

THE MAGAZINE OF THE RIDERS ASSOCIATION OF TRIUMPH

# TORQUE



No 2 WINTER 1996/7



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# Ride

on the **WILD** side

PLAYING WITH THE NEW SPEED TRIPLE

# quick lines



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WHEN I introduced the first edition of *Torque* I was excited at the prospect of launching the Riders Association of Triumph and full of anticipation about its future.

Your response has been terrific and has already established the club as a major part of Triumph ownership.

In just the first two months over 3000 people have joined the club. At the time of writing (mid November) we are active in the UK, France, Germany and the United States, with Greece, Italy, Canada and Sweden coming 'live' in the next few weeks and preparations being made in a number of other countries.

Our network of dealer packs extends to over 300 groups and our programme of events and discounts package is expanding all the time.

The news section of this edition of *Torque* carries details of planned events in the USA, UK and Germany - including our major 1997 Summer Festival taking place in Germany's stunning Black Forest region next August - plus a report of our inaugural outing to the launch of the 1996 Beaujolais Nouveau wine.

Our 'Deals on Wheels' section contains details of discounts and packages we have arranged with a wide range of companies offering special arrangements and cut price deals on goods and services including insurance, motorcycle and car hire, tours and training, videos and magazines.

Members in the UK, France, Germany and the United States will also receive a copy of their national *Torque* newsletter with this edition, listing the active dealer packs in their country and detailing news about Triumph and RAT activities in their region. Other active countries will add their own newsletters in future editions.

#### And that's just the start!

It's been a breathtaking and exhilarating experience to have been a part of this rapid development and I am sure we have an exciting future ahead riding and enjoying our Triumph motorcycles together.

But it's still early days. We are working on a variety of new projects and would be happy to hear from members with their comments on what we have done so far and ideas for the future.

Why not write to me at club headquarters and give me your point of view? We will publish the best letters in future editions of *Torque*. It's your club, so let me know how you would like to see it grow.

Thanks for your outstanding support and enthusiasm, tell your Triumph riding friends what they are missing and I look forward to meeting you at RAT events throughout the coming year.

Good riding

Neil Webster  
International Club Manager

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# international news



## Ride in the Black Forest

The first R.A.T. Summer Festival will be held in Germany's stunning Black Forest region in August 1997.

Based at the picturesque spa town of Bad Peterstal, south of Baden-Baden and east of Strazburg, the festival will run over the weekend of August 22 to 25 and will include parties, music, runs and competitions.

Camping will be available on the festival site at the Campingplatz Traier-Mühle on the outskirts of the village, with a range of hotel, guesthouse and pension accommodation available a

short distance away in the town itself.

Starting on the Friday with registration, a welcome drink and catering in a large on-site marquee during the evening, the festival continues on the Saturday with more arrivals and a

selection of riding events to choose from.

Including guided tours, the chance to follow routes described in the rally handbook, a treasure hunt or the opportunity to follow your own route, there will be a coffee and cake halt at a superb country estate house.

A party with music, dancing, food and drink in the site marquee will be the highlight of Saturday evening, with more on-site action and the chance to explore more of the region on the Sunday.

Members will be able to remain on the site as long as they wish, extending their stay into a longer holiday if they want.

The festival will be open to R.A.T. members only, with further details and booking forms available in the next edition of *Togwa*, published on March 1, 1997.

Further information can be obtained from the international R.A.T. headquarters on +44 (0)1455 891515, fax +44 (0)1455 891450.

## Spring Rally

The 1997 season gets underway with the first R.A.T. UK Spring Rally at Stamford Hall, near Lutterworth, Leicestershire, on Sunday April 27.

Plans for the day include a reserved members-only display parking area, large marquee, licensed bar, catering, pig roast and jazz band. The Triumph promotional truck will also be on site, along with factory personnel, and demonstrations rides will be available on a range of Triumph machines.

An ideal location for dealer group nights, Stamford Hall is located in the centre of the country, near the junction of the M1 and M6, in a beautiful parkland setting.

There is a small charge for entry into the park, but once inside, entry to the rally area is free.

The hall and its small motorcycle museum are also open to the public for a small additional charge and there are permanent cafeteria and toilet facilities and craft workshops.

Local bed and breakfast, pub and hotel accommodation is available for members wishing to stay overnight. Details can be obtained from the Leicestershire Tourist Information Office on +44 (0)116 265 0555, the Northamptonshire TIO on +44 (0)19694 22677 or the Rugby TIO on +44 (0)1885 542687.

## Party time at Daytona

Fans planning a trip to Daytona Bike Week should make a diary date for the official R.A.T. party.

The party will be on the roof of the Daytona Beach Hilton Hotel on Friday, March 7, and will only be open to club members and dealer representatives, providing a great opportunity to meet other club members from all over the world.

Triumph Motorcycles America will also have the new 1997 line-up on display including the all-new Daytona T595 sportsbike and Speed Triple T509 streetfighter.

You can also see some very famous street and race bikes, watch some old classic movies featuring Triumphs and talk to some of the factory representatives from Triumph. Appetizers and drinks will be served.

Please remember to bring your R.A.T. membership card for access to all club events during Bike Week.

# Wine, wind and French fun

**S**NOW, ice, rain and wind couldn't prevent almost 40 RAT members meeting up for the club's first major event at November's Beaujolais Nouveau celebrations in France.

Members and guests from northern Europe - including representatives from Triumph France, Triumph Germany, RAT headquarters, the UK's Royal Automobile Club and journalists from France Germany and the UK - battled through appalling weather conditions to make the first rendezvous point at the French champagne capital of Reims on November 19.

A champagne and onion soup reception at the local Triumph dealership, Marchiwicki Motos, provided the travellers with the chance to swap stories and plan the next day's trip to the Beaujolais capital of Villefranche.

Strong crosswinds were the main problem on day two, but there was still time for the group to break the trip with



lunch in Dijon before making the late afternoon meeting point in the Place de la Seine Préfecture in Villefranche where a group of members from Monaco rode in for a celebratory drink while complaining how cold it was here in the north!

The main event of the trip followed soon after,



as the club members met at the wine village of Beaujeu to take part in the spectacular annual 'Sarmenelles de Beaujeu' celebrations.

With over 2000 people packed into a huge heated marquee, the evening contained a cabaret

show, a parade of national flags - including an unscheduled appearance by a RAT member from Monaco proudly bearing his own nation's flag - an excellent meal and as much wine as each guest could drink!

Midnight saw everyone leave the tent as a firework display marked the start of a huge torchlit parade through the village to the church square and a mass free

tasting of the new Beaujolais wine. For those who wished - including a RAT group from France who

partied on until 4am - it was then back to the marquee for more dancing and drinking.

More RAT members met up again at the Beaujeu supermarket the following morning to stuff panniers with Beaujolais Nouveau and take scene group photographs before heading for home.

As the first major RAT outing the Beaujolais Run proved a great success. As a terrific motorcycling adventure mixed in with good food, good friends and the chance to take part in an internationally famous wine event, it got the club off in an exciting start.

*We'll be back next year, so watch future editions of Torque for details of dates, routes and booking procedures.*



## From hell to heaven

**W**hen I woke up on Tuesday November 19, I wished I'd never thought of the idea of a RAT Beaujolais Run, admits International Club Manager and Torque editor Neil Weaver.

With two inches of snow on the ground, freezing conditions and more snow falling, everyone had the same reaction. "You're not still going are you?"

Not really believing we would complete even the first leg of the journey, I insisted on giving it a go and slithered out of the factory gates to start the journey in the company of Motor Cycle News journalist Terry Snelling.

The first 50 miles were hell as snow, spray and ice cut speeds down to 30 mph. The weather turned from snow to freezing rain as we got nearer the channel port of Dover where we arrived over two hours behind schedule.

Of the six other UK Triumph riders I knew had planned to make the trip, only RAC motorcycle patrol men Kev and Paul made it, backed up by their boss Norman Winchester, complete with four wheel drive jeep and motorcycle trailers. Some of the others had taken the wise advice offered by friends and family, while at least one



became stuck in the snow after starting out.

After a rain soaked dash across northern France we met up with other members in Reims and after a night's sleep we were ready for the trip down to the Beaujolais region.

Despite strong crosswinds, the weather was much better and although we left in different groups, we all met up, reuniting once down the autoroute and after meeting more members at an excellent lunch in Dijon we rode the final 150 miles virtually in convoy.

The evening's big party in Beaujeu was brilliant. With two tables given over to RAT members, wine, dancing and good food, it was a riot of an evening.

The trip back was mainly notable for the effects of a trucker's blockade. The authorities had cordoned off the motorway, but our group of riders was waded through and for over 50 miles we had the motorway to ourselves. It was an experience that will live with me for a long time.

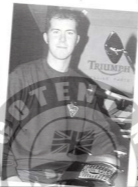
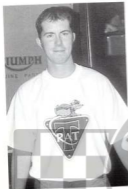
By the time we reached the Triumph factory late on Friday afternoon, we had covered 1350 miles in often appalling conditions, but our mounts - a Trophy 900 and a Trophy 1200 - had never missed a beat.

The whole experience was superb. I am already looking forward to next year.

## Club gear

THE first items in the RAT regalia range are now available through Triumph dealers. Sweat shirts,

t-shirts and polo shirts carrying the club logo open the list of goodies to be produced, with other items including jackets, caps, badges and stickers to be released shortly.



## Get trained

NO rider is perfect. We can all be better, faster, safer riders with the correct

training and professional guidance.

RAT is negotiating with

SPORTS riders wanting to develop their skills will be interested in an exclusive RAT training day being run by Reg Prudmore's CLASS Motorcycle Riding Schools.

The one day course will take place at Sears Point Raceway in Sonoma, California, on Wednesday, August 27 and will be designed to show you how to ride your Triumph more effectively. The timing of this particular school is perfect, with the AMRA race the previous weekend and the AMA Superbike event following the next weekend.

Reg and his school are both very well respected throughout the industry for their successes in teaching riders of all skill levels improved riding, with the emphasis on concentration, smoothness, and safety.

A very limited number of spots are available for this course and another date will not be scheduled, so please book early if you want a place. The cost for the day will be \$275.00 and you will

## Action time

ON and off track fun is promised at the first RAT Action Day, at the UK's Mallory Park race circuit on April 10.

Open to RAT members only, the day includes the chance to take part in a range of events such as karting, archery and crossbow shooting and the chance to ride your Triumph on the track under supervision.

For an additional fee you can also drive a military tank over Mallory's own off-road course.

The price for the day will be £125 per person, including morning tea/coffee and bacon rolls and a hot roast lunch (with a vegetarian option), personal accident insurance and a souvenir certificate.

An ideal day for dealer groups, more information and booking details are available from Mallory Park on +44 (0)1455 842931, fax +44 (0)1455 842809.

some of the leading companies in the training field to offer members the best tuition at the best prices. Some of the courses take place on race tracks, some on open roads, all are open to all club members

holding the necessary licences.

See the *Deal on Wheels* section for standing arrangements with organisations such as the UK's CSM, while here are details of some specific dates we have agreed with other companies.

need to supply your own leathers, helmets, boots and gloves as these CANNOT be rented!

You will need a valid driver's licence with a motorcycle endorsement, a full face DOT approved helmet, leather jacket and leather pants (one or two piece approved, chaps will not be acceptable), leather gauntlet-style gloves over the wrists and leather boots covering the ankles (high top gym shoes are not acceptable).

For more details or to reserve your spot, please contact CLASS Motorcycle Schools at (805) 933-9936, or fax them at (805) 933-9987. Be sure to inform them that you are with the Riders Association of Triumph.

Please remember that you are enrolling in this course 'at your own risk'. As such, you will be asked to sign a liability waiver before entering the track. We, along with CLASS Riding Schools, strongly encourage that you have proper medical insurance.

## CLASS act

**P**ENGUIN Racing School are planning an exclusive one day Triumph Advanced Riding School at Loudon Raceway in New Hampshire, USA, during 1997. A date has still to be finalised, but the cost per person will be approximately \$200.00.

This very well known school will teach you how to ride your Triumph faster, easier, and with greater control. This course is not a track day; instead you can learn how to ride more effectively, which will make your everyday street riding much more enjoyable.

All you need to do is ensure that you and your

## Riding with the Penguins

Triumph motorcycle are ready for the track, and the preparation is much easier than you may think.

Equipment rentals are available, so even if you do not own a set of leathers or riding boots you still have no excuse not to experience the sheer thrill of learning your motorcycle's capabilities on the race track.

If you do plan to use your own equipment, be sure to

bring a full face DOT approved helmet, a leather jacket and leather pants (chaps are not acceptable), leather gauntlet style gloves that cover the wrist and leather boots that cover the ankle (high top gym shoes are also not acceptable).

The Penguin Racing School is now in its 23rd year of teaching riding skills, and is the oldest road racing school in the country. The course consists of both classroom and

on-bike track time.

Contact Penguin Racing on (508) 339-4673 for more information on the school and the requirements. Be sure to tell them that you are with the Riders Association of Triumph. Only 50 spots are available, so reserve your place soon. Second school may be scheduled if all spots filled.

Please remember that you are riding 'at your own risk' and you will be required to sign a liability release before entering the track. We, along with Penguin Racing, strongly recommend that all participants have proper medical coverage.

### On the road

**E**xclusive RAT only road riding courses have been set up by UK company Shire Training. Run purely on public roads, the two day courses are scheduled throughout 1997 and include bed and breakfast accommodation.

Courses are run for groups of four riders, allowing close personal supervision by the qualified instructors, and cover aspects such as cornering control and line selection, heavy braking, series bend planning, overtaking and defensive junction techniques.

Accompanied by a course

booklet and video, the courses are based in Cambridgeshire and cost £222 for RAT members, including two nights hotel bed and breakfast accommodation.

**RAT course dates in 1997 are April 12/13 and 26/27; May 10/11 and 19/20; June 16/17 and 30/July 1; July 14/15 and 28/29; August 25/26; September 8/9 and 22/23 and October 13/14 and 27/28.**

To register for a course, or for more information, contact Shire Training on +44 (0)1480 464689.

### Performance at Mallory

**E**NGLAND'S Mallory Park is the location for a Performance Riding Day on Tuesday June 24.

Including a classroom briefing covering advice on suspension tuning, road riding theory and circuit craft, the day will allow members to take their own machines on the circuit under supervision.

The £95 per head cost includes morning coffee, tea and bacon rolls and a hot lunch, plus personal accident insurance and a safety certificate.

Riders should provide their own riding equipment, including road legal helmet, one or two piece leathers, gloves that extend above the wrist and boots that cover the ankles. Equipment may be hired from Mallory Park if reserved when booking a place on the day.

Bookings should be made direct with Mallory Park on +44 (0)1455 842913, fax +44 (0)1455 848289.

### TT escape

**M**EMBERS visiting the 1997 Isle of Man TT Races will be able to escape the traditional Mad Sunday crush by joining an exclusive RAT gathering at one of the island's top hotels on June 1.

Full details will be published in the next edition of *Torque*, with admittance by membership card only.

### DIARY DATES

**March 7**  
March 23

April 10  
April 12/13  
April 26/27  
April 27  
May 10/11  
May 19/20

June 1  
June 16/17  
June 24  
June 29  
June 30/July 1  
July 14/15  
July 28/29  
August 22-25  
August 25/26  
August 27

September 8/9  
September 22/23  
October 13/14  
October 27/28

**Bike Week Party, Daytona Beach Hilton Hotel, Florida, USA.**

Pioneer Run, England, Epsom to Brighton. Why not organise a dealer group run to visit the Triumph unit at the finish on Brighton's Madeira Drive!

Action Day, Mallory Park, Leicestershire, England.  
RAT/Shire training course, Cambridge, England.  
RAT/Shire training course, Cambridge, England.

**Spring Rally, Stamford Hall, Leicestershire, England.**  
RAT/Shire training course, Cambridge, England.  
RAT/Shire training course, Cambridge, England.

**TT Gathering, Isle of Man. Location to be announced.**  
RAT/Shire training course, Cambridge, England.  
Performance Riding Day, Mallory Park, Leicestershire, England.

Motorcycle World at Beaulieu, Hampshire, England.  
RAT/Shire training course, Cambridge, England.  
RAT/Shire training course, Cambridge, England.  
RAT/Shire training course, Cambridge, England.

**Summer Festival, Bad Peterstal, Schwarzwald, Germany.**  
RAT/Shire training course, Cambridge, England.  
RAT/CLASS training school, Sears Point Raceway, Sonoma, California, USA.

RAT/Shire training course, Cambridge, England.  
RAT/Shire training course, Cambridge, England.  
RAT/Shire training course, Cambridge, England.  
RAT/Shire training course, Cambridge, England.



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# Highland *Fling*

*Tour guide Wolf Töns has led many motorcycle groups around the UK. He tells us why he has picked Scotland as the destination for a tour package available at a special rate for RAT members.*



morning, a short motorway ride takes us to Hinckley and the Triumph factory.

After a night at the multi-star Hinckley Island hotel everybody will be relaxed to savour a trip through the Peak District and Yorkshire. For the second night, the group will stay in Huddersfield in a cosy hotel, whose small bar merits an entry in the Guinness Book of Records.

The following day, July 16th, the whole touring group meets up at Scotch Corner, from where you can almost see Scotland. From here, it's pure Scotland: we travel right across the Perthshire Highlands to the spectacular mountains of Glencoe where we stay in a typical climbers' hotel. We don't travel in a big convoy, but in small groups of seven bikes, each with its own guide, each making its individual schedules.

The Isle of Skye may be more famous than the Isle of Mull, but the latter is our choice, and it won't be regretted.

Mull must be something like the Scottish version of Corsica with its tiny roads along the coast and over hills to small fishing ports like Tobermory.

After a visit to the Tobermory whisky distillery, a boat trip to the seal

*Touring a beautiful country on a Triumph. What could be better!*

Britain is great, but one of Britain's greatest areas is Scotland. So why not tour Scotland on a Triumph after having visited the bike's birthplace at Hinckley? You can do so, courtesy of RAT and Triumph Owners Tours. You can even leave your own bike at home and hire a Triumph!

You can start your trip from home, meet us at the ferry in Rotterdam, meet at Heathrow Airport or join us at a meeting point in the UK.

We will be riding in the middle of the Scottish summer. Riders from continental Europe who want to tie in their trip with a visit to Triumph's headquarters will leave from Rotterdam on July 13th, and after arriving in Hull the following



colonies offers the ideal excuse to park the bikes for a while. Our hotel is just by the harbour.

The following day takes us back to the Scottish mainland. From here it's a contrast between vast, quiet hills and seaside touring. It's unbelievable how many different faces Scotland has: Riding through an almost Alpine setting, you are within an hour of idyllic beaches such as the one in Gairloch, on which our hotel stands. But first there's

a stop at Eilean Doonan, famous for the making of "The Highlander".

**It's  
unbelievable  
how many different  
faces Scotland**

**has**  
day, just plain countryside, but the hunting and fishing hotel in Scozier makes it enjoyable to stay in the middle of nowhere.

There are few cities on our road, but one worth a stop after a 57 mile ride along the coast to reach it is Ullapool, with its harbour and nice shops along the main road. After Ullapool,

you won't see many people for the rest of the day, just plain countryside, but the hunting and fishing hotel in Scozier makes it enjoyable to stay in the middle of nowhere.



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Fishing ports and mountains, beaches and rocks. Scotland is a country of contrasts.

The following day Durness marks the most northern point of the tour. We'll explore the secret of the caves on the sandy beach peppered with spectacular rocks, take a shower (for those who want to) at the Falls of Shin, enter as a team for the local Highland Games and enjoy the road to Strathpeffer, an old spa town, where we reach our next hotel.

If it wasn't July, we could go skiing the next day on our way to Spittal. It soon becomes very high and hilly, but only after having stopped at the Culloden Muir Battle Site where the Scottish, rallying to the cause of 'Bonnie Prince Charlie', failed to gain their independence. Another day that helps you understand how proud the Scottish are of their country!

And our hotel for the next two nights is situated in nothing less than 17 acres of finest Scottish countryside, which also hosts a nine hole golf course.

That makes it hard to decide the schedule for the following day. A game or two around the nine holes (access for beginners, too) or a ride out across Perthshire. The countryside around the Queen's summer seat, Balmoral Castle, has lots to offer: Beautiful small towns like Pitlochry in the hills, market towns such as Crieff on Caber Park with lots of fun from quad driving to boat racing.

The hotel, with true Scottish country style, is a splendid setting for the tour's final evening, as the following day means a long ride back to the boat in Hull or to the London area to return the hire bikes.

The road along the A68 back south is a steady ride, leading us slowly into Yorkshire and England. Going too fast would be too much like a shock therapy, but one thing definitely not fast is the fading of the numerous impressions from Scotland - especially the memory of seeing them from the saddle of a Triumph, with other Triumph fans sharing the pleasure.

#### Schedule:

- 13.7: Depart Rotterdam for factory tourists; latest arrival at Heathrow airport for overseas factory tourists.
- 14.7: Tour to the factory, visit to the National Motorcycle Museum in Birmingham for collecting hire bikes (Trophy, Thunderbird, Trident) for overseas factory tourists.
- 15.7: Depart Rotterdam for Scotland tourists. Tossing the Peak District and the Yorkshire Dales for factory tourists.
- 16.7: Meeting of all groups at Scotch Corner, from there continuing in groups of seven bikes.
- 17-23.7: Following the route described above.
- 23.7: Departure for boat tourists from Hull, return of hire bikes for flight guests.

#### Costs:

Scotland tour: DM 2,190 for rider, DM 1,990 for pillion rider, including boat transfer Rotterdam-Hull-Rotterdam, dinner, bed and breakfast on board and in hotels, guides, roadbook.

Factory visit supplement: 390 DM, including two hotel stays.

Bike hire (for flight tourists) £450, flight not included.

RAT discount: 5% for the complete tour and for bike hire!

For bookings or to discuss alternative arrangements contact Wolf Töns at PO Box 50, 51497 Rissath, Germany. Telephone +49 (0) 2205 92710, Fax +49 (0) 2205 927125.

# Big Fun!

If you're looking for a bike that takes the rules, screws them up and throws them in the bin, take a peek at the new Speed Triple. Triumph's T509 is the bike that dares to be different.

From the steely stare of its distinctive twin front headlights to the speedboat curve of its cute rear end, the T509 bristles with attitude.

Your mother won't like it, your mates might not understand it, but for the rider who craves raw thrills it's the stuff that dreams are made of.

Whether it's in clip-on handlebar street racer or straight handlebar streetfighter mode, the T509 has just one aim in life - to have fun.

The low, light and chunky chassis encourages outrageous bend swiveling at extreme lean angles, while the

*From the tip of its twin*

*headlights to the tail of its curved seat unit, the*

*Triumph T509 is mouthwateringly individual.*

*Neil Webster jumped the queue to try it out.*

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stomach tugging mid-range surge delivered by the fuel injected 885cc liquid-cooled engine tempts the rider into tapping the full potential of the broad power curve rather than heading straight for the 9500-rpm red-line. The guaranteed result is face full of Grand Canyon smiles and a lambda heart beat.

And if the get up and go is impressive, the stopping power is equally dramatic. The twin piston caliper setup bites like an angry pit bull terrier and brings the bike to a stop eye-bulgingly quickly.

The choice of riding positions is enough to affect the way you approach the bike. With the low clip-ons fitted you sprawl across the fuel tank, mould into the smooth and curvaceous lines and scratch round bends knee out style.

The straight bars couple with the rear set footrests to promote Mike Tyson aggression as you grab handfuls of brakes before throwing the bike over and punching out of turns, revelling in the sensation as the front wheel goes light and the rear tyre transfers that intoxicating mix of torque and horsepower to the tarmac.

So what produces this sort of fun factor? The specification of the new

Speed Triple is well known by now, with that typically Triumph in-line three cylinder motor given a 21st century dimension with the addition of a computer-controlled fuel management system.

The result is instant throttle response - whether the action is pouring on the power or turning it off - with the single silencer exhaling an intoxicating howl that is set to become the signature tune of the new generation of Triumph motorcycles.

Outright speed is not the raison d'être of the engine design and although top speed is more than respectable, with maximum power of 108 PS achieved at 9100 rpm, it is in the more useful middle range that the 85 Nm of torque makes itself felt, peaking at 7500rpm.

Fed through an almost artistic weave of exhaust downpipes, the silencer starts to sing at 4500 rpm and hits top form from 6000 rpm.

Triumph's new aluminium alloy frame, which uses the engine as a stressed member, provides the home for this superb engineering package and ensures that the handling matches the motor's potential.

Together they offer a vivid addictive motorcycling experience that is sure to have riders begging for more. Miss it at your peril!



# Tait *and* Triumph

**I**F you're going to talk to Percy, ask him if he remembers Bert Whatmore sitting in the middle of Fillongley Bends on the way to MIRA and saying: "If he can bloody get round at that speed, why can't I?"

Those are the words of an old Triumph tester recalling a 1960 fragment of Percy Tait's long and colourful life on two wheels. The quiet-spoken Tait with the ready grin is one of the industry's own legends.

At the tender age of seven he hinted at things to come by getting his Dad's 250 Triumph Tiger 70 started and riding it up the lane. "I didn't know to close the throttle when I changed gear," he grins at the memory. "It didn't half seem to go."

The competitive spirit came a little later with a Triumph twin for grass track and local scrambles.

The Triumph gave him his first taste of road racing, at the old Ansty airfield circuit near Coventry. October 7th 1950, was the date and in the Vintage Handicap the dominant riders were Geoff Duke (350 and 500 Nortons) with Len Bayliss taking the 250 honours on his Ellbee Special.

**Percy Tait was a salaried tester at the original Triumph factory, and part of his job was to race the bikes he tested on the road. He became a name synonymous with Triumph's racing achievements, reports Jim Reynolds.**

P H Tait on his 1945 5T doesn't appear in the results. "I didn't do much good. I'd ridden the bike in a scramble the day before and just changed the tyres and handlebars for Amty."

But young Tait's ability and determination didn't go unnoticed, and his next appearance on tarmac was at Silverstone on Frank Baker's Tiger 70 250 single with Triumph sprung hub. The race was won by Bill Lomas on the works five speed Velocette, but

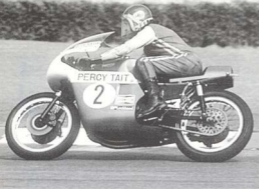
not before an unknown on an old Triumph had stuck a wheel in front and then hurried the Velo to the end.

"What was that?" an astonished Lomas asked mechanic Stan Truslove after the race. "It's a Triumph," replied Stan. "Not the bike - the bloke on it!" replied Lomas.

That ride brought Percy to the attention of entrants, while the end of three years in the army saw him join Triumph at Meriden as a test rider for



Percy Tait and Rodney Gould (right) lift the Production 500 trophy for Triumph at Brands in 1947.



Tait as he is best remembered on the Triumph 750 triple - Dorington Park, 1980.

the Experimental Department.

The factory testers were a bunch of happy-go-lucky hard riding men. Today's equivalent would be described as loonies. For example, the time the factory had a problem with the Tiger Cub lubrication system and had the testers regularly riding from Coventry to Watford and back again.

Boredom soon set in, and the riders agreed to each put ten shillings in a prize kitty for the first man at Watford. A slow starter on this occasion, Percy was way behind as he joined the M45 and headed for the M1 and Watford, thinking his cash gone.

Then a coach came past on acceleration from the roundabout, Percy tucked into its slipstream and kept the little Cub on the point of valve bounce down the long haul south! He did manage a friendly wave as they passed the leading Cub bunch and got there first courtesy of the tow.

PERCY had the ability to get speed where others could find no more. It showed when he took an Ernie Earles-framed Tiger Cub up to Aintree and passed Bill Webster's 203cc MV down the straight before going on to win. After the race Webster came over to see what had beaten his exotica and exploded; "Bloody hell. I've spent all this money and a tuppenny-happenny Triumph beats me!"

Percy has only kept a fraction of the cups won in a long racing career, but one is for fastest lap of the meeting at Crystal Palace in 1953 on a 650

Triumph. Even as late as 1958 he was still a force there, with a Tiger 110 that the form book said had no chance against thoroughbred race bikes.

That grin again. "I used to come out of the woods and down that fast bit into the right-hander before the straight. The marshals would see the bike begin to weave and they'd get out of the way. I reckon I was the only bloke who could move them out of their places!"

His racing was fated around his life as a tester at Meriden, riding anything from a 98cc Tins automatic transmission scooter to Bonneville and Trijents.

If a number of development models were to be tested at the MIRA test track near Nuneaton, it was his bad luck to be given the worst sidecar outfit to bring along the bits - but no reason to admit defeat when someone suggested the last man to the cafe bought the butties.

"I went round this left-hander and the sidecar came up. It went up the bank and the hedge and back down again, but I was still ahead. I was first at the cafe too!"

Percy has a quiet way of understating a story. Like the demonstration of a Bonneville he was required to give to Doug Hele and others of the Experimental Department. "We went off and found this nice little lane with lots of bumps," recalls Percy, "and I had to ride the bike through this bend while Doug laid down in the grass to get a close

look at what the bike was doing.

"I came along at a fair old speed and as she was laid over on these bumps it began to weave and hop about a bit. The buggers lying in the grass were in my line of fire and they all got into the ditch when they saw me coming. Must have done old Doug's bowels a lot of good..."

HIS ability to test or race just about anything got him involved with Triumph's move into racing in the 60s, beginning with the development of the 500 twin for Daytona. For 1967's race Percy tested the whole batch and was asked to select the best of the bunch for favoured rider Gary Nixon who rode it to the chequered flag.

At this time he was campaigning a Bonneville for the factory and was a key figure in the Triumph racing team - his victories including the 1971 Bol d'Or.

When the Production TT started in 1967, Percy was favourite for the 500 class. "That bike was virtually like my 500 racer, very fast," he remembers. "I don't think the Velos would have caught it if I hadn't had trouble."

"It never fired up on one plug and I went round the first lap on one pot then came in. The mechanic should never let you go out again after that sort of thing but they let me go and I was really hot up. I hit Bray Hill at the bottom so fast that one of the spokes came unthreaded and punctured the tyre and I was out."

The 500 Triumph that grew from that prodder racer he remembers as one of his favourites: "That little 500 was the biggest challenge. It used to blow Manxes off and Peter Williams used to get so wild that he couldn't catch it!"

Reving to 9000rpm, it was fast enough to take Percy to second place in the 1969 500 Belgian Grand Prix, with only Agostini on the MV ahead. The 116mph race average from a pushrod roadster engine hints at what might have been if Meriden had offered an option to ageing Norton and Matchless singles.

Not that Percy enjoyed living on

the road, with the factory Transit and mechanic Arthur Jakeman his only companions for some GPS.

"Arthur was very good," he says. "I remember we went to Sweden and I won the 500, blew off the Lintos. When it came to the production race my bike hadn't been going very well in practice but Arthur got it sorted in the last session and it was really flying.

"Rodney Gould had a fast bike too and we agreed to ride our own race and split the money for first and second between us. But, going to the start, my float chamber mounting rod broke and Arthur went and cut some wire from the fence to fix it.

"The float height was all wrong and I hadn't got the top end speed, but after a few laps I was second behind Rodney.

Percy got past Gould's Bonneville on the approach to the final hairpin, but Rodney stuck a wheel inside as they braked for the final bend. "I turned the power on again," said Percy, "but there was nothing there with the carburation all wrong. Then suddenly it hit again and I went sideways.

"I knew I had to go straight on or get off it, so I went straight down this bloody great bank, in and out of great big rocks. I turned round, back up the bank and there was Rodney waving to

the crowd as he went past.

"When he saw me, his face was a real picture - but I finished second and he had to share the money with me! They presented me with a model scrambler at the prize giving."

THE Bonneville gave way to the three-cylinder Trident in 1970. "A hard bike to ride," is his opinion. "Very skippy power. You could spin it very easily as you came out of a hairpin."

But its reputation became legendary with John Cooper's historic defeat of Agostini at Mallory Park - the only feat by a Triumph comparable to the five-in-a-row Production TT wins of the famous 'Slippery Sam'.

That title was given to the bike after struggling to finish at the Bol d'Or with a scavenging problem that left the machine coated in oil. It was ridden by Percy and Steve Jolly, and as Percy was known around the factory as Sam (Sam the Transport Man because of his willingness to pick up urgent parcels from suppliers during test rides) the only Sam was naturally Slippery!

At Silverstone in 1974 he used it to win the real Wilkinson sword that hangs in his hall today. In the Le Mans-style start, crewman Les Williams let go of the bike too early as Percy dashed over the road, resulting in a bad start and a hard ride up through the field to win.

Near that sword is the memento of what he still regards as his greatest win - the Bol d'Or in 1971.

The most amazing fact of his Triumph racing history is his pay scale!

He was paid as a tester with nothing extra in his pay packet for being one of the works team. Other stars might negotiate a retainer or win bonuses, but faithful Percy got his tester's money and nothing more.

"We won the Coupe d'Endurance one year and Malcolm Uphill got his bike given to him, but all I got was a pen and pencil set," he smiles grimly. "And when I wanted my 750 racer I had to pay for it. I remember they even charged me £30 extra for the rear wheel sprockets to go with it!"

He always had good personal relations with shop floor workers at Triumph but clearly found some of the top brass difficult to live with.

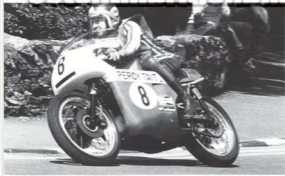
"They tried to stop me racing once," he recalls. "This bloke who ran the whole lot at BSA said to me, 'We don't want to have you racing any more, we'll keep the racing separate'. So I said to him, 'Okay, so who's going to test the bikes?'"

"He said I was, and I told him if I stopped racing I wouldn't test another bike. So they just let me have a bike to race for myself."

HE never lost his sense of humour, and as we talked in the converted Warwickshire farmhouse where he keeps a few sheep, he and wife Di giggled at the memory of a Scarborough meeting when Percy was offering sweets around the paddock.

John Cooper and the Motor Cycle News girls were champing away when they discovered the sweets contained mustard or curry and Percy retreated to hide in the back of his van.

Phil Read had earlier refused a 'sweet' but asked for one while heading out for the big race. "What could I do?," laughs Di. "I gave him a sweet and off he went. He must have broken all the lap records to get to the finish to spit it out!"



Tait and Triumph at the TT. The triple was a hard bike to ride.



# Letters

## Fishy business

Thank you for the excellent first edition of *Touque* magazine. Your feature on 'Secret Britain - Rutland' was particularly interesting and convinced me of my return to fly fishing this year after 28 years.

This is just seven years more than my abstinence from motorcycling which ended in 1993 with the purchase of a 1200 Trophy, followed in 1996 by the additional purchase of a Thunderbird.

I now combine both the pleasures of motorcycles and fly fishing, since the purchase of a British made Hardy Smuggler fly rod, which is 15.5 inches when in piece neatly fits into the Trophy panniers.

Are there any other RAT members who would be interested in a motorcycling fly fishing weekend in Rutland next year?

Many thanks for RAT and *Touque* as another excellent reason to enjoy Triumph motorcycling.

**Richard Lay, Swindon, England.**

Letters will be forwarded. Ed.

## Well done!

Congratulations on providing an edge of world class machines. The standard of the production and its performance is a credit to its British engineering. It shows what happens when a dedicated workforce and a good management team get together. Keep up the fine work.

**Richard Bailey, England.**

## In the chair

Thought other members may be interested in my Triumph outfit. It is a 1994 Trophy 900 linked to a Hedgerham XL siders. The bike and siders wheels are 15 inch items.

**Mike Hardy, England.**



## Happy in America

Hello to everybody from Orlando! I look forward to participating in the club. My Trophy 4 continues to perform extremely well and always draws much envious attention at the likes of Bike Week and Blocktoberfest in Daytona.

The guys at Cycle Riders here in Orlando are doing a great job with the sales and service and Harvey Wisener is putting in a great outlet at Point Cycle in Apopka, Fla (Pompano).

Keep up the good work!

**Jim Cousins, Orlando, USA.**

## Ride safe

Prior to setting off on a group ride, several points should be decided first.

Discuss and decide the pace to be ridden, for example, fast, medium or slow. Not everyone wants to ride at high speed.

Who is going to lead and at what point or at what signal will the lead change? Who is going to be the back rider? A riding order should be set within the group as everyone knows where they are and who they should be following.

Remember to set the pace and have pre-arranged meeting places and times in case your group gets lost especially on long rural or country roads on a poor route card. Each rider should be encouraged to take the lead at some point on the ride.

Lead riders must be aware that not everyone will get the same overtaking opportunities and should check regularly that the group is still together.

Before a ride, discuss arrangements and organisers should therefore bear in mind the differing riding styles, experience and requirements of the groups. It's not good taking a group of Thunderbird riders out and asking them to ride as if they were on Daytona. It's most unlikely that they would enjoy it.

Riding in a large group is fun if there is some form of discipline within the group. Many riders can be intimidated when they are in a large group where there is no discipline. This is because they are too busy worrying about what other riders are doing to enjoy themselves.

If the advice given is used, this situation will be avoided and everyone in the group will be able to enjoy themselves.

Organisers should speak firmly with any rider within the group who fails to ride in a disciplined manner, as once one rider overtakes another, it encourages others to do the same and the ride quickly becomes a race for a small minority who will spoil the enjoyment for others.

Organisers can then hear these riders in mind when invites go out for other group rides and act accordingly.

Once groups have ridden together a few times there is a tendency for the group to get tighter, that is to ride closer together. It must be remembered that although you trust your riding partners implicitly, even best friends make mistakes, so maintain safe distances now and again.

There is also a tendency for these groups to become very friendly and this is to be encouraged of course.

It is also suggested that as more and more rides are organised, riders of similar abilities are grouped together, so you end up with easy to please groups whose tastes are predictable - i.e. touring, sport or cruising - but don't judge riders by their bikes!

## Basic group discipline -

1. Safety first. Know your position within the group and stay there. Your time to lead will come.

2. Don't make sudden or unexpected manoeuvres.

3. Don't ride too close to the rider in front. Remember, if a guy in front comes off, so do you. It's too late to argue about it afterwards! Remember that by keeping a safe distance you will increase your visibility ahead and give yourself more time to react to hazards.

4. Don't overtake the rider in front unless signalled to do so. This avoids accidents caused by unexpected overtakes and avoids race incidents.

5. Don't take risks when carrying up riders in front.

6. Always ride for yourself. Don't get sucked into a dangerous situation just because the guy in front got through the gap doesn't mean you will.

7. Check your mirrors regularly. Make sure the rider behind is still there. If not, slow a little to give them the chance to catch up.

8. Remember that your leaders in the group will have varying amounts of experience and ride accordingly.

9. Always courteous, pleasant and courteous.

10. Always courteous, pleasant and courteous.

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24. Always courteous, pleasant and courteous.



These basic rules have worked very well for the group of up to 17 riders I ride with. In fact they work so well that members of the group now insist that newcomers are vetted first! If they don't abide by the rules they don't ride with us!

John Mickleborough, Wivington, Kent, England.

John is a member of London's Metropolitan Police and a very experienced rider and group leader. Ed.

# Down the line

**Teamwork and quality control are the keynotes**

**behind Triumph's production line operation. Neil Webster joins factory tour guide Robert Brown to find out what goes on down on the line.**

During a typical eight hour production shift a new Triumph leaves the Hinckley production line every six and a half minutes. With rest breaks, that equates to around 70 new bikes per day.

It's a statistic that demonstrates Triumph's commitment to embracing modern production techniques to complement the traditional talents and skills of its engineering and design teams.

The production line is laid out on a U pattern, with the run starting with two matched crankcase halves. The engine and gearbox is then built up and fitted in a frame before the suspension, wheels, ancillaries and bodywork are fitted.

To handle the process the production line squad is arranged into six teams, each averaging eight members. Every member has an average of six tasks to complete, including sub assembly preparation and fitment in the six and a half minute cycle.

To add to the teamwork element of the system, each team is also

**A new Triumph leaves the Hinckley production line every six and a half minutes.**





responsible for checking not only the quality of its own work, but that of the preceding team. It's a quality control programme common throughout the factory and one that helps to ensure that everyone works together to get things right first time.

Members of the team are also trained to work on the stations adjacent to their own, so they appreciate the problems and demands of their neighbours, and they are gradually moved around the production line to broaden their experience and flexibility.

Testing also plays a part in the assembly process itself. Around an hour after starting on the line, the crankcase halves will form part of a complete engine. Each engine is then cold tested before it is fitted into a frame.

The cold test entails filling the motor with hot oil before driving it from the output shaft to check gear selection, clutch operation and to test for leaks. Only if it passes at this stage is the engine allocated an engine number and put back into the production run.

Pre-prepared frames, subframes and rear suspension assemblies are then fitted before the machine is clipped to an overhead carrier and lifted from the conveyor system on which it started life.

Parts are fed to the assembly teams by the various production departments

which produce machined and fabricated items in the correct sequence to match the build programme. This allows production to step away from 'batch' manufacturing one type or specification of machine and instead to build to orders for specific model and country specifications, maximising the efficiency of the production capabilities.

As the bike enters the final third of the assembly process it takes to its wheels for the first time and is then fitted with its final bodywork.

Around three hours after starting out on its journey, the complete motorcycle rolls off the production line and immediately enters a rigorous 200 point test programme.

After being fitted with a temporary seat and dry charged battery, the machine is fuelled and the sump filled with oil before being started, warmed to operational temperature and ridden into the rolling road rig.

With the front and rear wheel on rollers it is then taken up to 78mph in the gears and braked back down. Each machine must achieve performance figures within narrow parameters before being passed, with all the information from the test bed being logged onto its individual computer record with its VIN and engine number.

Only then is a Triumph motorcycle's first journey complete. It may have been one of the shortest it will ever take, but Triumph know it is probably the most important trip of its life.

Teamwork and quality control are core features of the Triumph production process.



# Deals on wheels

## Worldwide offer from AVIS

AVIS Rent-A-Car are offering worldwide discounts on car rentals for all RAT members.

In the U.S. (48 continental states and the District of Columbia), members can receive a ten per cent discount on daily rates returned to the same city, five per cent for rentals not returned to the same city, and other promotional offers. In Europe, Africa, the Middle-East, Asia, and Latin America, ten per cent discounts are offered on normal time and mileage rates.

To receive your discount, please present your AVIS AWD (Avis Worldwide Discount) number when you reserve your rental. This number can be found on your Avis card included in this issue of *Torque*. You must present this number to qualify for the discount.

Avis features GM cars in different classes from sub compact to minivan. For additional information on this special and for rental reservations with the Avis Rent-A-Car program for RAT members, please call 1-800-331-1212.

## Cruise America by Triumph



CLUB members can cut the cost of touring America on a Triumph thanks to an exclusive arrangement with Cruise America.

Covering the USA and Canada, the arrangement offer RAT members a terrific 20 per cent rate cut when they hire a Triumph Thunderbird or Trophy from Cruise America, the world's leading RV (recreational vehicle) rental and sales company.

A 20% discount is also offered on 'chase' motorhome rentals for single motorcycle use, with other special deals available for two or more motorcycles rented. Cruise America has RV depots across the country for easy pick-up and

drop-off.

Members renting the RV alone can obtain a ten per cent discount on the hire fee.

Four different size motorhomes are available, from small campers to deluxe campers that sleep up to 7 people.

Remember that early booking will ensure that you have the best chance of a confirmed reservation for the RV you want, pickup location, and the dates you need.

Please contact Cruise America's Reservation / Information Office at 1-800-327-7299 for more details.

## Video deals

ARMCHAIR motorcyclists can sit back and enjoy their bobby while saving money, thanks to video specialists. Project Moto of London, Project Moto specialise in motorcycle videos and are offering RAT members a ten per cent discount on their full catalogue.

Covering racing, tourer cross, classics and touring, the free catalogue is available from Project Moto at 5, Kibbourn Street, London SE16 1DN, England. Telephone +44 (0)171 231 4331 or 0956 412357.

## See Buddy

ISSUE one of *Torque* carried details of the Buddy Holly musical being staged in Hamburg and featuring Triumph Thunderbirds on stage. Now we can offer RAT members reduced price tickets for the show and accommodation for visitors to the city.

Seats for all performances staged between January 2 and March 30 1997 are available with a ten per cent discount for members. For information and bookings call +49 (0)1805 1997, quoting the reference 'Triumph'.

We have also arranged an accommodation package with the city's first class 'Berlin' hotel. The weekend deal includes free public transport to the show, a ticket and one night's accommodation at the Berlin, including a welcome drink and breakfast for an inclusive price of DM 199,-. The show ticket alone is worth DM 130,-.

Accommodation is per person in a double room for one night. Reservations can be made by calling +49 (0)40 251 640 (fax +49 (0)40 251 6413, quoting the code 'Triumph'.

## Scotland Tours

THIS issue's touring feature covers the Scotland tour organised by

German company

Triumph Owners

Tours. Tour leader

Wolf Tins is offering

RAT members a five

per cent discount on

the trip and on other

toys being planned

by the company for

1997. Call +49

(0)2205 92710 or fax

+49 (0)2205 927129

for details and

bookings.

## Mountain stay

TOURERS

planning a trip to

Amstutz Tired region

could consider a stay

at the Schwarz

family's 'Regina' hotel

in Sersau. The owner

is a keen Triumph owner and offers

members a package including ten per cent

discount on the room rate, a free ticket for

the local swimming bath and free parking

for motorcycles. Bookings and information

on +49 (0)476 6253, fax +49 (0)476 6796.

## Holiday time

GUIDED tours of south west Germany

and the French and Swiss Alps are

being offered at a discount rate to RAT

members by tour leader Thomas Leeffler.

His 'Enjoy Tours' company will offer

savings of up to 25%. Contact

(telephone/fax) +49 (0)7633 83580.

## Cheaper action

RACE

fans can

see the action

for less thanks

to a 20 per cent

discount on pre

booked tickets negotiated



with UK circuit Mallory Park. The track hosts racing most weekends, including rounds of the British Superbike championship. The 24 hour ticket hotline number is +44 (0)115 912 9128.

## Immortal in oils

**F**RANCY immortalising yourself and your Triumph in oils? Club member and artist Tony Upsall will convert other members' photographs into paintings for between £150 and £200. Send your snaps to Tony at The School House Inn, Low Marshes, Malton, North Yorks, England YO17 0RJ (telephone +44 (0) 653 668247).



## Get SMART

**U**JK riding gains CSM are offering their SMART (Safe Motorcycle and Riding Techniques) courses to RAT members for 50%. The courses normally cost £150.

Courses are run for groups of four riders, with CSM offering a 'bucc for the price of four' deal for RAT members booking in groups of four.

Covering all types of riding and road conditions, they are particularly suitable as refresher courses riders returning to motorcycling after a lay off as advanced tuition for riders who have recently passed their full test.

Contact CSM on 0800 600 900.



## In Brief ...

**Company:** Avis Rent-A-Car

**Product:** Car hire

**Offer:** Discounts up to 10% plus special offers

**Contact:** Avis Rent-A-Car on 1-800-331-1212

**Company:** Cruise America

**Product:** Triumph and motor home rentals in the USA and Canada

**Offer:** Discounts up to 20%

**Contact:** Cruise America on 1-800-327-7799

**Company:** Project Moto Ltd

**Product:** Motorcycling videos

**Offer:** 10% discount

**Contact:** Project Moto Ltd, 5, Kinburn Street, London SE16 1DN, England. Telex/home +44 (0) 171 231 6331 or 0256 49257.

**Company:** 'Bosley Holly' musical / Hotel Berlin, Hamburg.

**Product:** Musical show and accommodation

**Offer:** 10% discount on tickets, accommodation package.

**Contact:** For show information and bookings call +49 (0)1805 1997; for hotel and ticket package call +49 (0)40 251 640 (fax +49 (0)40 251 64413), quoting the reference 'Triumph'.

**Company:** Triumph Owners Tours

**Product:** Guided tours, including Scotland 1997.

**Offer:** 5% discount

**Contact:** +49 (0)2205 92710 or fax +49 (0)2205 927129 for details and bookings.

**Company:** Hotel Regina, Seilass, Austria

**Product:** Hotel accommodation

**Offer:** 10% discount, free swimming and garaging

**Contact:** Bookings and information on +43 (0)5426 6254, fax +43 (0)5426 6739

**Company:** Enjoy Tours

**Product:** Guided tours of south west Germany and Alps

**Offer:** Up to 25% discount

**Contact:** Telephone/fax +49 (0)7633 83580.

**Company:** Mallory Park

**Product:** Motorsports events

**Offer:** 20 per cent discount for pre booked tickets

**Contact:** +44 (0)115 912 9128.

**Company:** Tony Upsall

**Product:** Oil paintings

**Offer:** Special rates for fellow members

**Contact:** The School House Inn, Low Marshes, Malton, North Yorks, England YO17 0RJ (telephone +44 (0)653 668247).

**Company:** CSM

**Product:** Motorcycle training

**Offer:** 50% discount on SMART

courses, extra saving on group bookings  
**Contact:** 0800 600 900.

**Company:** Fernet Insurance Brokers Ltd

**Product:** Motorcycle and general insurance

**Offer:** 10% discount on 'Triumph Care' cover, special arrangements on other cover

**Contact:** Fernet on 01708 768613

Applies to UK only.

**Company:** P&O European Ferries

**Product:** Cross Channel ferry crossings

**Offer:** 30% discount plus special offers

**Contact:** +44 (0)1990 986980 quoting ref: 50531

**Company:** Isle of Man Steam Packet Company

**Product:** Ferry crossings and holidays

**Offer:** 10% discount

**Contact:** Phone +44 (0) 1624 645645

**Company:** General Guarantee

**Product:** Finance

**Offer:** Priority rates

**Contact:** Chief Brewer on 01908 696001

Applies to UK only.

**Company:** EMAP National Publications

**Product:** 'Bike', 'Performance Bikes' and 'RIDE' magazines

**Offer:** 20% discount on subscription rates

**Contact:** +44 (0)1858 435337 quoting reference NA23/A23 for 'Bike', N086/011 for 'RIDE' or NH25/H26 for 'Performance Bikes'.

**Company:** Market Motorcycles /

Fowlers of Bristol

**Product:** Triumph motorcycle hire

**Offer:** 5% reduction on published rates

**Contact:** Market Motorcycles on +44 (0)1442 822599, Fowlers on +44 (0)1179 770466.

**Company:** Triumph Hellas

**Product:** Greek touring holidays,

including Triumph hire of recreational Offer: 5% reduction on published rates

**Contact:** Triumph Hellas on 301 9225 5917 (phone) or 301 925 5918 (fax).

**Company:** Hilton Hotels

**Product:** Hotel accommodation

**Offer:** 30-50% reduction on UK and

European weekend break rates

**Contact:** Hilton Hotels on 0800 856 8000 from the UK, (44) 1923 250222 outside the UK quoting Ref: 535 for UK

reservations or Ref: EW for European bookings.

**Company:** Select Site Reservations

**Product:** Camping and mobile home holiday

**Offer:** Special packages for RAT

members

**Contact:** Select Site Reservations, Travel House, 34 Brecon Road, Aberystwyth,

Gwynedd, Wales, +44 (0)1873 859876, fax +44 (0)1873 859544.

# The finishing touch

The Triumph Triple Connection range of personal accessories and collectables is conceived and made to the same high standards as the company's motorcycles. Individuality, style, function and quality combine to offer you a choice of gifts that perfectly complement the ownership of a Triumph motorcycle.

To order, please contact your Triumph dealer. Certain items may not be available in some markets due to technical or legislative constraints.



Hand finished luxury products include elegant key holder, credit card holder and a wallet in calf leather with embossed Trident branding.



A new range of distinctive belt buckles hand crafted from fine English pewter; fit in seconds to the Triumph embossed leather belt.



Triumph's range of luggage is made from a careful choice of materials with fashionable tailoring to meet all travelling requirements. The range includes a large holdall, sports bag, aircraft bag, bum bag, tool belt, helmet bag, back pack, large back pack and fashion back pack.

Triumph's range of watches includes the Sports Watch



featuring a white face with black leather strap and the Carbon Fibre Automatic with a carbon face, metal bracelet and additional diving strap.



Offer available worldwide

## FREE DAYTONA GLOVES WHEN YOU PURCHASE A TIGER WATERPROOF JACKET

WHILE STOCKS LAST.

PRESENT TO DEALER

I claim my free Daytona gloves with my purchase of a Triumph Tiger jacket.

Offer ends March 1st 1997.

Name: .....

RAT membership number: .....

Dealer stamp:

Triumph's team has produced a range of dedicated quality accessories designed to allow you to tailor your machine to your own taste. Whether your plans include touring, cruising or sports riding, genuine Triumph accessories add an individual touch to your machine. Some of the latest additions to the accessory range are as follows:



#### Top Box

Designed to complement the Trophy, Sprint and Tiger range,

this stylish top box accommodates two full face helmets and can be ordered in all Tiger, 1996 Trophy and 1995 Sprint colours. A matching back rest will also be available shortly.

#### Trophy heated grips

Ideal for the serious tourer, these heated handlebar grips will keep the worst ravages of winter at bay.

The grips are designed to fit all Trophys from the 1996 model year onwards.

The wiring harness on these machines has a dedicated connector in the front cockpit area.

Machines carrying a Vehicle Identification Number (VIN) after 44862 are fitted with handlebars which allow direct fitting of the heated grips. If your machine carries an earlier VIN number it is necessary to get your dealer to slightly modify the handlebars or to order a set of the latest specification 'bars.



#### Thunderbird cissy bar

Available in both polished and chromed finishes, this cissy bar fits all Thunderbird models and features the same back pad and badge used on the Adventurer cissy bar.

#### Leather seat

The final touch of luxury for your Thunderbird. A quality leather seat manufactured using Pittards water-resistant leather.

#### Thunderbird/Adventurer alarm

Developed in partnership with Datatool, this specially manufactured version of the Datatool Series 2 alarm is supplied pre-assembled on a frame locating bracket. The alarm is positioned under the fuel tank, allowing quick and easy fitment.



#### Trophy '96 lower fairing spoiler

A simple addition which helps keep the

rider's feet warm and dry during cold or wet weather, these plastic mouldings clip straight into the lower fairing vents to block the flow of cold air.



#### Thunderbird and Adventurer centre stand

Supplied as a complete kit, including fitting instructions, the centre stand fits all Thunderbird and Adventurer models, and is useful for both maintenance work and parking.



If convention is not your cup of tea, then you may well find a new partner in the Triumph Adventurer. A 900cc triple, this distinctive machine wears its soul on the outside.

The American influence is self evident, nothing is conventional on this Triumph. High rise bars, single seat, megaphone exhaust and ducktail rear mudguard create an uncompromising appearance highlighted by colour schemes originated by Triumph in the early 60's.

The detail and quality of this bike deserves a closer look. An evocative tank badge, tail lamp, side panel badge and tank knee pads are just some of the finer points that make this street cruiser a genuine Triumph.

A full range of factory accessories mean it can stay a genuine Triumph too, however far you want to take it.