at www.robinsonsrats.co.uk for regular updates. Nick can be emailed at nickhamilton1@compuserve.com or contacted on 01795 538018.

#### Cheltenham

'Not for the faint hearted' was how the Cheltenham pack's Centennial 'End to End' challenge was advertised.

Six bikes attacked the 950-mile Lands End to John 'o' Groats



The gloom of Lands End.

marathon over the course of two highly enjoyable days, and it was with a sense of achievement that the customary photographs at the finishing signposts were taken.

Pete and Steve are already looking towards another big pack event in 2003. If you enjoy making progress on magnificent roads make sure you ride with this pack soon!

6 October: National Motorcycle Museum Run.

13 December: National Christmas Party.

All pack rides start at the Frog Mill inn at Shipton, which is at the junction of the A436 and A40. Email Steve on stephenlprior@aol.com or telephone him on 07802 447478. Pete can be contacted on p-mharris@freeuk.com or on 07973 686455.



#### Chippenham - Taylor Racing

After a long trip to the Bavaria Raid, this pack has continued to be active throughout the summer.

If you are quick there will just be time to join Taylors on their annual camping weekend. Contact Peter Clarke urgently for the latest information on the Wiltshire camping weekend.

13 - 15 September: Wiltshire camping weekend, Blackland Lakes Calne Wiltshire. Prices for two nights in a tent for one person and a bike are £13.14 inclusive plus £5.40 per extra person.

Peter and Steve can be contacted in the shop on 01249 657575, and Peter Clarke on PETER.CLARKE.4275204.SUTH@ntlworld.co.uk or 07974 991159.



Pete Clar

#### Croydon - Carl Rosner

Rosner's has enjoyed a successful season with high levels of attendance. Pack leader Ian Norman commented "We are getting a minimum of 12 bikes for each run. For our trip to Sammy Millers in June, we had 40 bikes turn up".

lan is running an escorted trip to the Devon Raid in October and invites any other riders in the Southeast who are planning to attend to get in touch so that a Raid Ride-In can be organised.

11 - 13 October: Pack trip to the Devon Raid.

Rosner's meet on the third Wednesday of each month at the Fox & hounds in Biggin Hill. For details of this and the latest pack updates contact Ian on 07713 884144 or e-mail: biker460@aol.com.

#### Edinburgh - Two Wheels

A season of disappointing weather has taken its toll on several of the planned Two Wheels rides this year. Pack leader Neil Danskin is looking forward to actually riding in the dry. "Three out of the five big runs we have organised this year have been in appalling weather," he remarked. Undeterred, the pack has the following runs left to enjoy in 2002.

29 September: Glenshee run. Leaving the shop at 10.30.

13 October: Borders run. Leaving the shop at 10.30.

17 November: Trip to the International Motorcycle Show. Coach and entrance £35.

Contact Neil on 0131 668 4775 for the latest information.

#### Exeter - Bridge Motorcycles

Tony Parsons, pack leader for the Bridge Motorcycles pack, is busy putting the closing touches for the routes and lunch stops for the Devon Raid in October. In addition he is running regular monthly evening runs and there is still a monthly meeting at The Blue Ball Inn, Sidmouth.

Contact Tony on 01395 579659 or e-mail tony.parsons54@btinternet.com for pack information. Alternatively contact Paul at Bridge motorcycles on 01392 260200.

#### Essex - Ongar Motorcycles



Nick Westcott relaxing in France.

A total of 21 RATS wolfed down a full seafood dinner at the Ongar 'Southend Special' run in June.

Pack leader Nick Westcott has covered in excess of 35000 miles this year on RAT business, and can be relied upon for organising a memorable

event. If you are local to Ongar, and fancy riding to a national event then it is always worth contacting Nick to check his travel plans.

After a memorable calendar of events Nick is scheming up some runs for 2003. Expect more local and joint runs with other packs.

Contact Nick on 07801 594985 or on email at vethealth@btopenworld.com for the latest.

#### Fareham - Rafferty Newman

This pack enjoyed a worthwhile day out at their annual Samaritans run in late May. In spite of threatening weather, 25 bikes turned up and toured around three Samaritans branches in the area.

Apart from the organiser getting lost at the start and being the last one to the first stop (no mentions of pack leader Colin Ewart here!) the group managed to successfully hand over a cheque for £1000 to the Basingstoke branch of the Samaritans.

Contact Chris Linney at Rafferty Newmans on 01329 232424 or Colin on 01753 280174 (email cewart@lineone.net) for details of upcoming pack events. The packs runs start from the Little Chef at West Meon on the A32/A272 crossroads.

#### Hastings - JS Gedge

This pack meets on the third Wednesday of each month at the Red Lion pub at Magham Down. The pack is regularly attracting in excess of ten bikes on their runs, and all are invited and welcome for one of the remaining fixtures this season.

14 September: Run to Ace Café.

15 September: Ace Café reunion - run to Brighton.

October: TBA: Boxhill Café feed and run.

Contact Trevor in the shop on 01424 423520 or Nigel on 01323 738801 or via email on ratpack@egin.mistral.co.uk.

#### **Hinckley - Windy Corner**

After organising the Midlands ride-in at the Centennial Home Run, and following an incident packed trip to the Nurburgring, Mike and Ray offer the following menu of



Windy's in the Cotswolds

#### RAT events for the remainder of the 2002 calendar.

18 September: Evening run. Leaves McDonalds at 7pm.

2 October: Pack evening at MIRA.

11 - 13 October: Pack trip to the Devon Raid.

6 November: Pack evening at MIRA.

4 December: Christmas Party at MIRA.

Contact Roger Winterburn at Windy Corner on 01455 842922. Mike can be contacted on 0775 2249535 or via email on mc\_coleman@yahoo.com.

#### Leeds - Eddy's Motorcycles



Three Triples and Four Merlins

The completion of another successful Rosedale camping weekend reinforced this pack's position as the premier RAT pack in the North of England. Heavy rain on Sunday cut short the full planned activities but all enjoyed a thoroughly excellent time, and the hospitality at the White Horse Inn on Saturday evening made the wet trek home on Sunday all the more worthwhile.

Next year, Eddy's plans a camping weekend with a difference. Depending on the weather forecast it will either happen in the North or South.

11 - 13 October: Pack trip to the Devon Raid.

For further information of upcoming events please contact: Paul Armer on 07740 627388, Danny Mountain on 01302 700818, or email Harvey Bosomworth on harveybos@ntlworld.com.:

#### London - Boyer Racing

Boyers are spreading their wings once again this year for a run to the Motorcycle Loft in Belgium. This follows other foreign trips this year to the Battlefields of the Somme and the Black Forest.

Pack leader Colin Pavitt has also organised a quality run for those who enjoy their food. It is a round trip to Dorset that will include three full meals during the day. If you enjoy eating as much as you enjoy riding then make sure that you do not miss this run in October!

15 September: Run to Sammy Millers Museum. Leave the Oakdene Café at 9am.

28 - 29 September: Run to Motorcycle Loft Hotel in Belgium with two full days' riding.

20 October: Breakfast/Lunch/Cream Tea Run to Dorset. Leave the Oakdene Cafe at 9am.

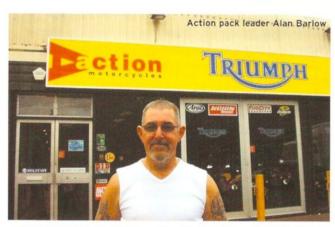
Contact Bill at Boyer Racing on 0208 854 8133 or Colin on 07971 590393.

#### Northampton

It has been a successful first year for the Northampton pack. With 24 bikes joining in on the pack ride-in to the Home Run, and good numbers attending their other events (the majority of which have been held in vile weather), this pack can look forward to a challenging and varied programme of events in 2003.

22 September: East Anglian Classic Motorcycle Restoration. Contact Ian on 0777 393 5691 or via email on northantsrat@hotmail.com for details of this and upcoming events.

#### Redditch - Action Motorcycles



Join new pack co-ordinator Alan Barlow (above) on Action Motorcycles' season finale. Alan is on his third Trophy, and is looking forward to stretching its legs and getting some miles on it!

22 September: Trip to Swallow Falls - the highest waterfall in Wales. Leaving Hopwood services on the M42 at 9am.

Contact Alan on 0121 608 4525 or email him on e.barlow@blueyonder.co.uk. Steve Taylor at Action can also be contacted on info@actionmotorcycles.co.uk.

#### Taunton - Taylors Motorcycles

It has been a busy season for Taylors. As well as organising their own schedule of events, they have run trips to all of the UK Raids and have plans for a Spanish trip in 2003.

Neil Macdonald has done a sterling job, and together with Colin and Simon from the shop, Taylors can be proud of its packs activities this year.

Remaining events for this year include:



Neil Macdonald at Taylors

22 September: Black Mountains. Leaves Chip Lane at 9am. 11 - 13 October: Pack trip to the Devon Raid.

Contact Colin on 01823 282321. Neil can be reached on 0777 3935240 or via email on neil@nmacdonald. freeserve.co.uk.

#### Telford - Wylie and Holland



The Irish Crew.

"Every path over here is the right path." This was the advice given to the group by a friendly local when they were lost during their expedition to Ireland in June.

Eight bikes carrying 14 RATS spent a glorious week in the Emerald Isle. Staying in two hired cottages, the group enjoyed a balanced mix of riding and sightseeing. Richard is already making plans for the pack trip next year. This time they are considering an expedition to Northern Spain.

On a domestic level the pack has enjoyed some fantastic runs, including a recent trip down a coal mine in South Wales! Keep checking their web page, http://hometown.aol.co.uk/richstil-well/RAT.html, for details of the packs upcoming events.

Alternatively, Richard can be emailed at richstilwell@aol.com.

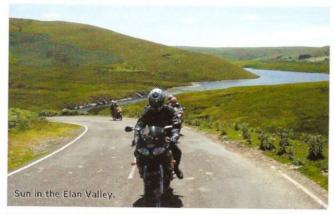


Lining up for a drink.

#### **Sutton Coldfield - Pole Position**

Recent additions to the UK RAT network, this pack has enjoyed considerable success on its first couple of runs. Pack Co-ordinator David Thomas has risen to the challenge and as a veteran of national RAT events is confident that he can make this RAT pack the success it deserves to be.

"I am keen to help my new local dealer establish this pack,"



he commented in between organising runs. There is still opportunity to attend a run this year.

15 Sep: Betws-y-Coed. Leaving Pole Position at 9am.

David can be contacted on 0121 378 5483. Alternatively contact Terry in the shop on 0121 323 3523 for the latest update.

#### Tring - On Yer Triumph

On Yer Triumph returned from their recent run to the Loire Valley in high spirits, despite problems with the ferry, the gendarmes and the weather!

OYT pack leader John Ponting recalls Saturdays ride out with some amusement. "Saturday was spent as only the OYT RAT pack can spend a day, setting out together knowing where we were going, getting separated and lost and regrouping back at the hotel in time for dinner again!"

A tradition with the OYT foreign trips is that they don't spend all of the time riding. This trip was no different and they managed to fit in a visit to a chateau, along with numerous stops at cafés and restaurants. It is likely that another French trip will be organised next year; contact John for the latest plans.

15 September: Pack run.

14 October: Pack natter night. 8pm onwards.

20 October: Pack run. 10.30am departure from the Little Chef at Chiswell Green.

10 November: Pack lunch and natter. 12.30pm onwards.

17 November: Pack run. 10.30am departure from the Little Chef at Chiswell Green.



Amboise Chateau - where are the bikes?

8 December: Pack lunch and natter, 12,30pm onwards.

15 December: Pack run. 11am departure from the Little Chef at Chiswell Green.

Pack meetings are held at The Coach and Horses, Newgate Street Village, nr Potters Bar. Contact John Ponting 01707 335192 or email on jponting@globalnet.co.uk or alternatively Brian Cowell 01727 873654 for pack updates.

#### Wimborne - Three Cross

An impressive tally of 25 bikes made the Three-Cross trip to France in May. Pack leader Nigel Baker, bravely led the troops through dense early morning mist from the glamour of Sainsburys at Ringwood to the more impressive surroundings of Brittany.

There is one more chance to sample the continent with Three Cross in 2002. Be warned – these trips are incredibly popular and tend to sell out quickly so register your interest now!

22 September: Autumn breakfast and Purbeck run. Leaves 3x at 8.30am.

25 September: Social meeting at the Elm Tree pub. 7.30 onwards.

29 September - 6 October: French trip. Be very quick if you want to go!

20 October: Ride out TBA. Contact Nigel for updates.

30 October: Club night.

3 November: Ride to the beach race at Weston.

Nigel can be contacted on 01258 830091, or via email on nigelmbaker@aol.com. Alternatively you can check out their web site www.3xrats.co.uk.

# **Around the World**

#### **Australia**

A number of packs are getting together for their first season in Australia. Why not get in touch with the pack leader and help make things happen? It's all about riding Triumphs. Check out the RAT pages on the Triumph website at www.triumph.co.uk for more pack event info.

#### Adelaide - Peter Stevens Motorcycles

Contact Rob Blight on 08 8212 1494.

#### Albury - Whitehouse Motorcycles

Contact Jason Rigby on 02 6021 7588.

#### Geelong - Procycle

Contact Craig Wiseman on 03 5223 2732.

#### Melbourne - Peter Stevens Motorcycles

Contact Maurice Allen on 03 9602 5833.

#### Virginia - Powercycle

David Leeuw is the guy behind this new pack. Contact him on (07) 3265 5866 to help get things moving.

#### West Gosford -Ric Andrews Motorcycles

This pack had their first RAT Run on June 8, heading out to the Wollombi Tavern, about one and a half hours from the shop on some

great country

Rat Run 2 was held on July 20. It was a spectacular Winter day. No clouds and a top temp of 20 deg.C.(Sounds like Summer in the



The Ric Andrews pack take a break at the Wollombi Tavern.

UK.) Our attendance would have been greater than Run 1 but there were a few sleepyheads. Had a great ride out to the first stop at the Dunkirk Hotel at Spencer (hardly any traffic!). Stayed a while then lost one of our crew 'cos he had a function to attend. The rest of us continued on the interesting (i.e. bumpy) & sometimes scenic road to the ferry at Wisemans. Had a smooth, but thirsty river crossing. 500 metres up the road had to stop & partake in some amber refreshments at Wiseman's pub.

Away we went again, up the winding road from the pub, along the rollercoaster & then down the lumpy track to our next boat trip at Berowra Waters. Another smooth, but thirsty crossing so we had to stop for sustenance at Berowra pub. All feeling satiated after that it was decided it was time to enjoy one of the best roads in the area on the way home.

The famous 'Old Road'. No need to say anymore. It's the Old Road. A few of us stopped at the Road Warriors café for a while to suss out all the bikes on display. There were a lot of Trumpies there & a few other brands. The place became very raucous when a dozen vintage American bikes arrived. A good but noisy end to RAM Rat Run 2. Trip distance was only about 220kms.

Can't wait for 3! Which is on Aug 10th. Possibly a 300 km day. They have big plans to build on this good start. Contact Peter Regan on ricand@pnc.com.au .

#### Wickham - John Brisan Motorcycles

Contact Craig Ireland on 02 4982 9475

#### Denmark

#### Vagn Jensen Motorcykler, Lystrup

June 15 saw members take part at the Vendia Run in northern Jutland - even though was a rainy day and Denmark were playing England in the World Cup! More people should have taken part because Denmark lost against England and the weather turned out to be fine!

Local member Peter Mortensen chose some fantastic small and bendy roads with a great scenery and the event was one of the best RAT events so far in Denmark.

The pack also spent a safety training day at Vandel airfield on August 24.

Contact Esben Nielsen at en@quantum-gruppen.dk or +45(0)983 93435.

#### Finland

Brittiralli in mid June was the major event for the Helsinki RAT Pack this Summer. Among about 700 English bikes were at least 50 Hinckley Triumphs. With the pack's bikes lined up in one row people kept stopping to ask for a test ride!

Pack member Pekka made his way to the Swedish RAT Raid at the end of July where he experienced a fantastic weekend in the Skärgård-area around Stockholm. Don't forget that regular meeting place will change again for winter time. Contact Petri or Pekka for more details.

Contact: Petri Gullsten at Tel. +358 (0)4073 64 534 rat@gullsten.com .



Bike-line up at Kahvila Roosa.



At Brittiralli in June.

### Norway

With more than ten members the pack is steadily growing with the Vikings' Fjord and Mountain Tour along the west coast of Norway being the highlight of the Summer.

Contact Björn-Arild Woll at +47(0)66914167 or at ladejarlen@hotmail.com .

#### South Africa

Cold mid-winter zub zero conditions didn't deter members from all over SA attending the Colesburg Centenary Run on June 15-17. Numbers warranted two rides being organised for the Sunday, one to the Gariep Dam (the largest



Crossing the Orange River during the Colesburg Centenary Run.

# man-made dam in Africa) and the other to Graaf Reinet in scenic Eastern Cape Town.

A Triumph Advanced Riding School for 38 RAT members was held at Zwartkops Raceway in July. members got individual tuition and enjoyed a great day.

#### Coming up:

Natal Midlands Run, November: Based at the Mountain Park Hotel in Bulwer in the foothills of the Drakensburg mountains. There will be two Saturday runs - one to the coast and one to the more rugged country of the Sani Pass border area between S Africa and Lesotho where they will visit the highest pub in the world.

Breakfast runs are held regularly. Contact your dealer for more details.

Contact Mike Davison for more info on 011 609 7385.

### Spain

#### Quality Bike, Barcelona



The crowd at Albacete race track.



So much fun at the Catalunya Raid.



Simon Brampton enjoying life in Spain.

# Summer is always a quiet time in Spain because is too hot for riding but Autumn will see rides in September or October.

Some pack members took part in the Albacete track day organized by Spanish Triumph importer Proeuropa. Many thanks to them for offering the chance to do test rides on different new bikes.

Pack member Simon Brampton is already preparing next years' Catalunya Raid in March. Details will be available in next Torque, during autumn appearing on the Website or at Rüdiger Buck, Tel. +49(0)160 883 67 20 or ruediger.buck@triumph.co.uk.

Contact Marc Larotcha at Quality Bikes for more details about the pack at 934 576 934 or at triumph@qualitybike.com .

#### Sweden

The last edition featured an incorrect email address for Englishman Steve Curtis who wants to help start a RAT pack in Sweden. His proper address is steve\_curtis\_uk@yahoo.se.

A Stockholm pack is now being formed. Contact regional co-ordinator Rüdiger Buck at +49(0)160 8836720 or ruediger.buck@triumph.co.uk for more details or contact the RAT-website.

Please confirm details of any RAT events with the organisers before travelling.

For a full list of current events see the RAT pages on the Triumph website

www.triumph.co.uk

# Letters

RAT, PO Box 83, Hinckley, Leics., LE10 3ZP, England

#### Four fan

I recently had the good fortune to purchase a 2002 Speed Four, which as you know are difficult to come by at the moment.

This is my second Hinckley Triumph, the first being a 1999 Adventurer and as much as I enjoyed the classic, I must say I was duly impressed by the development Triumph has made in three short years. The build quality of the Speed Four is absolutely superb.

In fact I am so enamoured of the new bike that I have created a web site (www.speedfour.net) as a resource and meeting place for fans of the bike.

Keep up the great work!

Rick Lucas, Kansas, USA.



Rick Lucas was one of the lucky few to get aboard a Speed Four this Summer.



John Tyrell has some tough choices to make when he goes riding.

#### **Decisions, Decisions**

You would think the decision whether to ride my Daytona 955i or the TT Special would be a difficult one. Not really.

When I'm going to the twisties of western North Carolina or north-eastern Georgia, the decision is the 955. When I'm going profiling at the local hang-outs the choice is the Bonneville that I've owned since 1967.

Triumph have made a lot of changes since 1967. For example the Daytona came with lights. They had to be added to the 'TT' for road use.

John Tyrell, North Carolina, USA

#### Catalunya raider

Having returned home to the Isle of Man I would like to say how enjoyable the Catalunya Raid in March was.

Many thanks to Rüdiger and especially Simon Brampton - who not only contributed much of his own time in making it a successful weekend, but even loaned me his own ST for a while.

Geoff Turner, Isle of Man

Geoff Turner had a great time in Catalunya.





#### RAT's sun rises in the east

I was probably the first rider in Japan to own a 2002 Speed Triple when I bought my bike in December. It is my fifth bike, but my first Triumph and I am very pleased with it. I hope there will soon be more RAT members in Japan.

Toshihiko Tanaka, Okayama, Japan



A suitable setting for a rest during a weekend in the Dordogne.

#### Classic weekend

My husband and I spent a wonderful weekend in the Dordogne with our Adventurer and Bonneville. The weekend was complete when we came across the village of Bonneville in the middle of the vineyards.

Anne-Marie Breau, Begles, France

# Put a Spaniard in the works

After riding a Triumph Trophy around the world, getting to North Africa for another marathon ride should have been easy.

Foolishly I was riding a mountain road in the Sierra Nevada at night, just as a truck carrying gravel chose to shed much of its load on a tight bend. The result was a beautiful new Tiger needing some emergency surgery. But this was rural Spain. Where could I go?

The RAT grapevine pointed me in the direction of Euro Bike in Almeria and George (pronounced Hor'hay) was soon on the case. Ordering parts was a challenge as we only had a few words in common and the parts book was in English, but we ploughed on and thanks to Triumph's efficient parts delivery service I was soon in my way again.

Robbie Marshall, Spain.

George saved the day when world traveller Robbie Marshall hit trouble in Spain.



We could go on about the amazing beauty and awesome scenery, the fabulous uncrowded roads, the friendly locals, very attractive exchange rates or that while it's Winter cold elsewhere - we're basking under the South Pacific Summer Sun. But now there's an even more compelling reason to come and tour New Zealand!



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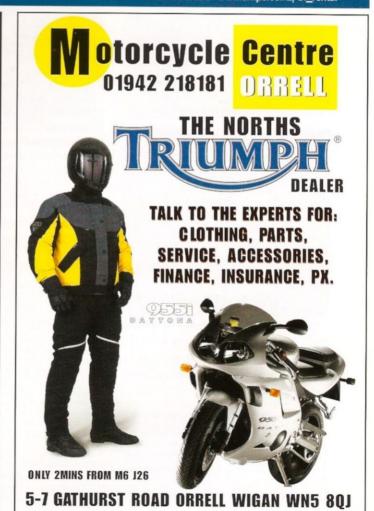
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New Zealand members can save on insurance by calling Protecta Insurance for preferential RAT rates on 09 377 6872.

#### Ferry crossings

• P&O STENA LINE offer 30% savings on their Dover-Calais crossings. +44 (0)87 0600



0600, quoting reference TMS 50531 Retail Promotions.

 STENA LINE FERRIES offer discounts on their Harwich-Hook of Holland, Holyhead-Dun Laoghaire, Fishguard-Rosslare and Stranraer-Belfast routes. 20% off published brochure fares on Irish routes, special fares on Harwich-Holland route. +44 (0)1255 242000



stating account number BC047. For Irish routes call 08705 204402, also quoting account number BC047. Discounts are subject to availability.

 HOVERSPEED offer 25% reductions on their Dover - Calais and Dover - Ostend routes. Members crossing by car can save 15% on their crossings. Call 08705 240241 (UK), 0820 003555 (France), 059 559911 (Belgium). Quote reference ST/TRB for standard return fares and EX/TRB for five-day return fares. Use the suffix TRC for car fares.

- P&O NORTH SEA FERRIES offer a saving of 10% on full tariff brochure bookings on their Hull Rotterdam and Hull Zeebrugge routes. Contact +44 (0) 870 1296003 and quote code HM 066. This offer is valid for all return bookings from Hull for UK departures only.
- Note that to obtain a discount it is necessary to pre-book before travelling.

#### Hotels

• ENVERGURE GROUP - Hotels throughout Europe. 10% discount on Bleu Marine, Kyriad, Clarine, Climat and Balladins 5 -10% discount in Campanille. For booking, call the main office: +33 (0)1 64 62 46 36 with code F48001 or via internet: www.envergure.fr with code F48001 and password 'Triumph'

#### AUSTRIA:

• Serfaus, Tirol. Hotel Regina. 10% discount, +43 (0)5476 6253.

#### FRANCE

- Pays Basque. 'Errotaldekoborda' farmhouse accommodation. 10% discount, +33 (0)5.59.54.29.77.
- murielle.daux@libertysurf.fr
- Provence. Auberge de la Benvengudo.
  10% discount, +33 (0)4.90.54.32.54.
  Languedoc. Maison St George, bed and
- Languedoc. Maison St George, bed and breakfast. 15% discount, +33 (0)4.68.33.36.71.

#### GERMANY:

- Bad Peterstal, Black Forest. Hotel Palmspring. 10% discount, +49 (0)7806 301.
- Ulm/Lehr. Hotel Engel. +49 (0)731 140 40 400.
- Morstadt. Winzerhotel 'Zum Saalbau'.
   10% discount, +49 (0)6247 377.

#### **NEW ZEALAND:**

 Best Western Group offer 10% discount, 09520 5418.

#### SPAIN:

 Andalucia. 'Casa Mariquita'. English run bed and breakfast accommodation in a small hillside village 30 minutes south of Granada. 15% discount for RAT members. +34 958 793 681.

#### UK

- Torquay. The Exton Hotel. 10% discount, +44 (0)1803 293561.
- Colwyn Bay, Wales. Lawrence Ford Bed and Breakfast, +44 (0)1492 532993.

#### Triumph hire

- France: Motorpole, Chilly Mazarin (south of Paris), contact Ben on +33 (0)169 751 775.
- Switzerland: Erne's Euromotos in Zurich, offer 5% discount for RAT members.
   +41 (0)1 272 7772.
- Basset Motos, Geneva. Contact Arlette on +41 (0)22 329 1010.

   UK: Hughenden M40, Oxford. Contact Mike on 01844 279701.
- New Zealand: Auckland Motorcycle Rentals offer 10% discount to RAT members.
   Chris Hyland, (649) 300-7500 (www.amps.co.nz/tri\_rental).
- USA: Dubbelju Motorcycle Rentals, San Francisco. 10% discount for RAT members on rental periods of over three days. 415-495-2774, dubbelju@dubbelju.com .

Canyon Ridge Cycles Inc Rentals & Tours in Canyon Ridge, Georgia. 10% discount for RAT members. Telephone: 001 770-517-2554, email sales@canyonridgecycles.com.

#### Touring

- Greece: Greek tour operators Triumph Bike Tours are offering a 20% discount for RAT members on their programme of guided tours. You can either use your own bike or hire one of their Triumphs. Contact Deb Stagonakis on +30 294 94905 (tritours@otenet.gr).
- Scotland: Highland Rider organise tours in Scotland, including the option of using your own bike or hiring a Triumph. 10% discount for RAT members. +44 (0)1506 846616, aw.olstravel@postservices.com.
- Australia: Based in Sydney, Bikescape have three Triumph models on their fleet. Quote your RAT membership number to receive a free gift. More information at http://www.bikescape.com.au <a href="http://www.bikescape.com.au/">http://www.bikescape.com.au/</a> , or Phone +61 2 9356 2453.
- France: Languedoc Motorcycle Tours is run by locally based Englishman Martin de Cayless and organises guided tours covering the Pyrenees and Corbières region. Bed and breakfast accommodation and secure garaging is available. Dates in May, June, September and October. 10% discount for RAT members. +33 (0)468 33 36 71, languedocmoto@yahoo.com.
- Costa Rica: US-based MotoAdventures organise week-long tours of this exotic mountainous Central American country using Sprint RS machines. Visit three volcanoes and ride the Pacific coastline. 10% discount for RAT members.
   (001) 440-392-0926 (www.motoadventuring.com).
- Canada: Rocky Mountain Motorcycle Holidays organise guided tours through the spectacular Canadian Rockies using Triumph motorcycles (use your own or hire one of theirs). Based in Whistler, they offer a range of schedules and start dates. Contact Mike Ciebien at mike@rockymtnmoto.com.



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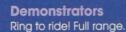
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